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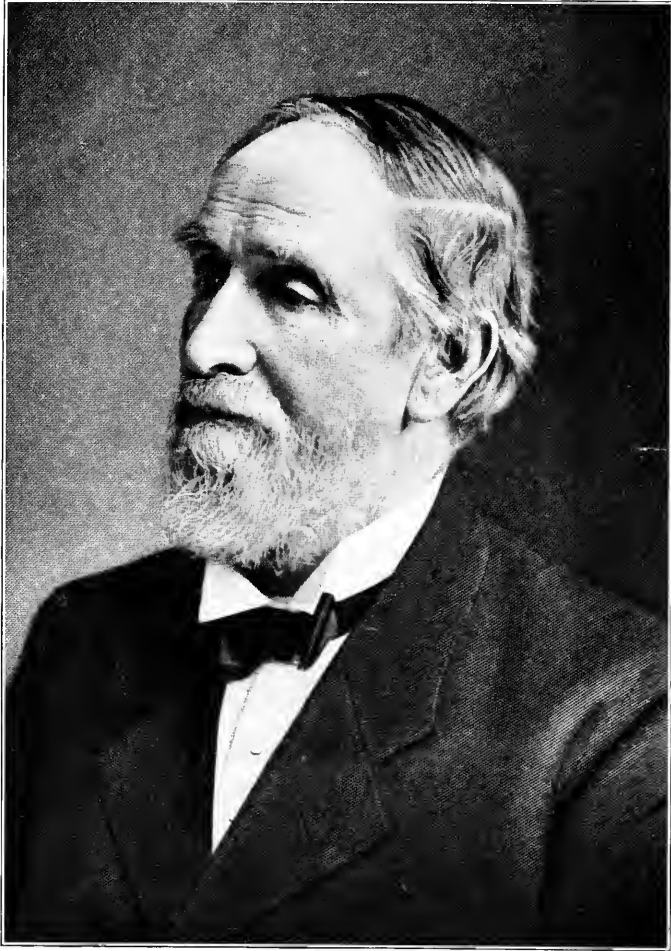
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JOSEPH GASTON



**PORTLAND  
OREGON**

**ITS HISTORY AND BUILDERS**

IN CONNECTION WITH

THE ANTECEDENT EXPLORATIONS, DISCOVERIES  
AND MOVEMENTS OF THE PIONEERS THAT  
SELECTED THE SITE FOR THE

**GREAT CITY OF THE PACIFIC**

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By **JOSEPH GASTON**

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**Illustrated**

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**VOLUME I**

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CHICAGO—PORTLAND  
THE S. J. CLARKE PUBLISHING CO.

1911

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## PREFACE

The preparation of this work was undertaken at the suggestion of the late Harvey W. Scott. Having prepared a history of the city twenty years ago, and being familiar with the whole history of Oregon and Portland, the publishers were anxious to secure his services in bringing out a later and more extended review of the still greater city. But the hands of the great editor were fully occupied; and great cares pressed upon his time and strength. Deeply interested in this, as in all other things making for the history and development of the city, he had done so much to build up, he turned to the undersigned and urged him to undertake the task of which this book is the result; and at the same time pledging the assistance of his advice and counsel. His invaluable assistance was not to be realized. Already overburdened with great work he hoped to accomplish, his assistance could not be given beyond the generous grant and authority to use any and all of his many contributions to the history of Portland and Oregon.

To secure the assistance of scholars with experience in particular lines of investigation, it was deemed important to create an advisory board. And for that purpose a board of five gentlemen—to wit: Harvey W. Scott, Frederick V. Holman, president of the Oregon historical society, William D. Fenton, vice-president of the society, George H. Himes, assistant secretary of the society, and Dr. George F. Wilson, a leader in his profession, were selected. To these gentlemen the author is indebted beyond any words to express his obligation. Mr. Himes, has been a most efficient and enthusiastic aid on many topics; and has placed his great collection of material in the rooms of the historical society at the service of the author. Mr. Holman's monograph on Dr. John McLoughlin, is the last word on that great character. And to Joseph R. Wilson, D. D., for his like service on Marcus Whitman, and to Mr. John Gill for his sketch of Jason Lee, both the author and the subscribers to this work are under obligations that cannot be expressed in words or measured by dollars. We have in these sketches of these three great pioneer men, the fairest, most complete and satisfactory representation of them ever put in print.

To Mr. Fenton the history is indebted for his faithful review of the life and services of "Father Wilbur;" and for much important matter relating to laws and lawyers. And to Dr. Wilson obligations are many for the chapter on the medical profession, and medical college, and for first hand information about Schwatka's exploratory expedition to Alaska, of which Dr. Wilson was the surgeon.

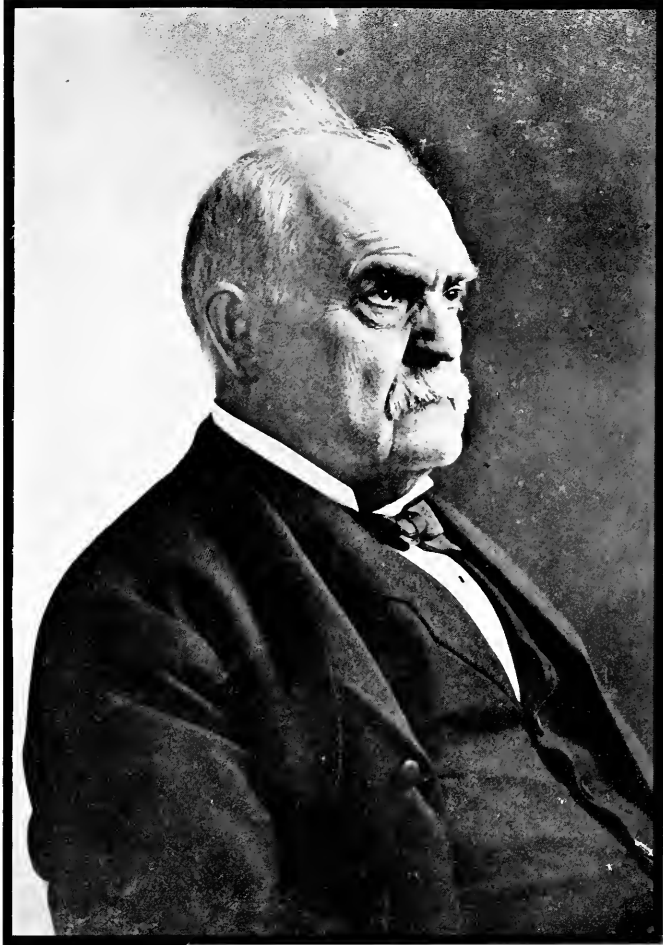
Acknowledgement is freely made for valuable assistance from many others. To Mrs. Eva Emery Dye for her chapter on Oregon city; to \_\_\_\_\_ and to General Thos. M. Anderson for much of the chapter on Vancouver; to Colonel Henry E. Dosch for most of the chapter on the Lewis and Clark *Exposition*, to Mr. W. D. B. Dodson of the Evening Telegram for the report on the Oregon boys in the Spanish war; to W. S. U'Ren for the account of direct legislation;

to Dr. J. R. Cardwell for horticultural items; to Daniel McAllen for origin of Lewis and Clark Exposition; to Miss Anna Cremen for accounts of Catholic institutions and original papers relating to Oregon militia; to Mrs. S. A. Brown for account of night school and women's union; to Mr. D. D. Clarke for report on Bull Run water system; and to Mr. R. P. Blossom for original facts about first settlers of the city.

And while every possible precaution has been taken to secure accuracy of statement, it is not to be expected that the work will be wholly free from errors. Investigation shows that the original sources of information, especially where they are founded upon personal statements, are often confused and contradictory. The aim and intention has been to show, that in the great purposes to be achieved by the settlement of Oregon and Portland, and the organization and development of society and civic institutions, there has been and is a unity in the history and progress of the country. That is a greater purpose in any history than exactness in the statement of unrelated facts. And in expressing this final word, it is a pleasure to be able to state that the citizens of Portland have not only given this work a more liberal and enthusiastic support than any of its predecessors in this field of research, but have also supported the History with more liberality and enthusiasm than has been given to similar undertakings by the same Publishers in the cities of Chicago, St. Louis, Cleveland and other like places, where other histories have been brought out. And for all this we here express our sincere gratitude.

JOSEPH GASTON.





HARVEY WHITEFIELD SCOTT

## In Memoriam

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“EXTRACTS FROM PUBLIC ADDRESSES OF HARVEY W. SCOTT.”

Men yet living, men not yet old, have seen the Oregon country develop from smallest beginnings to its present greatness (1905). But its present greatness is only the promise of its future.

Portland is at the point of natural communication and exchange between the interior and the sea. To this fact Portland owes her existence. This city has done a mighty work already and is now just getting forward to the stronger position which the future is to give her.

Our life, in Oregon, once isolated, is now under the influence of world-wide conditions. Markets, manners, customs, habits, opinions, faiths are brought under this all pervading control. Our industrial processes, our social usages, our religious creeds are all subject to the same law of influence and variation. These changes come by almost imperceptible gradations, but become very marked from one generation to another.

Pioneer life is now but a memory. It will soon be but a legend or tradition. Once we had but a little world of our own. We shall have it no more. The horizon that once was bounded by our own border enlarges to the horizon of man.

Just now, we are having in Oregon a material development such as we never hitherto have known. It is well; we all rejoice at it and all try to promote it; and yet we should not become so fully occupied with it as to overlook the greater importance of the other side of life—that is, right development of thought, feeling, character.

The story of the toilsome march of the wagon-trains over the plains will be received by future generations almost as a legend on the borderland of myth, rather than as veritable history. Mystery was in the movement, mystery surrounded it. It was the effort of that profound impulse which for a time far preceding the dawn of history, has pushed our race to discovery and occupation of western lands.

It is only through industry, stimulated by the instinct for accumulation of property, that the individual or a people can get forward. Nature made the Oregon country a paradise; yet for the native Indian it was no paradise, but only a sort of dog-hole in which he dwelt in darkness, because he had not the principle of growth within himself.

As a geographical expression, the west has ever been indeterminate. The east has been treading on the heels of the west, yet never has overtaken it. Latterly, the west has taken ship on the Pacific and through one of the movements of history has overtaken the east. America has put a new girdle around the earth and the west has moved on till it has reached the gateway of the morning

over by the Orient. Men of Oregon, of Washington, of California, of Idaho, of Montana, of Utah, of Colorado, responding to the call of the country, have carried the west on over seas.

It is probable that nothing else has contributed so much to the help of mankind in the mass, either in national or moral aspects, as rapid increase of human intercourse throughout the world. Action and reaction of peoples upon peoples, of races upon races, are continually evolving activities and producing changes in the thought and character of all. This intercourse develops the moral forces as rapidly as the intellectual and material. Populations are stirred profoundly by all the powers of social agitation, by travel, by rapid movements of commerce, by daily transmission of news.

The United States has a frontage on the Pacific as well as on the Atlantic ocean. We must expand in the direction of the Pacific, where the future development of our country lies. Over there is China. Over there is India. Over there are the regions which the energy of the world is now beginning to develop. This is one of the great movements of history, without any one in particular bringing it about. It is irresistible; it is one of the onward movements of mankind.



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## INTRODUCTION

“Westward the course of Empire takes its way;  
The four first acts already past;  
The fifth shall close the drama with the day;  
Time’s noblest offspring is the last.”

—BISHOP BERKLEY.

*Prophecies:* “Fixity of residence and thickening of population are the prime requisites of civilization; and hence it will be found, that, as in Egypt where great civilization was developed in a narrow valley hemmed in by deserts, and in Greece limited to a peninsula bounded by the sea on one side, and mountains on the other, when the Caucasian race, starting from India and pursuing its western course around the earth, shall reach the shores of the Great Pacific ocean, it will dam up in the strip of country between the Rocky mountains and the sea, and there in the most dense population, produce the greatest civilization on the earth.” (*Vestiges of Creation, 1838, anonymous, supposed to be written by Robert Chambers of Edinburgh, Scotland.*)

The French naturalist, Lacedepede, and one of Napoleon’s ministers, writing to Jefferson in 1804 said: “If your nation can establish any easy communication by rivers, canals and short portages between New York and a city *that must be built* at the mouth of the Columbia, *what a route for the commerce of Europe, Asia, and America.*”

“The city carrying on a trade with the islands of the Pacific, and the people about the shores of the ocean, commensurate with its wants, must advance in prosperity and power unexampled in the history of nations. From the plentitude of its own resources, it will be enabled to sustain its own operations, and will hasten on to its own majesty, and to a proud rank on the earth.” (*Hall J. Kelley, in his prospectus for a city where University park, Portland, is now located, 1832.*)

“I say the man is alive, full grown, and is listening to what I say, who will yet see the Asiatic commerce traversing the North Pacific ocean—entering the Oregon river—climbing the western slope of the Rocky mountains—issuing from its gorges—and spreading its fertilizing streams over our wide extended Union!

The steamboat and the steam car have not exhausted all their wonders. They have not yet found their amplest and most appropriate theatres—the tranquil surface of the North Pacific ocean, and the vast inclined plains which spread east and west from the base of the Rocky mountains. The magic boat, and the flying car are not yet seen upon the ocean, and upon the plain, but they will be seen there; and St. Louis is yet to find herself as near Canton as she is now to London, with a better and safer route by land and sea to China and Japan than she now has to France and Great Britain.” (*Extract from an address by Thomas H. Benton, U. S. Senator, at St. Louis, October 19, 1844.*)

"The work now formally inaugurated, shall, in its completion, be made the servant and promoter of your future growth, prosperity and wealth, until here on the banks of the Willamette, shall arise a city, which, holding the keys *and being the gateway* and handmaid to the commerce between the Atlantic and the Indies, shall rival Venice in its adornment and Constantinople in its wealth." (*Extract from address of Joseph Gaston at ground breaking ceremonies for construction of Oregon Central Railroad, April 15, 1868.*)

"I tell you my friend if you have any money to invest, to purchase lots here in Portland, or good lands nearby, and hold on to them, for this will be the great city of the Pacific coast." (*Advice given by James J. Hill to a friend, at Portland, May 2, 1910.*)

The history of nearly every American state or city, has been largely the history of the men and women of the state or city. But the history of Portland, Oregon, is more than that. Produced by the evolutionary forces of the dominant race of man, pursuing its irresistible course around the earth from farthest east to the confines of the west at the sundown seas, and there from natural causes and superhuman forces, selecting, and converging at the gateway of a continent and the seaport to the unobstructed highway to all nations uniting the civilization of the ancient east to the all conquering powers of the youthful west, we are to write the history of a city, unusual, unique and extraordinary among all American communities. Portland is more than a population of so many thousands; more than its great and growing commerce; more than the gateway to the Pacific; and more than the lives of all its leading men. Its foundation and existence stand for a principle; it is the result and fruit of evolutionary forces which could not be turned aside; and it has been, and must continue to be the nerve center towards which and from which tend all the historic ideas and influences which turned the tide of dominion from Russia and Great Britain, and made Portland, Oregon, in fact and truth, unconsciously, the guiding star of that empire which westward took its predestined and irresistible way.

About the time that portentous events were concentrating continental forces at the neck of woods where the great city on the Willamette and Columbia was to be, we find national affairs on the other side of the Atlantic to be in a very incoherent condition. George III, with all his follies and blunders, was passing down from the British throne through the cloud of insanity, while his unspeakable son, George IV, with all his vices and crimes against common decency, had taken his place. Austria was still at the head of that Holy Roman Empire, which Voltaire sarcastically remarked, had ceased to be an empire, to be Roman, or to be holy.

Alexander II, the grandson of the great Empress Maria, was on the throne of all the Russias. He had been the main force in the overthrow of the great Napoleon, whom he treated with great consideration after his downfall. Spain was dwindling to its decadence as a world power; Italy, to use the phrase of the great Austrian, Metternich, was but a geographical expression; and France, after Napoleon had passed its title to Oregon over to President Jefferson, was still in that ferment left behind by the Revolution, by Napoleon, and by the on and off reign of Louis XVIII, who is remembered most by his brilliant epigram—"Punctuality is the politeness of Kings."

From this perspective we get our start for Oregon and Portland. Portland stands alone in its founding and development. In less than sixty years it has arisen from an unbroken forest, uninhabited save by wild beasts and native Indians, separated from its native hearthstones by two thousand miles of unpeopled deserts, plains and mountains, to a city and seaport, one hundred and ten miles from the ocean, that ships more lumber than any other city in the world, more wheat than any other city in America, except New York, and handles more money every day than any other city in the nation of its class. While in wealth it stands without a peer, man for man, yet its growth and development of all



the agencies of educational, social, moral and religious culture is even greater than its material prosperity. The history of such a city, is worth recording. And to the busy citizen as well as the student of humanity, the narrative of this history will be found more interesting than a romance, and more instructive than the record of any other city in this great nation.

What should this history contain? What will the intelligent new comer of 1912 want to know about the city he settles in? What will the graduates of our high schools in 1950 want to know about Portland? What will the student of history plodding over the dusty past, one hundred years hence, desire to learn about the origin and development of Portland, Oregon?

In preparing this work it has been kept in view that everything should go in which would show how a city came to be located at this point on the Pacific coast, the great facts which led up to its selection, the influences and factors which promoted the building of the city, and the character and labors of the men and women who have contributed to the great work, moulded its character, inspired its aims and ideals and left their impress on its institutions and progress. Facts, experiences, character, biographies and accomplished results have been sought for in all directions and much that has never been before, is now given to the public. Very much material matter and many incidents of a very interesting character have been lost by deaths and the inevitable destruction by lapse of time. But enough remains to show clearly the hopes, aims, ambitions, and true character of the sturdy pioneers who through Herculean labors and indescribable privations trailed their long weary way across two thousand miles of trackless plains, rugged mountains and desert wastes to lay broad and deep the foundations of a new state and a great city.

This must also be to a certain extent, a history of the contest of ideas as well as the development of commerce, civilization and new states, which was tried out on this page in this great valley, and in the foundation of this city, and can't be left out. And striving to apprehend the aspirations and the heroic self-sacrifice of the men and women who founded this great northwest empire, if I shall be able to write a single line that will inspire in our young men and women the spirit which actuated their pioneer fathers and mothers, I shall feel that I have rendered a valuable service to the city and the state.

But no real history of the city would be complete, or present the picture of Portland now before us today, which did not include so much of the voyageurs, sea-rovers and bold mountain explorers as shows the world-wide panorama of thought, interest, speculation and national aggrandizement which centered on the Pacific Northwest for more than a century to unravel the mystery which hovered over the land in which our lives have been cast. The history of Portland is intertwined with the grandest feats of land and sea discovery which have been achieved since Columbus struck the Island of San Salvador in 1492. And the very existence of the city as an American community has grown out of the shrewdest diplomacy of the two greatest nations of the globe; and was not only made possible, but actually forced by the uplifted hands and patriotic labors of a mere handful of bold border spirits who "called the bluff" so to speak of the greatest military and commercial power of the world; and with prescient minds, strong common sense and invincible courage, set up an independent state and government, and won the game in winning beyond controversy the rich territory now organized into three great states of the American union. The achievements of the pioneer heroes of Oregon are absolutely without parallel or equal in the history of states or nations. Not founded upon conquest or baptized in blood; not purchased by a compromise or pronounced by great commercial interests we trace the foundations of our city and state to the noble and unselfish labors and sacrifices of men and women proud in giving to all others the equal rights demanded for themselves, and ennobling and sanctifying their work by laying broad

and deep the foundations of virtue, sobriety, education and Christianity for themselves, their children and their descendants and successors for all time to come. With such a beginning, with the growth and development already achieved, with an invincible position and natural advantages which cannot be reversed or diminished, Portland is entitled to be called the "City of Destiny"—a destiny assured to be the greatest city of the Pacific coast of North America.

JOSEPH GASTON.

# History of Portland

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## CHAPTER I.

1506—1792.

*The Land of Mystery—The Proposition of Columbus—The Dreams of Navigators—The Fabled Strait of Anian—De Fuca's Pretended Discovery—Maldonado's Pretended Voyage—Low's Remarkable Map—Viscaino and Aguilar Reach the Oregon Coast in 1603—California an Island—Captain Cook's Voyage and Death—Beginning of the Fur Trade—Spain Drives England Out of Nootka Sound, and Then Makes Treaty of Joint Occupancy—Gray Discovers the Columbia River.*

The settlement of Old Oregon, consisting of all the United States territory west of the Rocky mountains, north of California, being the result of a long series of explorations by sea and land covering three hundred years from 1506 to 1806, is an interesting and necessary chapter to any history of the city of Portland. The settlement of this last and then most distant portion of the United States was the result of a world-wide racial impulse to move westward on isothermal lines, supported by the American spirit to go west, take possession of new lands and colonize the North American continent. That impulse and that spirit has never halted or slept since the united colonies repudiated George the III at Bunker's Hill; and even now is so actively pouring American settlers into the British province of Alberta that the Fourth of July is duly celebrated at the principal town in the province. And while it seems necessary to the completeness of the story to include all such movements of men or population as sustains the proposition of an evolutionary movement, yet it is not intended to burden the record with accounts of the many tentative and abortive efforts at exploration, or of those that were merely for trade. But the meritorious work of such men as Heceta and Viscaino of Spain, La Salle and Marquette of France, Cook and Barclay of England, Mackenzie of Canada, and Gray, Carver, Lewis and Clark of the United States is material and important, and cannot be left out.

Two hundred years before Christopher Columbus set sail from Palos, Spain, the Venetian traveler and explorer, Marco Polo had penetrated the Chinese empire from the west and returned to his home by a sea voyage from the east coast of Asia. Polo's published account of his travels was the great sensation and wonder of that age, and was discussed by learned men all over Europe and formed the basis of many new conjectures about the geography of the earth. Columbus himself had some education in geometry, astronomy, and navigation, and at an early age took to the sea. He had read Polo's narrative and was

familiar with all the various theories of the earth which it had inspired. And revolving these over in his mind for years, he came to the conclusion and put forward the proposition that by sailing directly westward from Europe he could reach the east coast of Asia in the latitude of Cipango (Japan) as it was then known. And in this view he was supported by the learned Italian, Toscanelli, of Florence, who on learning of the proposition of Columbus wrote him a letter heartily encouraging the project. And to demonstrate to Columbus that he could reach the east coast of Asia by sailing west, Toscanelli sent him a map of the world proposed by the learned Greek geographer, Ptolemy, who taught at Alexandria about 125 years after Christ, which map was altered and amended to correspond to the descriptions of Marco Polo. On this map the eastern coast of Asia was outlined in front of the western coasts of Africa and Europe, with a little ocean between them, in which was placed the imaginary islands of Cipango and Antilla.

In taking up this proposition, Columbus was met with a storm of opposition and persecution, which would have crushed any other man. The church denounced the scheme as heresy, and for nearly twenty years the great man traveled, begged and toiled for recognition and favor from those who could give aid, and at last found a good priest who sympathized with his grand idea, and through whose influence, Queen Isabella of Spain was induced to recall a former refusal of aid.

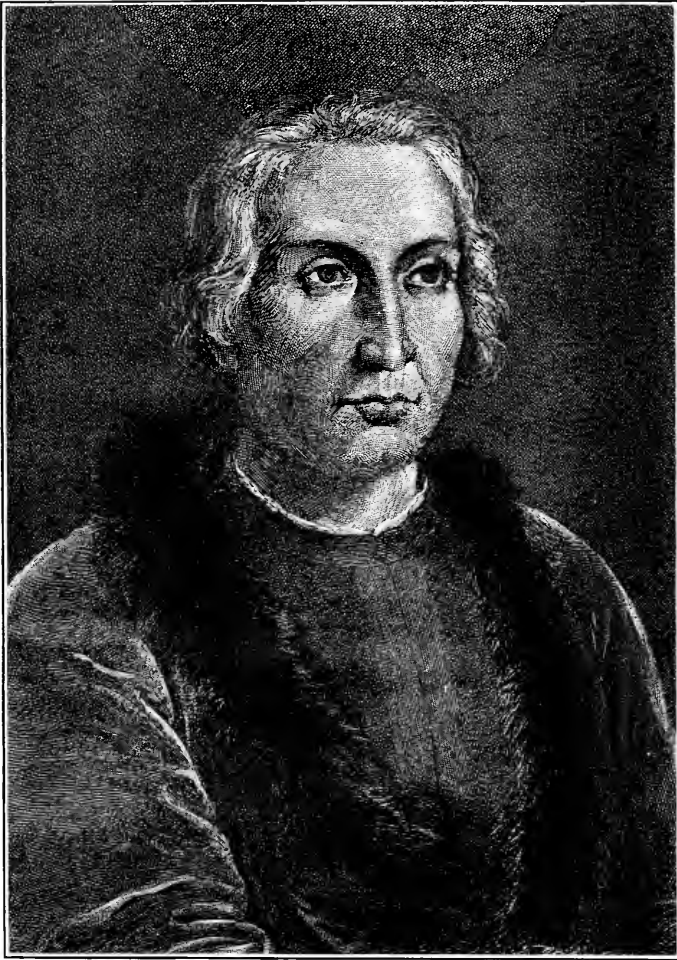
How Columbus finally induced Queen Isabella to support his enterprise with money and two small ships while a third ship was added by himself and friends, and how on August 3, 1492, he sailed out of Palos harbor with one hundred and twenty men in the three little ships—Santa Maria, Pinta and Nina—is an oft-told story and familiar tale. This exploratory voyage, all things considered, is the greatest enterprise ever planned and carried out by the genius and energy of a single man. The voyage itself was not a great affair, the little vessels of still less account, the use of the compass was then but little understood; the seamen were all ignorant and superstitious to the limit; but when we consider the weakness of such an outfit to venture out upon a vast and unknown ocean and brave all the terrors pictured by the imagination in addition to the real dangers of the sea, and then place over and against them all the glory and grandeur of the achievement in practically adding to the use and enjoyment of the race of man, a new world as large, useful and beautiful as the one already enjoyed, our minds are unable to grasp and no words can fully express the greatness of the achievement, or the honor, praise and obligation which mankind owes to the name of Christopher Columbus.

After seventy days sailing westward, Columbus struck Cat island in the West Indies. It was inhabited by red men. The people of Hindostan (India) were red. Columbus believed he had reached India—the east coast of Asia; and he called the natives Indians. The name stuck, and thus all the natives of America came to be called Indians. Columbus made three subsequent voyages from Spain to the West India islands, but never reached the mainland, and died in ignorance of his great discovery of a continent equal to the old world and separated from it by two great oceans.

It may seem irrelevant to go back over four hundred years to begin this narrative about the city of Portland, but it must be remembered that it was Christopher Columbus who started and steered the tide of the Caucasian race across the Atlantic which finally overran the American continent and halted here on the Willamette to build the greatest city of the Pacific coast. And believing that the readers of this book will take a genuine interest in the man who discovered America, and will be glad to have a lifelike, truthful portrait of his face, we have, at much trouble and expense, procured from the Marine Museum at Madrid, Spain, and here print the best likeness ever made of the great man.

When we look into the books of geographical discovery, we find that the site of the city of Portland was for a long period of time the center of a great un-





### CHRISTOPHER COLUMBUS

(The greatest tribute paid to this greatest man is the following from the pen of Oregon's poet—Joaquin Miller.)

Behind him lay the gray Azores,  
 Behind the Gates of Hercules;  
 Behind him not the ghost of shores,  
 Behind him only shoreless seas.  
 The good mate said: "Now, we must pray,  
 For lo, the very stars are gone,  
 Brave Adm'r'l speak: What shall I say?"  
 "Why say, 'Sail on! sail on! sail on!'"

"My men grow mutinous day by day;  
 My men grow ghastly wan and weak."  
 The stout mate thought of home; as spray  
 Of salt wave washed his swarthy cheek.  
 "What shall I say, brave Adm'r'l, say,  
 If we sight naught but seas at dawn?"  
 "Sail on! sail on! sail on! sail on!"

They sailed and sailed as the winds might blow,  
 Until at last the blanched mate said:  
 "Why, not even God would know  
 Should I and all my men fall dead.  
 These very winds forget their way,  
 For God from these dread seas is gone;  
 Now speak, brave Adm'r'l, speak, and say—"  
 He said: "Sail on! sail on! sail on!"

They sailed. They sailed. Then spake the mate:  
 "This mad sea shows its teeth tonight.  
 He curls his lips, he lies in wait,  
 With lifted teeth as if to bite!  
 Brave Adm'r'l say but one good word:  
 "What shall we do when hope is gone?"  
 The words leapt as a leaping sword:  
 "Sail on! sail on! sail on! sail on!"

Then, pale and worn, he kept his deck,  
 And peered through darkness. Ah, that night  
 Of all dark nights! And then a speck  
 A light! A light! A light! A light!  
 It grew, a starlit flag unfurled!  
 It grew to be Time's burst of dawn,  
 He gained a world; he gave that world  
 Its grandest lesson: "On, sail on!"

known region of myths and mystery. To see how that idea got abroad in the world, it will be necessary to go back to the opening of the Fifteenth century and follow the current of geographical exploration around the world.

The proposition of Columbus to find a short cut to Asia by sailing west from Spain was not to perish with his death. It was the good fortune of the Italian navigator, Americus Vesputius, who after Columbus' death, made four voyages to America and finally discovered the mainland of the continent near the equator. And like Columbus he too returned to Spain and died poor at Seville in 1512, without knowing he had discovered a separate continent. In his letter to the King of Portugal, in whose services he had sailed to the new world, he writes July 18, 1500: "We discovered a very large country of Asia."

But the half discovered secret of all the ages was not to remain hidden from the eyes of man. Other courageous spirits followed in the wake of Columbus and Vesputius. Sebastian Cabot, an Englishman, discovered the coast of Labrador in 1497, and on a third voyage, entered Hudson's bay in 1517 before Hudson died. In 1498, Vasco de Gama under the patronage of the king of Portugal, doubled the Cape of Good Hope and opened a new route to the Indies. This same king in 1501 sent Gasper Cortereal with two vessels to explore the northwestern ocean. In 1512 the Spanish navigator Juan Ponce de Leon discovered the Gulf of Mexico. In 1513, Vasco Nunez de Balboa crossed the Isthmus of Panama where President Taft is now digging a canal, and discovered the mighty Pacific ocean. It was a revelation second only to the discovery of Columbus. What must have been the wonder of those wandering Spaniards as they looked down from the mountain tops to the vast ocean glittering in the morning sun.

The discovery of the Pacific ocean was a great event, and had been accomplished by the first land journey to the interior. It then began to dawn upon the sea-rovers that there was another ocean to be crossed to reach the riches of India. And from this discovery all the country south of the Isthmus of Panama was given up to the Spanish. And while the title to South America was thus accorded to Spain, the Spaniards did not abate one jot or tittle of their claim to North America also. And in the year 1539, Ferdinand de Soto, one of Spain's most distinguished soldiers, gathered an army of six hundred men in the Island of Cuba, and with two hundred horses and a herd of swine, sailed for the western coast of Florida, where he arrived on the 30th of May, and on landing his men, was attacked by the natives, being the first opposition made by the Indians to the occupation of the new world by the white man. From this landing point, De Soto forced his way westward against repeated attacks from the Indians until he reached and discovered the Mississippi river at the point where the north boundary line of the state of Mississippi intersects the river. Under this title of discovery, Spain held the territory down to the year 1820.

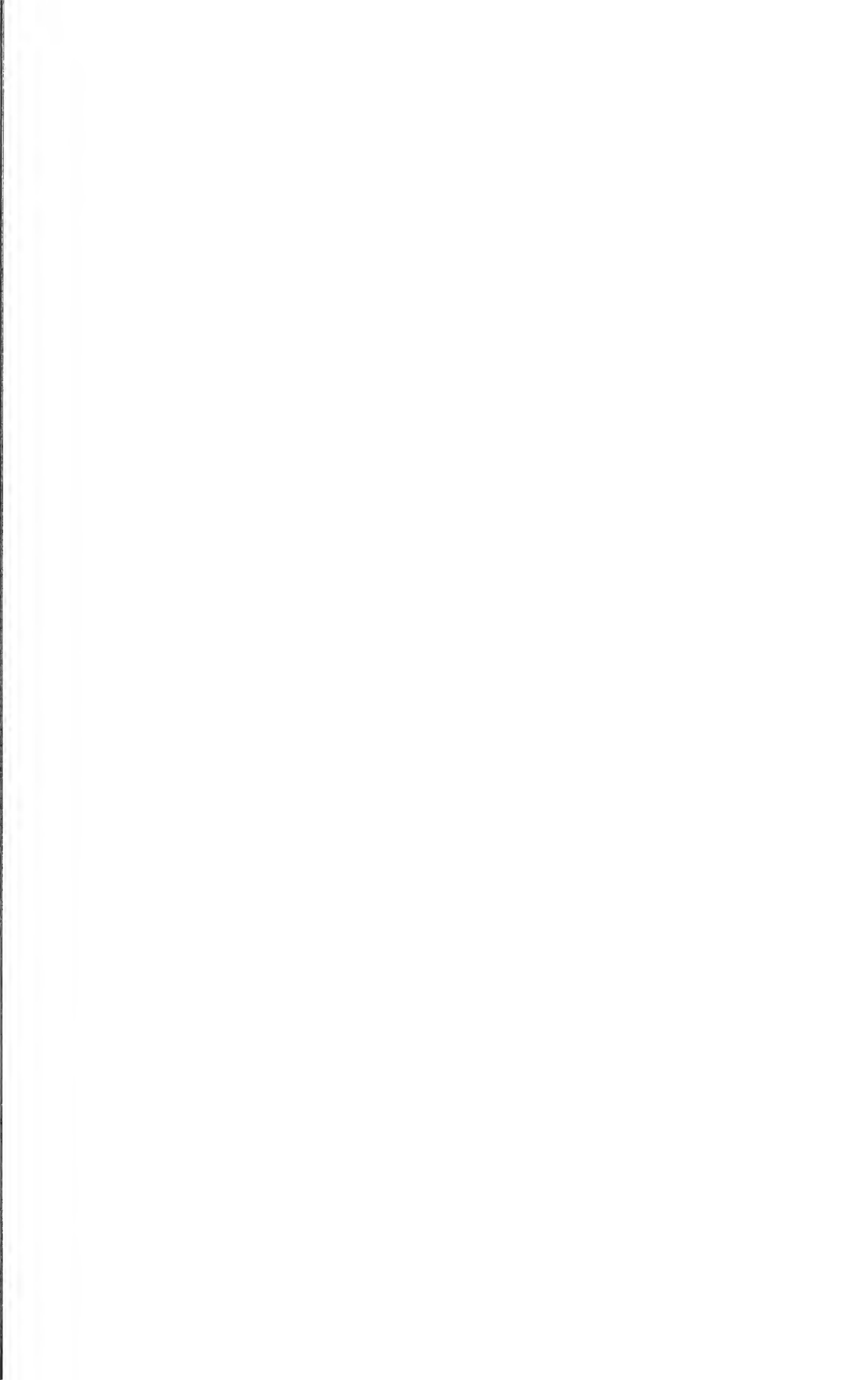
It may be supposed that on account of this activity of the Spanish in the south, the commercial and colonizing projects of the English were confined to the North Atlantic sea coast. And consequently we find Martin Frobisher, an English navigator, in 1576-8 making three voyages to America, giving his name to Frobisher's strait, but not finding a northwest passage to Asia. Frobisher was followed by another Englishman—John Davis, in 1587-9 in three voyages, who gave his name to Davis strait. In 1570, Francis Drake, afterwards the great Sir Francis, boldly following the route of Magellan around the south end of South America, and pouncing upon the Spanish merchant vessels laden with gold and silver from the mines of Peru, attempted to get back to England by following up the Pacific coast past California and Oregon and going through a mythical northeast passage to the Atlantic ocean. All these navigators, and many more that we have not time to notice, were trying to find the "Strait of Anian," which was reputed to be the short cut through North Amer-

ica, connecting the Atlantic and Pacific oceans on a straight route from Europe to Asia.

How this mythical strait idea ever got possession of the minds of the sea rovers of that age, has never been satisfactorily explained, and its real origin will probably never be discovered. But that the idea did get possession of the minds of many navigators, causing vast expenditures of money and the loss of many lives, there is ample proof. Many of the old maps of that period show the strait connecting the two oceans, and one of these maps made by one Conrad Low in 1598, and printed in his *Book of Six Heroes*, is almost a perfect map of what all the world now knows of Bering Strait, and even showing the Yukon river under the name of Obila. And yet all these maps were purely imaginary; California being platted close up to where our late hero Dr. Cook crossed hundreds of miles of ice to reach the north pole. And to show how the mythical and mysterious had taken possession of men's minds in that age, and finally located Oregon in the very core of all this fanciful geography and imaginary wilderness of myths; we may refer to a few examples of these grand stories of the bold sea rovers. In 1592 one Juan de Fuca, claiming to have been born a Greek in the Island of Cephalonia, reported that while in the employ of the Spanish viceroy of Mexico, he sailed north along the Oregon coast, and discovered an entrance into the land between 47 and 48 degrees latitude; and entering therein with his ship, he sailed through the strait for twenty days and came out on the Atlantic coast. Now when De Euca's report was analyzed by subsequent navigators, a great majority disbelieved the whole story, did not believe that he even found the Strait of Fuca, as we know it; while those who admit that he might have found the strait to which his name is attached, all concur that he simply sailed into the strait, kept his course north and came out into the Pacific ocean again, having simply sailed around Vancouver island. The British government had offered a reward of one hundred thousand dollars to any ship that should discover and report a navigable route for ships from the Atlantic through to the Pacific ocean. This stimulated hundreds of sea captains to look for such a passage, and still believing in the mythical Strait of Anian, the search was kept up for two hundred years, and practically all the voyages to America for the first sixty years after its discovery was to find the short route to Asia across North America. All sorts of imaginary countries were reported; Cabot reported that the north of America is all divided into islands. In 1610 the English navigator, Henry Hudson, searched the whole Atlantic coast from the river that bears his name north to the great inland sea of Hudson's bay, looking for the passage through the continent. And about the same time on the Pacific coast we get a first-class sensation from Spanish sources. One Lorenzo Maldonado, gave it out for a fact that he had in 1588, actually sailed through the Strait of Anian from the Atlantic to the Pacific ocean in thirty days, during the months of November and December, starting in at latitude 78 north and coming out at 75 north. Such a voyage would have started from the north end of Baffin's bay, passed through Jones sound, and come out on the Pacific side in the middle of the Arctic ocean, which at the date named, would all have been solid immovable ice. On hearing this story, and examining his maps, the Spanish authorities denounced Maldonado as an *embustero*, which is doubtless where we get the name of our latter day "booster."

Another one of the geographical myths of that age was the belief that California was an island. A Spanish navigator by the name of Nicholas Cordoba, investigated the subject in 1615, and after exploring the Gulf of California and talking the matter over with his fellow sea captains, reported that California was in fact an island, and printed a long document describing the country as "a far extended kingdom of which the end is only known by geographical conjectures which make it an island stretching from the northwest to southeast, forming a Mediterranean sea, adjacent to the incognita contracosta de la Florida. It is one of the richest lands in the world, with silver, gold, pearls, etc."







In 1748, one Henry Ellis, published in London, a summary of the voyages and explorations to find a northwest passage across America to China and in which he gives the story of a Dutchman sailor who having been driven to the coast of California, had found that country to be either an island or a peninsula, according as the tide was high or low. Before 1750, the Russians had crossed Asia and arrived on the coast of **Bering strait**, and made such discoveries as proved the existence of our Alaskan possessions, and greatly narrowed the northern mystery—they had discovered the real strait which separated America and Asia. And as embodying the geographical knowledge of this region at that time, have printed Jeffrey's map of 1768, which shows the location of Oregon under the name of **New Albion**, which was the name Drake gave the Oregon coast in 1579. This is the first map to give any hint of the great river of Columbia, which is here put down on imaginary lines by both French and Russians as "River of West."

But as time passed on and explorers and navigators converged from north to south and compared their observations, it was made plain that there was no Strait of Anian or any other navigable strait or water passage across the continent. The east coast lines had been followed from Hudson's bay south to the straits of Magellan and thence along the west coast north to the Bering sea, and no strait found. The result of this conclusion was, to start explorations overland, first from Canada and afterwards from Missouri territory, which finally developed the emigration to Oregon. And as this fact became fixed in the minds of men, we see the then ruling powers of the world taking steps to establish claims to the country by more open and assertive action.

The first attempt to get on to the coast north of California, was made by Bartolome Ferrulo, sent out in two small vessels by the Spanish government in 1543. It seems to be certain that Ferrulo did get north of 42° north latitude and near enough to the Oregon coast to observe birds, driftwood and the outflow of a river. But he made no landing, and did not see the land on account of the fogs during the month of February. The next navigator on the Oregon coast was Francis Drake in the year 1579. Drake's claims to be the discoverer of Oregon are certainly better than those of De Fuca, and may with good reason be accepted as the fact. Drake had come around into the Pacific by way of Cape Horn, and prepared for any feat or fortune, had captured and robbed a number of Spanish merchant ships, returning from Peru and Mexico. He was to all intents, a pirate on the high seas; and knowing full well that if any Spaniard able to capture him fell in with his ship, he would get a short shrift off the taffrail, he laid his course north close to the coast, where there were neither ships nor men, hoping to find a passage east across the continent to the Atlantic ocean; or failing in that, to cross over to Asia and get back to England by the way of Good Hope, clear of Spanish ships. In the first printed account of this voyage, it is claimed Drake reached 42° north, which would be on the southern boundary of Oregon, where it is claimed the ship got fresh water, and to get which, the ship and crew must have reached the main land. From here Drake again sailed northerly along the coast until he reached 48° north, which is about the entrance to the Straits of Fuca. From this point Drake turned back, keeping close in, and finally reached what we now know as Drake's bay on the coast of California. It is claimed, and it may be true, that Drake thought he could find a passage across the continent by water and get east to the Atlantic and England with his plunder without risking a fight with any Spanish ship. If that was so, Drake with all his admitted great ability, must have believed in the Strait of Anian myth. But Francis Fletcher, Drake's nephew, who accompanied those pirates as chaplain, piously praying for their success, published in 1628 an account of that voyage which shows that they must have been well up towards Alaska before they turned back from the extreme cold.

It seems necessary to state these particulars of Drake's discovery, as they throw light upon the claim the British government afterwards set up to Oregon. If Drake, on that voyage, did actually reach Oregon, then according to the international law of that period, the English had a right to Oregon from discovery. But the British government never claimed anything for Drake or that voyage. Why? Drake was at that time a pirate, and outlaw, and no rights could be founded on the acts of such. There can be but little doubt that the character of Drake's expedition was well known to the British government. After wintering at Drake's bay, Drake struck out across the Pacific ocean and reached England by the Cape of Good Hope route in September, 1588, after an absence of two years, being the first Englishman to sail around the earth. His return to England created a great sensation. His sailors were reported to be clothed in silks, his sails were damask, and his masts covered with cloth of gold. Queen Elizabeth hesitated long before recognizing the really great exploration of a free-booter. But finally she honored him with knighthood, and approved all his acts.

Drake was the first explorer to give a name to the country—New Albion—which may be found for the first time on the map of Hondius made in 1595.

The next exploring expedition to the Oregon coast was made by Sebastian Viscaino, and Martin Aguilar, who were sent out by the Spanish viceroy in Mexico, with two small vessels to explore the northwest coast of America. Leaving Monterey, California, in January, 1603, they sailed northerly and falling in with bad weather were separated in a gale. The scurvy broke out on both ships, and many of the men died from the disease. But Aguilar's ship finally reached the land near Cape Blanco, Oregon, and found a river thereabouts, either Coos bay or the Coquille. Father Ascension, the chaplain, of the ship, says in his account of it, that they "found a very copious and soundable river on the banks of which were very large ashes, brambles and other trees of Castile; and wishing to enter it the current would not permit it." The same priest obtained a report from the pilot of the other ship that "having reached Cape Mendocino with most of the men sick, and it being mid-winter and the rigging cruelly cold and frozen so they could not steer the ship, the current carried her slowly towards the land, running to the Strait of Anian, which here has its entrance, and in eight days, we had advanced more than one degree of latitude, reaching 43° north in sight of a point named San Sebastian near which enters a river named Santa Anes." It seems to be clear that both these Spanish ship captains reached substantially the same point on the Oregon coast; and Viscaino named the point, Cabo Blanco de San Sebastian, which name has remained as the name until this day as our Cape Blanco, about half way between Coos bay and the mouth of Rogue river.

Thus we see that in 111 years after Columbus discovered land on the east side of the continent, the coast of Oregon on the west side of the continent was clearly made out and designated by names. And these discoveries of Drake, Viscaino and Aguilar, practically closed the era of myths and mysteries so far as the sea coast was considered. For while the belief of a Strait of Anian, or some passage for ships across the continent was for a period after that believed in or hoped for, there was no further fabricated reports of the discovery of such a passage.

And now we find a long lapse in the spirit of exploration and discovery on the northwest coast of America. Not only Spain, but all other nations practically abandoned the coast of old Oregon for nearly one hundred and seventy years. Every motive which had moved Spain to exploration in the fifteenth century was still unsatisfied. The conversion of the souls of the natives was the great proposition of the church—and the church was Spain—was still beckoning the faithful missionaries to the unpenetrated forests of the far north. The taking possession of any possible inter-oceanic ship passage grew more important as the commerce of Spain on the Pacific increased from year

to year. And yet Spain failed to move again until the year 1774, only two years prior to the Declaration of Independence at Philadelphia. In that long interval of inertness, which can only be explained by Spain's surfeit of gold and plunder from Mexico and Peru, we find no more of other European powers to take advantage of the opportunity. But in 1773 the Spanish government moved by the reports that the Russians were not only making settlements on the east coast of Siberia, but were taking possession of the seal islands on the west coast of America, organized a strong expedition to set sail in 1774, with chaplains, missionaries to the heathen, surgeons to battle with the scurvy, and eighty men to man the ship and fight the enemies if necessary, with a years supplies, left Monterey, California, to take possession of the whole coast of North America, north of California clear up to the point where the Russians might possibly have made an actual settlement. This expedition was under the command of Juan Perez, who proved himself an able seaman and capable commander. Perez was instructed by his government to go north to the sixtieth degree of north latitude and take possession and explore the whole coast to that extent. It seems certain from his report that he reached 55 degrees north before turning back, and at which point he had friendly intercourse and much trade with the Indians. At one time there were twenty-one canoes with over two hundred Indians around his ship with dried fish and furs to barter for knives, iron, beads and other trinkets. This expedition practically surveyed the whole coast from what is now the southern boundary of Alaska down to the California line; and as far as any rights can attach to the mere finding or discovery of new lands Perez had made good the title of Spain to the whole coast from the California line up to Alaska.

Determined to make good the claim to the northwest coast, Spain followed up the voyage of Perez with another the next year under the command of Bruno Heceta, with four vessels, chaplains, missionaries, one hundred and six men and supplies for a year. They left Monterey on May 21st, 1775, coasted northerly and made their first landing July 14th, 1775 on the coast of what is now Jefferson County in the state of Washington about seventy-five miles south of the entrance to the Straits of Fuca. Here Heceta erected a cross and took possession of the country in the name of the king of Spain. And this was the first time European people had set foot on the coast of old Oregon, and made proclamation and record of intent to hold the land. From this point Heceta coasted southward and on August 17th, discovered a bay with strong currents and eddies, indicating the mouth of a great river or strait. The place was subsequently named by the Spaniards, Ensenada de Heceta, and which has been identified as the mouth of the Columbia river.

We have now given all of the Spanish exploration of the northwest coast as is necessary to show the title by right of discovery. It must be admitted that it was a right founded wholly on the consent of other nations, who were in the same business of claiming everything in the real estate line they could find, that had not already been appropriated by others. When we consider the character of the ships those old mariners went to sea in, and braved all the dangers of the deep, it would seem that they were entitled to something better than wild land that had no appreciable value. One of the ships, not, however, entitled to be dignified as a ship, (with which Heceta made that voyage along the northwest coast in 1775,) was only thirty six-feet long, twelve feet wide and eight feet deep. What would the sailors of today say if asked to go upon a voyage along an uncharted coast for a year, where there was no help except from savage Indians, in case of misfortune. It was just about the time Heceta and his men were beating around among the rocks of Destruction island and fighting the Indians of Mount Olympus on the Washington coast, when General Warren and the continental militia were pouring hot shot into the British at Bunker Hill. There were fighting men and heroes in those days on both sides of America.

An now we come down to a period one hundred and ninety-nine years after Drake discovered the coast of Oregon and named it New Albion, and find George III of England taking decisive steps to claim this country, or as much of it as was left unclaimed by the Spaniards. In 1776, the famous navigator, Captain James Cook was dispatched to the Pacific coast with instructions to search for a passage eastwardly through North America to Europe, either by Hudson bay, or by the Northern sea then recently discovered by Captain Hearne, or by the sea north of Asia; and in such search he was instructed to explore all the northwestern regions of America. His instructions were to strike the Coast of New Albion at 45 degrees north, which was supposed to be north of any discoveries then made by the Spanish. This was Cook's third and last voyage around the world, and he had left England without knowing what the Spanish navigators had accomplished before that time. And he was specially instructed "to take possession, with the consent of the natives, in the name of the king of Great Britain, of convenient situations, as you may discover, that have not already been discovered, or visited by any other European power, and to distribute among the inhabitants, such things as will remain as traces and testimonials. You are also on your way thither strictly enjoined not to touch upon any part of the Spanish dominions on the western continent of America, unless driven thither by unavoidable accident, in which case you are to stay no longer than shall be absolutely necessary, and to be very careful not to give any umbrage or offense to any of the inhabitants or subjects of his Catholic majesty. And if in your further progress to the northward, as hereafter directed, you find any subjects of any European prince or state upon any part of the coast, you many think proper to visit, you are not to disturb them, or give them any just cause of offense."

Now, it is clear from these instructions, that Cook was bound to respect the claims of Spain set up as prior discoveries of the Oregon coast, and the British government was bound by these instructions—Cook was to take possession of such lands as had not been discovered or visited by any other European power. He reached the Sandwich islands in February, 1778, and sailing from the islands, came in sight of the Oregon coast on March 7, 1778. He speaks of the coast as "New Albion" in his log, using the name given it by Drake nearly two hundred years before. At noon of March 7, the ship's position was 44° 33' north by 236° and 30' east from Greenwich, and Cook's orders were to strike the coast at 45° north, so that he was showing good sailing qualities. The location on the Oregon coast reached first thus by Cook, is practically about the entrance of Yaquina bay. In his log, he describes the land fairly well as of "moderate height, diversified with hill and valley, and almost everywhere covered with trees." Cook laid his course north up the coast and after passing a headland, foul weather set in and he named the point Cape Foulweather, which name has stayed with the headland to this day. Cook held to his course up the coast with continued stormy weather, until March 29, passing both the mouth of the Columbia river and the straits of Fuca, without seeing either opening, and then turned into what he named Hope bay on the west coast of Vancouver island, and finding an extension of the bay into the land, gave it the Indian name of Nootka sound. Here he explored the country and traded with the Indians. Cook gave names to Capes Foulweather, Perpetua and Gregory, all of which have been permanent except the last, which is now known as Arago. He traded with the same Indians as did Perez, and found silver spoons and other trinkets of European origin among them, and rightly concluded that they had been visited by more than one navigator on the coast, and did not pretend to take possession of the country, although he remained at Nootka on the coast of Vancouver island for a month, making repairs to his ship.

On April 26, Cook resumed his cruise northward surveying the coast line as best he could, keeping a sharp lookout for a ship passage eastwardly across





CAPTAIN JAMES COOK



the continent, for the discovery of which the British government had offered a reward of twenty thousand pounds. But he found no Strait of Anian, or any other strait; and coasted around northwesterly reaching Bering sea, and finally the coast of Asia, and after satisfying himself that there was no passage from the Pacific eastwardly, to the Atlantic, he sailed for the Sandwich islands, which he reached February 8, 1779. Here he met with great trouble from the natives, and in attempting to recover a small boat they had stolen from his ship, he was violently attacked by a multitude, brutally killed with clubs before his men could rescue him, and carried away and eaten by the cannibals. He had made three voyages of discovery around the globe, had discovered the Sandwich islands and many other lands.

Captain James Cook was the greatest of all the navigators and explorers of unknown seas, and in every respect a very great man. His services to mankind were so highly esteemed that when Franklin was in Paris as representative of the United States, he was empowered to issue letters of marque against the English, but in doing so, inserted an instruction that if any of the holders of such letters, should fall in with vessels commanded by Captain Cook, he was to be shown every respect and be permitted to pass unattacked on account of the benefits he had conferred on mankind, through his important discoveries.

Cook is described as over six feet high, thin and spare, small head, forehead broad, dark brown hair, rolled back and tied behind, nose long and straight, high cheek bones, small brown eyes and quick and piercing, face long, chin round and full with mouth firmly set—a striking, austere face, showing his Scotch descent, and indicative of the man most remarkable for patience, resolution, perseverance and unflinching courage.

The irony of fate which snuffed out the life of a great and good man, and deprived him of the honor and credit of opening to the world a great region filled with unexampled wealth, yet even in this last fateful voyage, gave to the commercial world a clue to vast wealth which was eagerly snapped up by citizens of four great nations. In Cook's brief stay at Nootka sound, he got in barter, a small bale of very fine furs from the Indians. These furs reached China after the death of Cook, and their extraordinary quality at once so caught the attention of all vessels trading to Canton, that the news of it spread rapidly to England, Spain, Portugal and the United States. In consequence of this information there was a sort of gold mine stampede to the new found El Dorado in the fur bearing haunts of the north Pacific, which set in toward the northwest seven years after Cook had sailed away. This was the beginning of the great fur trade from which the Hudson Bay Company made so many royal millionaires in England.

Following up this discovery of rich furs in the northwest, we find Captain James Hanna, an Englishman, coming over from China in a little brig of sixty tons, with twenty men. He reached Nootka sound in August, 1785, and he had no sooner anchored his little ship than the Indians attacked him. He gave them a hot reception, drove them off, and then they obligingly turned around and offered to trade. The sea rover accommodated them, and in exchange for a lot of cheap knives, shirts, beads and trinkets, the natives handed over five hundred and sixty sea otter skins, which would be worth at this day a quarter of a million dollars, but for which the thrifty trader actually got twenty thousand dollars. This was the beginning of the great fur trade in Old Oregon, Alaska and California.

The next navigator to visit this region after Hanna, was the famous French explorer, La Perouse, who was sent out by the French king to examine such parts of northwestern America as had not been explored by Captain Cook, to seek an inter-oceanic passage, to make observations on the country, its people and products, to obtain reliable information as to the fur trade, the extent of the Spanish settlements, the region in which furs might be taken without giving offense to Spain, and the inducements to French enterprise. But while the

commander of the expedition, like Cook, lost his life on this voyage, it was in many respects one of the most valuable of all the exploring expeditions to this region. La Perouse was accompanied by a corps of scientific observers able to report in full the value of the country, and their observations and the report of the voyage, make up four volumes with a book of maps, and really gave to the world the first scientific knowledge of this vast region. The expedition had also another very decisive feature as showing at that time what other nations than England thought of the ownership of the country. La Perouse was instructed to ascertain the extent and limits of the rights of Spain, and no reference was made whatever to any rights of England, clearly showing that in the estimation of other nations, England had no rights on the Pacific coast as against Spain or any other power.

Following La Perouse in 1786, three fur trading expeditions were dispatched to the northwest coast. One of these under the command of Captains Meares and Tipping, with the ships, Nootka and Sea Otter was fitted out in Bengal and traded with the Indians in Prince Williams sound and the Alaskan coast. A second expedition was fitted out by English merchants at Bombay, sailing under the flag of the East India Company, reached Nootka sound in June, 1786, and secured six hundred sea otter skins, not as many as they hoped for, because the Indians had promised to save their skins for Captain Hanna who had given them a thrashing, and who returned in August. This expedition from Bombay is remarkable for more than its six hundred sea otter pelts. It left behind, at his own request, the first white man to reside on the northwest coast of America—one John McKey—who being in bad health, chose to take his chances with the Indians, the chief promising him protection. McKey lived for over a year with the Indians, taking a native woman for a wife, was well treated but endured many hardships, kept a journal of his experiences, and gave to the world, through Captain Barclay, who carried him away to China, the geographical fact that Vancouver island was not a part of the mainland.

The third expedition of that year was two ships fitted out in England in 1785, but did not reach the Pacific coast until 1786. It was sent out by what was called King George's Sound Company, an association of British merchants acting under licenses from the South Sea and East India monopolies, and was commanded by Nathaniel Portlock and George Dixon, both of whom had been with Cook on his last voyage. They reached the coast of Alaska in July, 1786, then drifted south intending to winter at Nootka, but from bad weather and other causes failed to find harbors and sailed to the Sandwich islands where they wintered. They returned to the coast in 1787 and repeated their cruise of drifting southward from Alaska. Portlock and Dixon named several points on the coast in this cruise, secured two thousand, five hundred and fifty sea otter skins which they sold in China for \$54,857, while the whole number of otter pelts secured by the other fur traders,—Hanna, Strange, Meares and Barclay down to the end of 1787 was only 2,481 skins. Captain Barclay reached the coast at Nootka in June, 1787, coming out as the commander of the ship Imperial Eagle, which sailed from the Belgian port of Ostend under the flag of the Austrian East India Company, making another nation engaging in the fur trade. Barclay went no further north than Nootka, got eight hundred otter skins and then sailed southward, discovering Barclay sound; continuing his voyage south, passing the Strait of Fuca without seeing it, he sent off a boat to enter a river, probably the Quillayute—with five men and a boat-swain's mate, where they were attacked by the Indians and all killed. These were probably the same savages that gave Heceta and his men such a battle in 1775. Mrs. Barclay had accompanied the captain on his voyage, and is entitled to the distinction of being the first white woman to land on the soil of old Oregon.

Following up Captain Barclay's careful survey of the coast, the Spanish government sent north in 1788 another exploration to find out what the Rus-

sians were doing on the coast; it had been reported that the Russians had four settlements, coming down as far south as Nootka, and it was feared that the Russians might come still farther south, as probably they did. This Spanish expedition consisted of two vessels, commanded by Martinez, and de Haro, for each of which important coast points have been named. This expedition shows clearly enough that Spain was asserting her title to the coast against all the world as far up as 60 degrees north.

And now we reach the date when citizens of the United States for the first time, show an interest in the country we write this book about. Here for the first time do the "Bostons" and the "King George" men (as the Indians named them) come in contact as explorers, traders and rivals for the great northwest. For the year 1788, the history of this vast region is made up of the movements of the American captains, Kendrick and Gray in command of the ships *Lady Washington* and *Columbia*, and the British captains, Meares in command of the *Felice* and Douglas in command of the *Iphegenia*. All these old sea captains were exceedingly polite to each other, accepting various favors, the Americans firing a salute on the launching of Meares new schooner, but each man kept a sharp lookout for "the main chance."

Captain Gray, the first American citizen to set eyes on the coast of Oregon, hailed the land near the boundary between California and Oregon, August 2, 1788, and coasted north, keeping in close to the shore. Two days after sighting land, ten natives came off in a canoe and gave the strangers a friendly greeting. On the 14th of August, Gray crossed over the Tillamook bar and anchored in thirteen feet of water near where the town of Bay city is now located. The Indians appeared to be friendly, furnishing large quantities of fish and berries without payment, and trading furs freely for iron implements, taking what was offered in exchange, and also furnishing wood and water as desired. Gray thought he had entered the mouth of the great "River of the West"; which Jonathan Carver had figured out on his map of the northwest, made ten years prior, from conversations he had with Indians on the Mississippi river, near where St. Paul is located. But remaining a few days in the Tillamook bay to recuperate his men from scurvy, he got into a hot fight with the Indians about a cutlass one of them had stolen from his servant Lopez. Poor Lopez a native of the Cape Verde islands, was killed, three sailors badly beaten, barely escaping with their lives, the captain had to drive the savages away with the swivel gun, killing many of them, and naming the place "Murderer's Harbor." The speculators who are now so noisily "boosting" that beautiful sheet of water for a fashionable summer resort, will hardly adopt its first white man's name as an attractive historical suggestion. Tillamook bay may be considered the first harbor on the coast of Oregon entered by a white man's ship; and all the more appreciated is the fact that the ship was American, and that its captain was the discoverer of our grand river, *Columbia*.

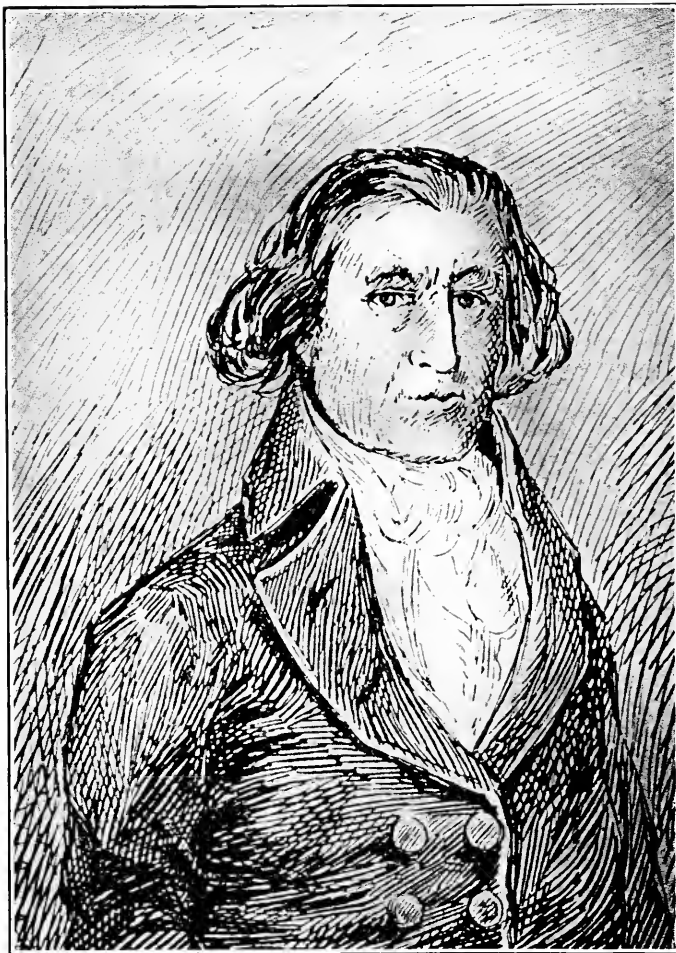
Leaving Tillamook and proceeding north up the coast, the navigators found nothing new in adventure or discovery. They did not even see the entrance to the Straits of Fuca, although Haswell, the ship's second officer, wrote at the time, "I am of the opinion that the Straits of Fuca do exist, though Captain Cook positively asserts they do not, for at this point the coast takes a bend that may be the entrance." It is surprising that so important a geographical feature of the northwest coast should not have been discovered sooner than it was. And it is a painful disappointment that the name of the discoverer, Captain James Barclay should not have been attached to the strait, instead of that of the Greek imposter, De Fuca. It is some satisfaction, however, to know that the first man to sail through the great strait was an American—Captain Robert Gray, *and making a remarkable and most happy coincidence, in that his ship was named Lady Washington in honor of the wife of the man who was at the date of that memorable voyage through the strait, inaugurated the first president of the United States.*

From this time on, the fur trading vessels to the north Pacific rapidly increased. The profits of the fur trade were so enormous that men and money rushed into it from every maritime nation. It was typical of and the forerunner of the California gold craze which came along about sixty years later. The only difference being, so far as the argonauts were concerned, was that in the rush to get furs all had to go in ships and brave the perils of the sea; while in the mad rush to California tens of thousands made their way overland from the Missouri river by ox teams. But on reaching these two era-marking El Doradoes, we see another wholly dissimilar plan to get the gold. The fur trading sea captains did not hunt for any furs or descend to the menial labor of digging gold from mother earth. They took the lordly and aristocratic way of working the heathen savage to catch the furs on land and sea, and then trading him out of his pelts with bad whiskey, shoddy shirts, and glass beads. But the California miner for gold had to get in and dig for himself to get gold. Indians there were in plenty in California, but no lordly son of the forest would ever demean himself with the base work of using a pick and shovel. And here we see the two races face to face, opposed. One will hunt, and shoot, and fish, and kill, and starve before he will work. The other will work and trade, and cheat and rob, before he will starve.

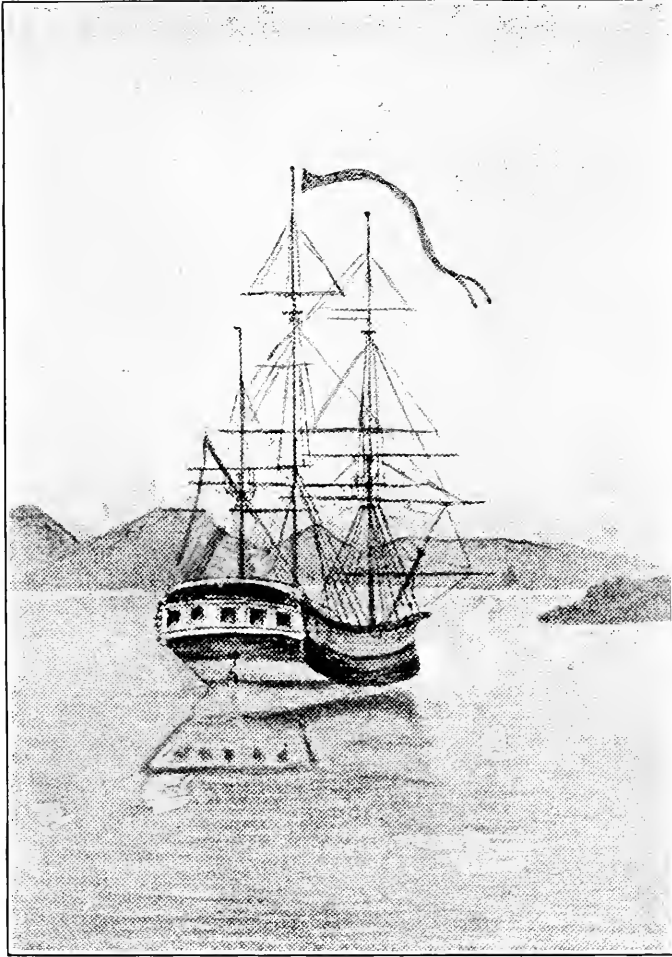
At the same time that Gray and Kendrick were out here from Boston, two English ships, the *Felice* and *Iphegenia*, already noticed, were here for furs. The Englishmen had come prepared to build a small vessel on the coast and making their headquarters at Nootka, erected there the first house built north of California. This house built 122 years ago was two stories high, with a defensive breast work all around it and a cannon mounted on top of it. Captain Kendrick of the *Columbia*, also built a house, but whether before or after the erection of the English house the record does not show. Being inquired of, the Indian chief, Maquinna, and all his sub-chiefs, who were in native possession of the land at Nootka, answered that they sold no land to the British captains, and that the American Captain Kendrick was the only man to whom they had ever sold any land. So that so far as getting the Indian title to lands was concerned, history shows that the Americans were the first and only people to recognize the Indian title to lands on the Pacific coast. The Englishmen who built the house, above described, got in all the furs they could and prepared to leave for China in September, 1788. They tore down the house they had erected, put part of the materials on board the ships, and gave the balance to the Americans. In other respects, they were not so liberal. They strongly urged the Americans not to remain on the coast and brave the winter storms, avoided carrying any letters from the Americans to China, declared they had not got more than fifty otter skins when they had in fact, thousands. But the Americans stayed and wintered at Nootka.

With the opening of the spring of 1789, the two American ships pushed their work of exploration to new locations and other tribes of Indians, getting in large lots of furs, before the English or Spanish ships could reach the coast, and during the summer, surveying the Straits of Fuca. By the middle of June, the Englishmen, had returned from China, and immediately engaged in trade for furs. But prior to the arrival of the English ships, two Spanish vessels reached Nootka under command of Lieutenant Martinez and Captain Haro, who came prepared to assert and enforce the rights of Spain to the country. Finding the English ships had two sets of papers, one English and one Portuguese, prepared to sail under two different flags, the Spaniards promptly arrested the Englishmen, and thereby hangs the tale of a good-sized tempest in a teapot settlement at Nootka sound. Back and under the whole trouble was the strife to get furs from the Indians. The Spaniards had never made any settlement in the country or left a single priest to convert the heathen. Neither had the English. But the Spaniards claimed the country by right of discovery, and if now by asserting that right vigorously they could put the Eng-





CAPTAIN ROBERT GRAY



CAPTAIN GRAY'S SHIP—COLUMBIA





lishmen out of the fur trade, it would be good business. And so the Spaniards pushed their advantage to the limit of sending the English captains down to San Blas as prisoners or pirates. Spain claimed the right to found a settlement and build a fort. The English claimed the same rights, and it was clear there could not be two sovereignties in the same territory. The upshot of the whole matter was the making of a compromise treaty of which we will give a copy in the chapter on title to the country.

But as the Spaniards were very poor business men, they never got much out of the fur trade. Besides that, otter pelts were not near so attractive as the ingots of gold and silver, they were squeezing out of the Mexicans and Peruvians. And as a matter of fact it is no more than justice to the priests, and ought to be said, that the church used its influence through the priests to protect the Indians as far as possible from the evils of the rum traffic and outrageous robbery by fur traders in getting the fruits of their labor for mere trifles. A single example may be given to show how ignorant the natives were of the value of otter skins, when they gave Captain Cook on his survey of Queen Charlotte island, two hundred sea otter skins, worth at that time eight thousand dollars, for an old iron chisel not worth a dollar.

The Americans had decided to send Gray with the Columbia back to Boston when the quarrel between the English and Spaniards was at its height; and to that end, with the furs taken by Kendrick and Gray, he—Gray, returned to Boston at the close of 1789. The joint expedition of the two ships had not been greatly profitable, but the Boston merchants were not discouraged, and resolved to outfit the ship and send Gray out again.

Accordingly the Columbia sailed out of Boston harbor on the 28th of September, 1790, for its second voyage to the coast of Old Oregon, and arrived at Clayoquot on the west coast of Vancouver island on the 5th of June, 1791. After a rest for a few days, the ship proceeded to the eastern side of Queen Charlotte island, on which and the opposite main land coast she remained until September, exploring and trading with the Indians, going as far north as the present extreme southern end of Alaska. Gray returned to Clayoquot on the 29th of August, having had only indifferent success in getting furs, and then went into winter quarters near an Indian village, and during the winter, built a small sloop and lived on the ducks and geese so plentiful and fat. The next spring (1792) brought a lot of traders from France, Portugal, England, and the United States. There were twenty-eight vessels on the north-west coast in the spring of 1792 at one time. Five of them came expressly to make geographical explorations. The others brought out government commissioners or supplies for garrison, and national vessels. But it is no part of our purpose to follow the movements of any of these ships.

We return again to Captain Gray in winter quarters at Clayoquot. In February, 1792, the Indians that had all along been so friendly to Gray, formed a plot to seize the ship and kill every man but a Kanaka servant boy. The plot was detected and defeated by the mistake of the Indians in trying to bribe this Kanaka to wet the powder in all the fire arms on a certain night. By moving the ship, preparing for defence and firing the cannon into the woods, the attack was prevented. On the 23d of February the sloop which Gray had built—the first American ship built on the coast—was launched and named the Adventure, and on April 2, both of Gray's ships sailed out for their spring harvest of furs. The two vessels parted company at Clayoquot, Gray and the Columbia going southward. On the 29th of April, Gray met the Englishman, Vancouver, just below Cape Flattery, and gave him some account of his discoveries and among other things told him about having been off the mouth of a river in latitude 46 degrees north where the outgoing flood was so strong as to prevent him from entering the river after nine day's effort. After meeting Vancouver he ran into what is now called Gray's harbor, and remained there trading with the Indians, and got into a fight with them, until the 10th of May,

when he weighed anchor, sailed out and southward to the point where he had struck the outflow of the great river, and then on May 11, 1792, succeeded in sailing in over the bar and up the river for twenty-five miles—and named the river after his ship—"The Columbia,"—our great Columbia.

From the log book of the Columbia, we take the following extracts: "At four o'clock in the morning of the 11th, we beheld our desired port, bearing east-southeast, distant six leagues. At eight A. M. 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 steered. Many canoes came alongside. At one P. M. came to, with the small bower, in ten fathoms, black and white sand. The entrance between the bars bore west-southwest ten miles; the north side of the river, distant a half mile from the ship, the south side of the same, two and a half miles distant, a village on the north side of the river, west by north, distant three quarters of a mile. Vast numbers of the natives came alongside; people employed pumping the salt water out of our water-casks in order to fill with fresh, while the ship floated in. So ends."

"No, not so ends, Oh, modest Captain Gray of the ship Columbia (says Mrs. Victor), the end is not yet, nor will it be until all the vast territory, rich with every production of the earth, which is drained by the waters of the new found river shall have yielded up its illimitable wealth to distant generations."

And to this Yankee skipper from Boston, the American, Robert Gray, more honors—came in the exploration of the northwest—than to any other man. He was not only the first to sail a ship through the Straits of Fuca,—the discoverer of the Columbia river, *but he was the first American to circumnavigate the globe under the national flag*, which he did in 1790, by the way of Good Hope, trading his furs to the Chinese at Canton for a cargo of tea.

Here our record of the explorations of the northwest from the seacoast comes to a close. We have given enough to enable the reader to follow the story and see how these explorations gradually concentrated to the point of discovering the river which drains the empire which is building this city. The foundation of our title to the whole northwest clear up to the Alaskan boundary, and the natural selection of this point for the central and chief city of all this vast region will be better understood when reading future chapters after having read this chapter through.

## CHAPTER II.

1634—1834.

*The Landward Movement West—Two Differing Minds of Civilization, and Two Differing and Independent Movements of Population, Move Westward—The French Catholic on the One Side, and the English Protestant on the Other—La Salle, Hennepin, Marquette, Jonathan Carver, Mackenzie, Pike, Astor, Ashley, Bridger, Bonneville and Wyeth.*

The settlement of the west, northwest and southwest, from the earliest times proceeded from the Atlantic to the Pacific on two separate and characteristically different lines.

First: The French from the Canadas, succeeded by the English Canadians. Second: The English from the colonies, succeeded by the American rebels of the colonies. These currents of differing populations, ideas and ideals impinges one against the other, first in the wilderness of Old Fort Du Quesne, where the city of Pittsburg now stands, resulting in war between France and England, and finally on the Columbia, a half century later, between the United States and England, for possession of Old Oregon, of which this city is the most strategic point.

In this chapter will be sketched the men and movements which seem to have been in their inception, more devoted to fur trading, or religious interests, than to the political aspect of permanent settlements. Having, in tracing the development and conclusion of the seacoast exploration of the northwest, gone only so far as that exploration resulted in locating and pointing out, as its final result, the great interior water way line across the continent, that was to locate and build this city. While it may be true that the discovery of the Columbia river had some influence in deciding the title to the country, yet the city would have been located and built at this point, no matter what nation had secured the tributary territory. But now, we come to a chapter which presents the *dramatis personae* of the great work of civilization in the settlement of this vast region by the white race; and which wrought the mould and cast the future giant which is to rule the commerce of the great Pacific. From the timid and tentative adventurings out from the Atlantic sea coast into the unknown western wilderness, two distinct and diverse lines of thought and purpose characterize two separate and independent movements of population to take possession of the vast unknown West. And that these diverse lines of thought and separated independent movements of people, did as surely and definitely converge upon, select and build up this Oregon people and Portland City, as did the many sided sea-rovers exploration of unknown seas, finally converge upon and select the great Columbia river, will be the thought and conclusion of this chapter.

The French being in possession of Canada, were the first to make the plunge into the boundless wilderness. And this final and successful effort to get into the interior of the continent, was made only after a long and bitter war with the Iroquois Indians, who had destroyed the previously established Catholic missions along Lake Huron, and driven back the French to the gates of Quebec. Protection being finally guaranteed to the Jesuits, and a regiment of French soldiers being sent out to overcome the Indians, the five nations finally made a peace which assured an end of further hostilities. Starting from Old Fort Frontenac, at the outlet of Lake Ontario as early as 1665, we find the faithful priest, Allouez, braving all the dreaded dangers of the unknown, and following up through the chain of Great Lakes, and finally reaching Lake Superior, with Marquette, establishing the mission of St. Mary, the first settlement of white men, within the limits of our northwestern states. Following this, various other Missions were established, and explorations made. Fired by rumors of a great river in the far distant west, Marquette was sent by the superintendent, Talon, to find it. Marquette was accompanied on this exploration of the trackless wilderness by Joliet, a merchant of Quebec, with five Frenchmen and two Indian guides. Leaving the lakes by the way of Fox river, they ascended that stream to the center of the present state of Wisconsin, where they carried their canoes across a portage, until they struck the Wisconsin river. Here the Indian guides, fearful of unknown terrors in the wilderness beyond, refused to go farther, and left the white men to make their own way alone. For seven days the Frenchmen floated down the Wisconsin, and finally came out on the mighty flood of the Mississippi—the “Great River”—for such is the meaning of the name. With the feelings of men who had discovered a new world, they floated down the great river, charmed and delighted with the wondrous scene, passing through vast verdant meadow-land prairies, covered with uncounted herds of buffalo, with the unbroken silence of ages they passed the outpouring floods of other rivers—the Des Moines, the Illinois, the Missouri, the Ohio, and on down to the Arkansas. Here they landed to visit the astonished natives on the shore, who received them with the utmost kindness, and invited them to make their homes with them. *And it was from these Indians, as we shall see further along, that was bred the first man who crossed the continent from the Mississippi river to the Pacific ocean,* and gave an intelligible account of his trip. But leaving the Arkansas, Marquette and his companions floated on down the Father of Waters, until greeted by a different climate, by cottonwoods, palmettos, heat and mosquitos. Marquette was satisfied that to follow the river they must fall into the Gulf of Mexico; and fearful of falling into the hands of the Spaniards, reluctantly turned the prows of their canoes up stream and made their way back to Canada over the same route. Leaving Marquette at Green bay on Lake Michigan, Joliet carried the news back to Quebec. Shortly after this Marquette's health gave way, and while engaged in Missionary work among the Illinois Indians, died May 18, 1675, at the age of thirty-eight. He had fallen at his post, and his self-appointed work of enlightening and blessing the benighted American Savage, and unselfishly consecrated his life to the highest and noblest impulses of the human soul. No higher or greater encomium of praise or honor could have been bestowed on any man.

And now we strike a different character, Robert Cavalier de La Salle, a dashing young Frenchman who had shown great energy and enterprise in explorations of Lakes Ontario and Erie, was roused to great interest and resolved at once that he would explore the course of the great river to its outlet in the ocean, wherever that might lead them. Leaving his Fort Frontenac, and his fur trade, he hurried back to France to get a commission from the government to explore the Mississippi river. Nothing could be done in those days by the French, Spanish or English, without government license. It was different on the American Colonial side of the line after the Battle of Bunker Hill. La Salle

got his commission; returning to Canada, accompanied by the Chevalier Tonti, an Italian veteran, as his lieutenant, he made haste to build a small sloop with which he sailed up the Niagara river to the foot of the rapids below the great falls. Transporting his stores and material around the falls, he began the first rigged ship that ever sailed the Great Lakes. In this ship of sixty tons, which he named the Griffin, with a band of missionaries and fur traders, La Salle passed up Lake Erie, through the strait at Detroit, across St. Clair, and Lake Huron, through the Straits of Mackinaw, into Lake Michigan, and finally came to anchor in Green bay in the present state of Wisconsin, October, 1679. From this point, after sending the ship back for fresh supplies, La Salle and his companions crossed Lake Michigan, to the mouth of St. Joseph's river in the present state of Michigan, where Father Allouez had established a mission, with the Miami Indians, and where La Salle now added a trading post which he called the Fort of the Miamis. Here the party labored and waited in vain for a year, the return of their ship, which had been wrecked, and lost on its way back to Lake Erie. Tiring of his troubles in camp, and vexatious of delay, with a few followers they shouldered their muskets and packed their canoes and set out on foot from St. Joseph in December, 1679, tramping around the southern end of Lake Michigan, and across the frozen prairie to the head waters of the Illinois river, finding which they floated down the river to Lake Peoria, where the city of Peoria now stands. There they got into trouble with the Indians, large numbers of whom inhabited that part of the country. They had every imaginable kind of trouble with the Indians, with half-hearted followers, and open deserters. But La Salle, well named, "the lion hearted," was equal to every danger and emergency, and kept his grand ship of enterprise and exploration afloat under circumstances that would have overwhelmed any other man. But receiving no news from St. Joseph, and knowing nothing of the loss of his ship, and destitute of the tools, implements or supplies to enable him to go forward and compass the great scheme of exploration to the mouth of the great river, he resolved to return to Canada with only three men, painfully and tediously making their way by land across the vast wilderness from the heart of the present state of Illinois to Frontenac, in Canada, where the city of Kingston now stands, taking sixty-five days of foot-sore travel to accomplish the trip. But before leaving Peoria lake, La Salle detached one of his men, Tonti, who had only one arm, and the priest, Father Hennepin to make further explorations of the country in his absence. Hennepin was to explore the upper Mississippi, and Tonti, the Illinois country. Hennepin has always had credit of being the first white man to explore the upper portion of the river. He claimed to have gone up the Mississippi from the mouth of the Illinois to the falls of St. Anthony, where St. Paul now stands; and when he returned to France, he published an account of such explorations. But the correctness of Father Hennepin's story has been disputed by the historian, Sparks, who, after receiving the report of Hennepin says: "These facts, added to others, are perfectly conclusive, and must convict Father Hennepin of having palmed upon the world, a pretended discovery, and a fictitious narrative."

Leaving Father Hennepin, and coming back to his one armed co-laborer, Tonti, we find that the Illinois promptly banished him on the departure of La Salle, so that he had to take refuge at the old camp on Green bay. And from which point, Tonti sent back to Canada, a dismal report of all his troubles, and the destruction of the fort at Peoria, and the probable death of La Salle at the hands of Indians. But La Salle was not dead. The lion-hearted hero of the great American wilderness was alive and equal to the great reverses of his fortune. On reaching his old home and establishment at Frontenac, he found it plundered and all his property and fortune wrecked, stolen, lost and ruined. But the dauntless man refused to be defeated. To raise money in a wilderness, and outfit a new expedition, seemed an impossibility. There are a thousand promoters of all sorts of schemes in this city today, where there is forty million dollars of

money. But if all these thousand promoters were boiled down into one man (he) they could not do in Portland what La Salle did in the wilderness of Canada two hundred and thirty years ago. With his eloquence of speech, his courage, his desperate determination to succeed and his refusal to accept defeat, he gathered a new party of men, he procured supplies for a year, he laid in arms and ammunition to fight Indians, if fight he must, and again sallied forth to claim and conquer the mightiest empire of rich land on the face of the earth, for his God and his king. The grandeur and heroism of the man is simply paralyzing.

With his new company of men and ample supplies, he returned, collected together his old men, went on to Peoria lake, to find his fort destroyed and all the Indian camps in ruins, and the ground covered with the bones and corpses of the slain Illinois who had been literally wiped out by the merciless Iroquois. Then La Salle constructed a barge—not a ship with sails as he had told the Indians—but a barge like what may be seen in Portland harbor loaded with wood or ties to-day and with this comfortably outfitted, he floated down the Illinois from Peoria lake to the “Father of Waters” and thence day after day on down, down, down, until he came to the point where the great river divides into three branches to discharge its vast flood into the Gulf of Mexico. The party divided. La Salle followed down the Western outlet, D’Autray the East, and Tonti, the Central. They came out on the great gulf where not a ship had ever disturbed its waters, and where there was no sign of life. The three parties assembled, and re-united, proceeded to make formal proclamation, April 9, 1682, of the right of discovery of all the lands drained by the mighty river, and the ownership of the same by the king of France. They erected a cross as a signal that the country was devoted to the religion of the Holy Roman Catholic church; and buried a tablet of lead with the arms of France; and erected a slab on which were engraved the arms of France and the inscription:

LOUIS LE GRANDE, ROY DE FRANCE ET DE NAVARRE, REGNE;  
LE NEUVIEME, AVRIL, 1682.

The Frenchmen fired a volley, sang the Te Deum and then La Salle raised his sword and in the name of his king, claimed all the territory drained by the Mississippi. A region “watered by 1,000 rivers and ranged by 1,000 warlike tribes; an empire greater than all Europe, passed that day beneath the sceptre of the king of France by this feeble act of one man.” And now we can see on what slight and trivial circumstances the titles to continental empires of land turned in the easy going times 228 years ago. When Columbus discovered America, Pope Alexander VI. of bad repute, gave the whole of it to Spain, and that disposition of the continent was acquiesced in for a long time. When Hernando Soto discovered the Mississippi river in 1539, he claimed the river and all the regions that it drained for the king of Spain. How the Holy Father ever settled the matter between the two loyal Catholic nations has probably never been ascertained.

The sad fate of so great a man as La Salle should not be omitted from this record. Gathering up his followers, being unable to take his barge back, he turned his canoes up stream and for many months paddled his way back; stopping to build a fort at where the city of St. Louis now stands, and organizing the Illinois Indians into an effective force to withstand the attacks of the Iroquois, and hold the country for France. Of all the explorers of the west, La Salle seems to have been the only man who appreciated or tried to organize and utilize the nations in reclaiming the wilderness for the purposes of civilization.

After thus rapidly bringing the Illinois Indians to his support and the defence of the interests of France, he returned to Canada to find his friend and supporter, Governor Frontenac recalled to France and the weak and fool-

ish old man, La Barre, in his place. And this man wholly unable to comprehend the great work La Salle had accomplished, treated him with cruel ingratitude, denouncing him as an imposter. He ridiculed the explorer's story of his explorations as a base fiction, saying the country was utterly worthless even if he had found such a country. Stung with mortification and exasperated by insult, La Salle at once sailed for France to lay his case before the king in person. The king met La Salle for the first time, and the great explorer made the speech of his life, detailing with a passionate eloquence, the grandeur of the great river, the beauty of the great countries it passed through, the value of the forests, and the future of its commerce; and captured the king and court of what was then the most powerful government on the earth. Too much could not be done for him. What did he want? He should have anything he asked for. He asked for ships and men to found a colony at the mouth of the great river. They were granted. The ships, the men, and women with them. The ships were good enough, but their commander turned traitor to La Salle, and the colonists to found a new state, were the scum of all France. They sailed for the Mississippi, but on the way, the Spanish captured one of the ships, and the other missed the mouth of the great river, and landed at Matagorda bay in the territory of what is now Texas. The ships sailed away leaving La Salle and his worthless colonists. They started a settlement where the town of Lavaca now stands. Sickness broke out among them, and they died off like sheep. Of the one hundred and eighty men and women who landed from the ship, one hundred and thirty-five perished within six months. La Salle made two efforts to get away from the doomed settlement and find the Mississippi, but failed. Then made the third attempt and got as far as the Teche river in what is now St. Landry county in the state of Louisiana, where he was brutally murdered by the mutiny and treason of three of his men, firing upon him from an ambush. And the murderers, quarreling over the spoils of their leader, hastily suffered the same retributive fate at the hands of their associates; while one Jontel, the narrator of these bloody deeds, and only five others of all that ship's load of people, ever lived to reach the great river. La Salle was killed on the 19th of March, 1687. And the good priest, Anatase who had faithfully followed to the last sad end, dug his grave, buried him, and erected a cross over the remains of the greatest land explorer the world ever saw, at the place where the town of Washington in Louisiana is now located.

La Salle had literally given his life to his king, to France, and to the extension of the Catholic religion. According to the supposed law of nations two hundred years ago, La Salle had given France a good title to all the lands drained by the Mississippi river. And as it turned out in the current of historical and political events, that title was made good to France by the subsequent action of President Thomas Jefferson; thus showing what a great work and a great gift La Salle had conferred on his country. From that territory, and founded upon the title which the acts and labors of La Salle had given to France, and for which the United States paid France fifteen million dollars more than a hundred years ago, the following American states have been peopled and organized: Louisiana, Arkansas, Missouri, Iowa, Minnesota, Kansas, Nebraska, Wyoming, North Dakota, South Dakota, Oklahoma, Indian Territory, and parts of Montana and Colorado.

But we must not forget that this was not all of the empire which the discoveries of La Salle conferred on France. La Salle had claimed all the lands drained by the Mississippi. In addition to the states named above, this claim covered Illinois, Michigan, Indiana, Ohio, Kentucky, Tennessee, and parts of Wisconsin, Virginia, Pennsylvania, and Mississippi. France had already claimed the whole of lower and upper Canada, and for two hundred and thirty years, running from 1524 down to 1753, had held exclusive possession of the same,

and from La Salle's advent on the Mississippi, had held a like exclusive possession of the whole of the Mississippi valley for more than seventy years.

The relation and connection of this city of Portland with this chapter of the life of the great La Salle consists in the influence which these acts of the explorer gave to the extension of American settlements and exploration towards the Pacific northwest. It may be adverted to now, and enlarged upon hereafter, that the French nation and the French people have always been, whenever occasion offered, friends of American ideas and institutions on the American continent as against other nations. And this friendship has more than once been effective to confer great benefits not only on the United States, but also on the people of Oregon.

In 1753, England, by virtue of the possession of the colonies on the Atlantic coast, and especially the colony of Virginia, put forth a claim to all the territory west of Virginia. The first public assertion of this claim by England was when Dinwiddie, colonial governor of Virginia, on the 30th of October, 1753, sent a young man named George Washington over the Alleghany mountains to the forks of the Ohio to find out what the French were doing in that region. Young Washington, then only twenty-two years of age, took along with him an old soldier that could speak French, engaged a pioneer guide and struck out into the vast wilderness. Reaching an Indian camp twenty miles below where the city of Pittsburg now stands, he held a pow-wow with the red men, and they furnished him an escort and guides to go up the Allegheny river and find the Frenchmen. This was then in the middle of a bad winter. But nothing could stop Washington. He found the French prepared to hold the country by military force if necessary. He got their reply to Dinwiddie's letter, and returned to Williamsburgh, the then capital of Virginia. Washington Irving has drawn out the story of this first expedition of George Washington in his unsurpassed style and adds: "This expedition may be considered the foundation of Washington's fortunes; from that moment he was the rising hope of Virginia."

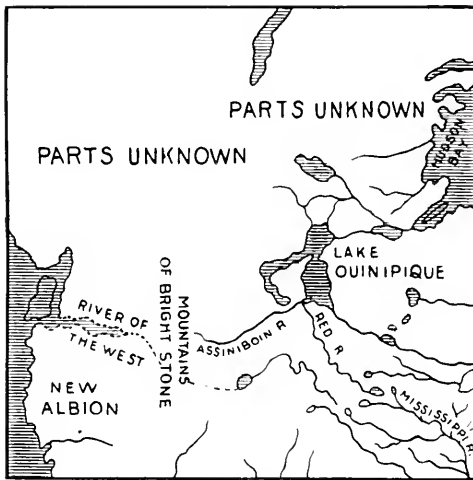
To make a long story short, this was the challenge to France, and the prelude to the war which raged for six years on American soil to decide whether France with the Catholic or England with the Protestant Episcopal faith should rule America. It is one of the remarkable things of history that this war so decisive and far-reaching in its results should have been begun under the leadership of this young Virginian surveyor; and that it had hardly been closed by a treaty which gave nearly all of America to the English, until the colonies themselves, under the leadership of this same Virginian surveyor, should have disputed the rights of England and successfully made good their claim by a subsequent treaty which gave to Washington's work, nearly everything the English had wrested from the French; and thus verifying the prophecy of the French statesman, Count Vergennes, "The colonies (said he) will no longer need the protection of the English; England will call on them to contribute toward supporting the burdens they have helped to bring on her, and they will answer *by striking for Independence.*"

By the treaty of Paris, made February 10th, 1763, the whole of upper and lower Canada and all of Louisiana claimed by La Salle, east of the Mississippi river, had been ceded to England, and the island and city of New Orleans and all of Louisiana west of the Mississippi had been ceded to Spain. By this treaty French rule disappears from America, but French influence remained actively fomenting discord between the colonies and England.

Having thus traced out the impulse given to the exploration of the west by the French, we turn to the American colonies and find that no sooner than the treaty of Paris had been signed, that the hardy pioneers of the border poured over the Alleghany mountains into western Pennsylvania, western Virginia, Kentucky, and Tennessee. The only Englishman we find in this flood of immigration is Jonathan Carver, who left Boston in June, 1766, intending to penetrate the western wilderness to the head of the Mississippi river. It is







CARVER'S MAP, 1778

true that there are many accounts in early history of explorations to the far west which do not give any certain information, and which have a flavor of mystery if not fiction, but which it is not necessary to notice here. Carver's trip to the head-waters of the Mississippi is a veritable historical fact, and for many reasons, is of very great importance in any history of Oregon or the North Pacific. Carver was a captain in the British provincial army, and from necessity a man of education and ability to comprehend the facts coming under his observance. His exploration extended to a point about fifty miles west of where the city of St. Paul stands. Here he met the Dacotah Indians and lived with them for seven months, studying their language and learning all he could from them about the country to the westward. These Indians drew maps for him as best they could on birch bark, which though meagre and rude in drawing, Carver found to be correct when he had an opportunity to explore for himself. These Indians told Carver of the Rocky mountains; pointed to their location farther west, telling him they were the highest land in all the world they knew, and told him that four great rivers ran down from those mountains in every direction. This was true. From their description, Carver made a map which we insert in this book. On this map Carver shows our Columbia as the river of the west, although the natives gave him the name of Oregon in connection with the country or the river, and it is not certain which. But it was from these Dacotah Indians and through Carver, we get the word Oregon as the name of the Old Oregon Country, and the name of our state. Gallons of ink and reams of paper have been wasted in trying to solve the origin and mystery of this name; and still it goes back to those unlettered sons of the forest. Carver, undoubtedly tried his best to catch their meaning, and the true name of every thing, and it is very probable that he did, for he was with them for seven months, and certainly had their utmost trust and confidence. It must be accepted as a mere designation, name of a place or country without any known reason or signification for it, just as thousands of other places have names without rhyme or reason.

Carver's idea in this exploration, besides studying the Indians, was to cross the continent and ascertain its breadth from east to west between the forty-third and forty-sixth parallels of latitude, after which he intended to have the British government establish a post somewhere on the straits of Anian. In his first promised support, the supplies never reached him; and when afterwards he revived the scheme with a wealthy member of the British parliament, their plans were upset by the breaking out of the American rebellion and the war for Independence. The British government had sanctioned the Carver plan, which was to take fifty men and ascend the Missouri river to its head-waters, cross over the Rocky mountain divide and then descend the river of the west to the Pacific ocean, and build a fort at some strategic point. And it is perfectly clear from this chapter of Carver's that the British did not intend to respect the rights of Spain under the treaty of Paris to the country west of the Mississippi. England was even then within three years after signing the treaty of Paris making plans and taking steps to drive Spain out of her possessions west of the Mississippi, just as they had driven France out of Canada. But now they were counting without their host. In driving France out of Canada, they had Washington and the colonists to help; but now they were to have Washington and the colonists to oppose them.

We cannot realize that at the opening nineteenth century the interior of the North American continent, now so familiar to every reader of public journals, was less known to the world than is the heart of Africa today. French fur traders had penetrated its wilderness depths to the base of the Rocky mountains; but what they found, or what they knew, they jealously kept to themselves, so that there could be no inducement to other venturesome spirits to go searching for peltries and poaching on their preserves. In addition to this trade reason, they had been able to make doubly sure the silence of the Indian,

as to what the rivers and forests contained. Of all the people brought in contact with the American Indians, the French were the most successful in getting and holding his good will.

Indians had no doubt crossed the continent from the Ohio river to the Pacific ocean. M. La Page du Pratz, in his history of Louisiana, gives a long account of an Indian having become endued with a burning desire to find out from whence came the American Indians, crossed the continent from Natchez on the Mississippi to the Pacific ocean and then returned. And there may have been others. We have authentic history to prove that Sacajawea (the blind woman of the Lewis and Clark expedition) crossed the mountains from the valley of the Snake river to the Mississippi, and remembered the country well enough to guide that expedition back over the same route. But explorations of this kind prove nothing to our purpose—the development of the country.

We come now to the first white man that ever crossed the Rocky mountains from the east to the west for a great purpose, and set foot on the shores of the Pacific ocean. He was neither French, English, or American—but Scotch, and Alexander MacKenzie was his name. He was a native of Iverness, knighted by George III, for distinguished services, migrated to Canada, and entered the service of a fur trader in the year 1779, while yet a young man, and while the British were in the midst of their fight with Washington and his rebels. This Scotchman possessed every qualification to make him a successful leader and governor of men; a fine mind, clear head, strong muscular body, lithe and active, great resolution, invincible courage, tireless and patient energy, with the capacity to comprehend and manage all sorts of conditions of men. Remaining in the fur trade for five years as a hired man, saving his wages, and, biding his time, he cut loose for himself, and became a partner in the Great Northwest Fur company, which to distinguish it from others, was known as the Canada company; for many years the most prosperous and aggressive of all the fur traders.

The great interior of northwest America, was at that time but little known. In fact, nothing was known of this vast region beyond the incomprehensible accounts of roving Indians and the meagre reports of adventuresome trappers. It was just such a state of incomprehension and imperfect knowledge of a vast country filled with great riches, as appealed to the keen apprehension and profound mind of Alexander MacKenzie, and he resolved to find out the great secrets which the boundless forests beyond Canada contained. To prepare himself for this self-appointed task, he studied astronomy enough to find his way in untraveled regions, by the guidance of the stars, and to take care of himself and men in all sorts and conditions of circumstances in distant explorations by land.

The trappers and fur traders had gradually worked west and north from the upper end of Lake Superior until they had reached the western end of Lake Athabasca, where Peace river coming west from an opening in the Rocky mountains, discharges its waters into channels which carry it to the Arctic ocean. MacKenzie knew that up to that point, clear back to the Mississippi, there was no Strait of Anian, or water course from the east side of the Rocky mountains to the Pacific ocean, and that if he would follow that water, then running due north, it would take him either into the great frozen sea of the north, in which case he would find the Strait of Anian if there was one, or the water would turn west at some point short of the Arctic sea, and carry them to the Pacific. So, that with a birch bark canoe, four Canadians (two with their wives) and two smaller canoes with English Chief, and Indian, and his family, and followers of MacKenzie set out on June 3rd, 1789, to float down with the current of great Slave river into Great Slave lake and thence on down, down, north, wherever the waters took them until they had solved the great mystery of the unknown Arctic. Passing from one lake to another, hunting, fishing, trapping as they went, the adventurous party finally in the month of July, found themselves in the Arctic ocean where they chased the whales and paddled

around miles and miles of icebergs, under a starless sky, and a never setting summer sun. This expedition was one of the most important in the annals of discovery. MacKenzie had proved the non-existence of the Strait of Anian, and established the fact for all time that no such passage way across the continent existed, and found that the water shed to the north was wholly separate from the water shed to the west. They had suffered no hardships or hair-breadth escapes, and they had found a great waterway to the north in the same month that Captain Robert Gray had sailed through the Straits of Fuca for the first time, two thousand miles to the southwest.

After an absence of one hundred days, MacKenzie returned with his party to his starting point, loaded with fine furs and having found both coal and iron, ore at great Bear lake. MacKenzie was not satisfied with his first venture, regarding as something of a failure that which was in fact a great success. He had penetrated the mystery to the north, and put an end to the quest for the Strait of Anian which the sea captains had believed in and vainly sought to find for nearly three hundred years. It was one more dark corner of the mystery which enshrouded the Oregon country cleared up. And we see how the enlightening agencies of exploration and discovery were gradually creeping in on the core of the mysterious region, "Where rolls the Oregon."

But MacKenzie was not satisfied. Such a man is never satisfied as long as there are other regions to explore and other obstacles to overcome, and other duties to be performed. Three years after this trip to the north we find him again at the old starting point at the mouth of Peace river. But this time instead of floating down with the water, he resolved to go up stream, follow the river to its fountain head and find, if possible a pass through the Rocky mountains, and a stream on the west side that would carry him down to the Pacific ocean as had Peace river and his own MacKenzie carried him to the Arctic ocean. And so on the 10th day of October, 1792, five months after Captain Gray had found and entered the Columbia river, MacKenzie starts westward for an exploration to find this river. In ten days MacKenzie had reached the most western post of the Northwest Fur company at the base of the Rocky mountains. Here the natives and trappers received their big chief with great eclat amidst the firing of guns and general rejoicing of the people; and many was the bottle of good old Scotch emptied on that auspicious occasion. There were three hundred natives and sixty professional trappers and hunters congregated here. MacKenzie not only treated them liberally to rum and tobacco, but he preached them a good sermon as to the proper manner they should demean themselves for their own good and that of the white man. From this point MacKenzie kept on west for sixty miles until he reached the point named Fort York, and to which men had been sent the previous spring to prepare the ground and timbers for a new post, which was to be their winter quarters previous to their last plunge into the wilderness, over the mountains and down to the Pacific ocean the next spring. This Fort York came to be called York factory under the Hudson Bay company ownership, and from which point all the travel, messengers and officers as well as employes of the H. B. Co., came over the mountains on their way to Vancouver on the Columbia. And Ebberts, Octchen, Baldra and all the old Hudson Bay men of Oregon were perfectly familiar with that route and could give many interesting tales of its surprises and dangers.

Here MacKenzie put in the winter of 1792-3; and by spring had all things in readiness for the final advance to the Pacific. With one canoe, twenty-five feet long, four and three-quarters feet beam, and twenty-six inches hold, seven white men and two Indian hunters and interpreters with arms, ammunition, provisions and goods for presents weighing in all about three thousand pounds, these explorers started for the Pacific ocean on mountain streams. The canoe was so perfectly made, and so light that two men could carry it over portages for miles at a time without stopping to rest. Where is the white man boat

builder that could equal that canoe carved out of a great cedar tree by the untutored red men?

On the 9th day of May, 1793, the little party left Fort York, pointed their little vessel up stream and was off for the great Pacific. Before them everything was in its native wildness; unpolluted streams, untouched forests, and verdant prairies covered with buffalo, elk, deer and antelope. Nothing could have been more exciting or entrancing to these lovers of the woods and waters of our primeval forests. With paddle and pole they propelled their craft up the swift flowing mountain stream day after day against every manner of obstructions and difficulties. Rocks beset their way on every side, beavers dammed the streams, perpendicular cliffs and impassable cataracts compelled them to take boat, provisions and everything from the stream and carry all around obstructions for miles, to gain calm water on upper levels. Rain and thunder storms were frequent, and the men worn out by unexpected and exhaustive toils, openly cursed the expedition with all the anathemas of the whole army in Flanders or any other place. But the great soul of MacKenzie was unmoved. He reminded them of the promise to be faithful and remain with him to the end. He patiently painted in glowing colors the glory of their success—and he opened a fresh bottle and all went merry again—merry as wedding bells.

On the 9th of June, they were nearing the broad flat top of the Rocky mountains in that latitude. They were short of provisions, and had to eat porcupine steaks and wild parsnip salads or starve. Here they found a tribe of wild Indians who had never seen white men before. They were now surely beyond the limits of all previous explorations. Assured at length of the peaceful intentions of the explorers, the Indians ventured near enough to talk to the interpreters. They exhibited scraps of iron, and pointed to the west. Further efforts elicited from them the fact that their iron had been purchased from Indians further west who lived on a great river, and who had obtained the iron from people who lived in houses on the great sea—white men like these—and who got the iron from ships large as islands that come in the sea. And now we see these children of the forest beset by the white men behind and before—and there is no longer any secret the white men does not find out, and the fateful terrors of these white men have followed them to their land-locked mountain retreat. Terror as it was to the Indian, it was a god-send to MacKenzie. He could now, from these incoherent descriptions of places, rivers, mountains, and marshes, reckon that he could reach the great river, which he at once supposed to be Carver's Oregon or Columbia, in ten or twelve days, and from the great river, reach the sea coast in a month. MacKenzie got the Indian that told him the story to draw a map on a piece of birch bark, which proved to be a very good map of the region to be traversed. The Indian made the river run into an arm of the sea, and not into the great ocean. MacKenzie was sure the Indian was either mistaken or deceiving him. But he was doing neither. MacKenzie did not know of the existence of Frazer river. He did not know of Gray's discovery of the Columbia, but he did know of Carver's reported account of the "Oregon River of the West" running directly into the ocean, and this was the only great river he supposed could exist on the west slope of the Rocky mountains. He recalled Carver's prediction that from the "Height of Land" flowed four great rivers, one the Mississippi to the Gulf of Mexico, another south into the California sea, another north into the icy sea, and the fourth west into the Pacific. MacKenzie had been down the north river to the icy sea, and he was sure he would now go west to the "Oregon River," and find his Indian map maker mistaken.

On the 12th of June, 1793, MacKenzie crossed the narrow divide of the Rocky mountains and found it only eight hundred and seventeen paces (about half a mile) between the headwaters of Peace river and the headwaters of the Frazer. From there on to the Frazer the stream was a succession of torrents, cascades and little lakes, making traveling very bad. But not a word was said

about turning back. The voyagers had imbibed some of the spirit of the intrepid and irresistible leader as well as much of the spirit they carefully packed from one portage to another as a most precious treasure; and on the 17th day of June, 1793, after cutting a passage through drift wood and underbrush for a mile and dragging their canoe and goods through a swamp, they landed on the margin of the Frazer river of British Columbia. Simon Frazer for whom the river was named, after this route had been opened by MacKenzie, afterwards passed over it and pronounced it the worst piece of forest traveling in North America. We here include a copy of the map the explorer made of this region, which not only shows by the dotted line his course from the Frazer river across to Salmon bay on the Straits of Georgia. MacKenzie did not follow the Frazer to its mouth in the Straits of Georgia, or he would not have dotted in the lower course of the river as entering the ocean down by our Saddle mountain near Astoria. But this mistake arising wholly from making a short cut across the land to the ocean instead of following the river to its mouth, was confirmed by Lewis and Clark who also supposed that MacKenzie had been upon the upper waters of the Columbia. Simon Frazer made the same mistake when he first saw the Frazer, and remained thus mistaken until 1808 when he followed the river down to its mouth in the Straits of Georgia, three hundred miles north of the mouth of the Columbia.

Having given important facts developed by the explorations of the French and Canadians, we may now turn our attention to the Americans. The next year after Lewis and Clark started with their world-renowned expedition to the Pacific coast, Lieutenant Zebulon Pike of the United States army was ordered by the U. S. government to explore the sources of the Mississippi river, and established friendly relations with the Indians whose territory had but lately been included within the boundaries of the new born republic. Taking twenty men from his military camp near St. Louis, and a keel-boat—no steam-boats on the great river in those days—seventy feet in length, Pike ascended the Mississippi to its source and hoisted there the United States flag. This exploration, and this act of Pike's determined the point to which distance north the United States could, under treaty of peace with England, claim and maintain the northern boundary of this nation east of the Rocky mountains. Pike had not only settled that disputed point but he had made known the course of the river itself from St. Louis to its fountain head. Pike made other important explorations and discoveries among which is the mountain peak in Colorado, which bears his name. He also mapped the sources of the Platte, the Kansas and the upper reaches of the Arkansas rivers.

And now we reach a period when private enterprise enters the field, primarily for furs and trade with the Indians, yet making important discoveries, beneficial to the nation and useful to the western pioneers and especially to the emigrants to Oregon.

In 1808 the Missouri Fur Company was organized at St. Louis, by Manuel Lisa, a Spaniard. During the years 1809 and 10 Lisa sent out numerous parties and established trading posts at important points coming as far west as the head waters of Snake River; and here Alexander Henry, in charge of the post, erected the first house built within the Oregon country not given up to the British. In consequence of the hostility of the Indians and its great distance from the base of supplies, it was abandoned in 1810.

The next year after Lisa's venture, Captain Jonathan Winship of Brighton, Massachusetts, organized a trading expedition to the Columbia river by the way of Cape Horn, and two ships were secured, one of which the O'Cain, was commanded by himself, and the other the Albatross, was commanded by his brother Nathan Winship. They sailed from Boston July 6th, 1809, and the Albatross reached the mouth of the Columbia river May 25th, 1810, being over ten months on the way. The ship was provided with a complete outfit, and to her original company of twenty-five white men, were added twenty-

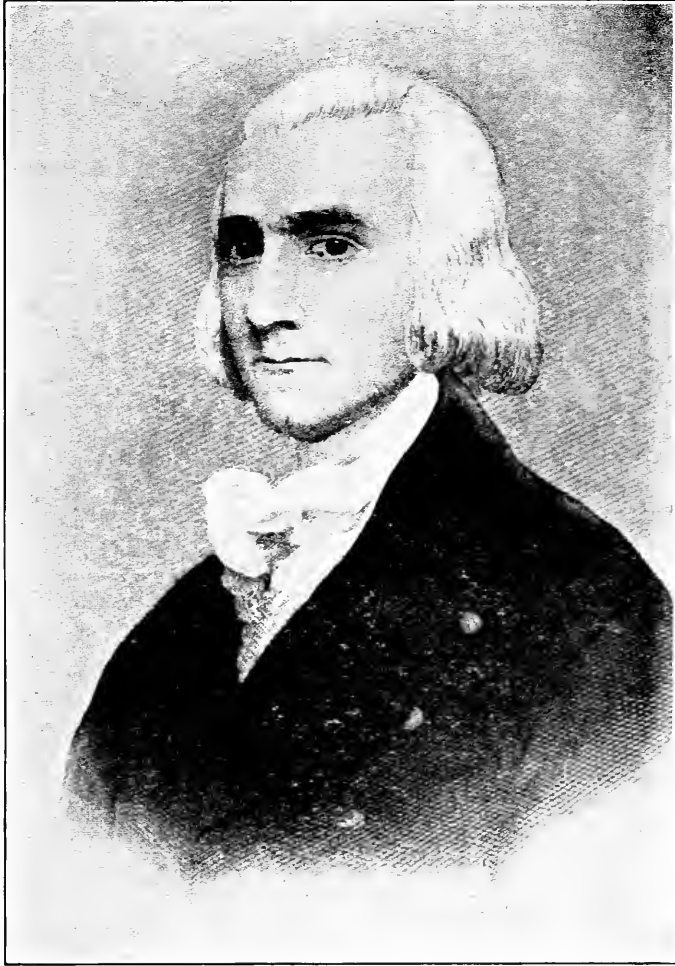
five Kanakas, picked up at the Islands, and being the first of those islanders imported into the United States. For want of charts which did not exist on the Columbia one hundred years ago, and from ignorance of the channel and the stiff current of the spring floods, the passage up the Columbia was beset with much trouble and delay. But after ten days cruising around on the broad river, Winship selected Oak Point on the south side of the river for a suitable place for a settlement. This was so called from the oak trees growing there, and it is located opposite the place called Oak Point landing in the state of Washington. Here Winship cleared a tract of land, prepared it for a garden and planted it with a variety of seeds; and set his men to work cutting logs for a house for a dwelling and trading post and they had the structure well up to the roof when the rising waters of the river overflowed their garden, house location and all, and compelled their removal to a point farther down the Columbia. Here the party stayed in a temporary camp until July 18th, 1810, when they sailed from the Columbia river, and having learned at Drake's bay of Astor's contemplated adventure to the river gave up the project of making a settlement on the Columbia. Winship's garden at Oak Point, was the first cultivation of the soil in Oregon for garden or agricultural purposes, and his was the first attempt to construct a house in Oregon by civilized men.

On the 23d of June, 1810, John Jacob Astor, the founder of the wealthy Astor family of New York, a native of Heidelberg, Germany, and a citizen of the United States, then residing at New York city, organized the Pacific Fur Company; and while a private corporation in name, it was nothing more than a general partnership. Astor had been very successful in the fur trade in the regions east of the Rocky mountains, and this latest venture was planned on a scale far more extensive than any other American enterprise. A ship was to be dispatched from New York to the Columbia river at regular intervals with all the necessary goods for the Indian trade and supplies for a fort and corps of outfield trappers. And after discharging cargo at the fort and station to be established at the mouth of the Columbia, the ship was to take in the furs there on hand and then proceed up the northwest coast visiting all the stations of the Russian Fur Company, cultivating their friendship, trading for their furs, and after securing a ship's cargo, proceed to Canton, China, sell their furs, and take in a cargo of tea and China goods for New York city. It was a grand scheme, and here was the commencement of the present vast ocean-going commerce of the city whose history we are now recording. It is worth considering that from this humble commencement of one or two ships, handling only the pelts of fur bearing animals, just one hundred years ago, when I write this paragraph, that commerce has developed into an importing and exporting trade of nearly fifty millions of dollars, and of which Astor's big item of pelts does not now amount to more than one hundredth part of one per cent.

But the enterprising German was not to have easy sailing. Knowing full well the great influence, wealth and success of the Northwest Fur Company of Canada, and that said company had no trading posts west of the Rocky mountains, south of the headwaters of Frazer river, Astor made known to them his plans and invited them to join him in his new enterprise, offering them a third interest in his company. But instead of receiving this friendly offer in the spirit in which it was tendered, the Canadians pretended to take the matter under advisement in order to gain time, and then hastily sent out a party under the lead of their surveyor, David Thompson, with instruction to occupy the mouth of the Columbia with a trading post of their own, and to explore the river to its headwaters, and seize all advantageous positions. But fully aware of this treacherous return for his friendly offer, Astor prosecuted his enterprise with renewed vigor. He associated with him as partners, Alexander Mackay, Duncan MacDougal, Donald MacKenzie, David and Robert Stuart and Ramsey Crooks, all men of experience, taken from the Canadians, and with







JOHN JACOB ASTOR



RAMSEY CROOKES  
WILSON PRICE HUNT

RUSSELL FARNHAM  
JOHN BAPTISTE CHARLES LUCAS  
President Jefferson's secret agent at  
St. Louis and New Orleans



them John Clarke of Canada, and Wilson P. Hunt and Robert MacLellan, citizens of the United States. The Mackay named above, had accompanied Alexander MacKenzie in both his previously described voyages of discovery.

The articles of co-partnership provided that Mr. Astor, as head of the company, should remain at New York and manage its affairs, and supply vessels, goods, supplies, arms, ammunition and every other thing necessary to the success of the enterprise at first cost, providing that such advances should not at any one time require an outlay of more than four hundred thousand dollars. The stock of the company was divided into one hundred shares of which Astor held fifty. The business was to be carried on for twenty years; Astor to bear all the losses of the first five years, after that, losses to be borne ratably by the partners; but if not profitable for the first five years, it might be dissolved at the end of that period. The chief agent of the company on the Columbia was to hold his position for five years, and Wilson Price Hunt was selected for the first term. Four of the partners, twelve clerks (among whom was Gabriel C. Franchere who wrote a narrative of the voyage) five mechanics, and thirteen Canadian trappers, were to go to the mouth of the Columbia by the way of Cape Horn and the Sandwich islands and commence work until Hunt, the chief agent, with his party, should go overland to the same point. The ship *Tonquin*, two hundred and ninety tons burthen, commanded by Jonathan Thorne, a lieutenant of the U. S. navy, on leave, was made ready for the trip and sailed for the mouth of the Columbia on the 8th day of September, 1810. The ship carried a full assortment of Indian trading goods, supplies of provisions, timbers and naval stores for a schooner to be built on the Columbia for coast-wise trading, tools, garden seeds, and everything else, to start a self-sustaining settlement. And as our good friend, John Bull, was then dogging the infant republic to pick a quarrel for the war of 1812, and Mr. Astor had got an intimation that his ship designed for peaceful commerce, and settlement in distant Oregon, might be intercepted by a British privateer, the secretary of the Navy sent Captain Isaac Hull, with the U. S. frigate *Constitution*, to escort the *Tonquin* beyond danger. The *Tonquin* reached the Columbia on the 22d of March, 1811, and anchored in Baker's bay. This first ship had sad luck in getting into the river on this first voyage to start the mighty current of commerce that was to ebb and flow from the great river of the west, for eight of the crew were lost in examining the shores and bays of the river to mark out its channel. On the 12th day of April, the ship's launch, with sixteen men and supplies crossed over the river from Baker's bay to Point George, and there and then commenced a settlement on the present site of the city of Astoria, and gave it the name it bears in honor of the projector of the enterprise. It was nine months after the arrival of the *Tonquin* before Hunt, with a remnant of his party, reached Astoria; having been harassed by the bitter opposition of the Canadian Fur Company, which had contrived to send a party ahead of him and arouse the opposition of the Indians to him, and which party under the lead of David Thompson, reached Astoria in a canoe, flying the British flag just ninety days after the American flag had been hoisted on Point George.

We have given this much of the founding of the first American settlement in Oregon, and the fortunes of the first commercial venture to open commerce with this state and the future city of Portland, and the struggles of the brave and invincible men, who did this pioneering, so that those now here in great prosperity from that feeble beginning of trade, and those who go down to sea may see how the great work was started, and all the more appreciate and honor the sturdy men who started it. Persons who would like to read the whole story of Astor's venture to the Columbia and the betrayal and loss of his property at Astoria, will find it most interesting reading and fully and graphically portrayed in Franchere's narrative, and in Washington Irving's *Astoria*. Mr. Elwood Evans, in his history of the northwest, fairly and justly sums up the character of Astor's enterprise as follows:

"The scheme was grand in its aim, magnificent in its breadth of purpose, and area of operation. Its results were naturally feasible and not over anticipated. Astor made no miscalculation, no omission; neither did he permit a sanguine hope to lead him into any wild or imaginary venture. He was practical, generous, broad. He executed what Sir Alexander MacKenzie urged as the policy of British capital and enterprise. That one American citizen should have individually undertaken what two mammoth British companies had not the courage to try, was but an additional cause which had intensified national prejudice into embittered jealousy on the part of his British rivals."

The war of 1812 with England breaking out soon after, and before any sufficient effort could be made to prove the practical success of the enterprise, and while Mr. Hunt was absent to Alaska on a trading expedition with the Beaver—a second ship that Astor had sent out with supplies and men—two of Astor's partners, MacDougal and MacTavish, turned traitor to the enterprise and sold it out to the Canadian Company for fifty-eight thousand dollars, property which had cost Astor over two hundred and fifty thousand together with a large amount of furs that had been accumulated. They not only betrayed and robbed their partner of his property in the absence of his American agent, but they conspired to turn the fort and all its property and advantages over to the British government, prohibiting the young American employees from raising the stars and stripes over their own fort. The whole disgraceful chapter of treachery and dishonesty to Astor and enmity to the United States ending with the seizure of the fort by the British man-of-war, *Raccoon*, on December 1, 1813.

This chapter of perfidy to Astor and seizure of an American fort, and commercial post, practically put an end to all American settlement in Oregon for thirty years. There were independent American trappers who sold their furs to the Hudson Bay company which succeeded the Canadian company, but there was not a single American trading post, merchant or establishment in all Oregon, that dared fly the American flag until Joe Meek led off at Champoeg, in an appeal to "Rally around the flag boys."

But while the American enterprise was thus crushed out west of the Rocky mountains, the hardy pioneers were pushing out from St. Louis, to the east side of the Rocky mountains. In 1823, General William H. Ashley, led an expedition across the plains. He met with resistance from the Indians, and lost fourteen men in battle. In 1824 Ashley discovered a southern route through the Rocky mountains, led his expedition to Great Salt lake, explored the Utah valley, and built a fort. Two years later a six-pounder cannon was hauled from the Missouri river across the plains and over the mountains, twelve hundred miles to Ashley's fort. A trail was made; many loaded wagons passed over it, and within three years Ashley's men gathered and shipped back to St. Louis over two hundred thousand dollars worth of furs. Ashley was a native of Virginia, commenced selling goods and trading in the west before he was eighteen years of age, and manufactured saltpeter for powder before he went into fur trading to the west. The Indians in the employ of the Hudson Bay Company, made war on him, on the upper Missouri, and he gathered an army of border men and drove the Indians, Hudson bay men and all over into Montana.

Jim Bridger—whose portrait we give on another place—is another St. Louis contribution to the winning of the west by the fur trading route. Bridger was another old Virginia boy, born in 1804. When ten years old, his father and mother having died, the boy began earning a living for himself and sister by working on a flat boat. Stories from the wilderness west stirred the lad, and when he was eighteen, he joined a party of trappers and took to the Rocky mountains, and continued in a wandering, trapping, exploring life for twenty-five years. He discovered Great Salt lake in 1824; the south pass in 1827; visited Yellowstone lake and the Geysers in 1830; founded Fort Bridger in 1843; opened the overland route by Bridger's pass to great Salt lake; a guide



JAMES BRIDGER, EXPLORER AND FRIEND OF OREGON  
PIONEERS





to the United States exploring expedition under General Albert Sidney Johnson in 1857; aided G. M. Dodge to locate the line of the Union Pacific railroad, and acted as guide to the army in the campaign against the Sioux Indians, 1865-6; and received honorable burial at his death, and a handsome monument over his remains in Mt. Washington cemetery by the people of Kansas city. In every respect Bridger was a typical pioneer American, plunging into the depths of the wilderness for the excitement of it, and to gratify a curiosity to see what was in the great beyond. He was the friend of the emigrants to Oregon, and wandered far out of his way to warn them against marauding savages and guide them on their course. He was never lost. Father De Smet pronounced Bridger one of the truest specimens of the real Rocky mountain trapper. Bridger's peak was named in his honor; and in the capital building of the State of Minnesota is the painting of a trapper in full dress, of which Bridger was the original. He aided Dr. Whitman in his first trip to Oregon, and in return, the Doctor cut an iron arrowhead out of Bridger's shoulder, which had been fired into him by a Blackfoot Indian. Nevertheless, the trapper retained no grudge against the red race, and took a Shoshone woman for a wife.

There were many others engaged in pioneering into the western wilderness toward Oregon for furs and Indian trade. There were the four Sublette brothers, all able energetic men in their manner of life. Captain Sublette served with Ashley, and brought him out. He had a rare faculty of managing the Indians, but when he had to fight them, they always got the worst of it. Sublette was the first man to tame the Blackfeet. After a desperate fight with them at Pierre's hole, renowned among the Rocky mountain men as the greatest battle with the Indians, the Blackfoot submitted to Sublette and helped him celebrate a sort of Roman triumph on his return to St. Louis with a pack of Indian ponies, a mile long, laden with peltries. One of the Sublettes drifted as far west as California, as one of the forty-niners, and there got into a fight with a grizzly bear, killed the bear but died afterwards from the wounds inflicted by the beast.

And about this time we find two men floating through the history of Oregon, whose careers were quite as much that of diplomats as fur trading explorers. Russell Farnham, was a New Englander, had been a clerk for Astor, and dropped into St. Louis about the opening of the war of 1812. Farnham visited Indians and fur traders and made confidential reports to Astor. One of his forest trips took him up to the British boundary line in the territory of Minnesota. On returning to civilization, he was arrested as a British spy, but on being identified as an Astor man, was released. Farnham conferred with Wilson P. Hunt, and found his way to the Pacific, still confidentially looking out for the interests of Mr. Astor. After the ruin of the Astoria enterprise, Farnham undertook to carry an account of it to Astor by crossing over to Siberia in the ship Pedler, and then making his way across Siberia, Russia and Europe to catch a ship going to New York. Of this trip, Elihu Shephard, the pioneer historian of St. Louis says:

"On entering Siberia, Farnham crossed the eastern continent to St. Petersburg, where the American minister to the Russian court presented Farnham to Emperor Alexander, as the bold American who had traveled across his empire. The Emperor received him with great kindness and consideration, and sent him on his way to Paris. After great exposure to dangers, toils and sufferings, such as no other man voluntarily submitted himself to for his countrymen, he reached New York, delivered his papers to Astor, apprising him of his losses and the ruin at Astoria, and then made his way back to St. Louis, where he was received as one risen from the dead."

And about this time there were scores of adventurous spirits pushing out from St. Louis to all points ranging from the headwaters of the Missouri down to Santa Fe, and on to California. Kit Carson was probably the most noted

of these hunters and Indian fighters. The most notable venture was made by Captain Bonneville, of the U. S. army on leave, who led a party of one hundred and ten men in 1832 into Utah, Nevada and Oregon. Want of experience in the business he had undertaken resulted in many errors and severe losses which were increased by the active and unrelenting opposition of the Hudson Bay Company, already established in this field. Bonneville had projected his expedition on the basis of making scientific observations as much as for trade. And the government had given him a furlough for two years on the condition that he should not only pay all the expenses of his expedition, but also that he must provide suitable maps and instruments, and that he should be careful to find out how many warrior Indians there were in the regions he might explore, and ascertain the nature and character of these natives, whether warlike or disposed to peace, their manner of making war and their instruments of warfare. Proceeding on this basis, Bonneville got as far west as the present city of Walla Walla, with twenty wagons in the year 1832. Bonneville found out a good deal about the country all of which is most charmingly written up by Washington Irving; but he lost his entire investment in goods from the opposition and sharp practices of the Hudson Bay Company.

In the same year another successful expedition was started to Oregon by Captain Nathaniel J. Wyeth, of Massachusetts. This was next to Astor's, the second purely commercial venture to Oregon by American citizens. At the same time he started his party overland to Oregon, he dispatched a ship from Boston laden with goods, estimating that the ship would reach the Columbia river about the time the overland party would reach the Willamette valley. The ship was never heard from afterwards, and the overland party reached Fort Vancouver on the 29th of October, 1832. It was Wyeth's plan to take salmon from the Columbia, salt or dry them for the Boston market, trade for all the furs he could get, and in that way get a return cargo for his ship and do a profitable business. The loss of the ship defeated his first expedition. But it brought out some men who took root and grew up with the country. John Ball was one of them, and he is the man that opened the first school (at Vancouver) in all the vast region of old Oregon in January, 1833. The school was not a success, but it was a starter. Then Solomon H. Smith, another one of the Wyeth party, in March, 1834, opened a school at old Vancouver under an engagement with Dr. McLoughlin, chief factor of Hudson Bay Company, to teach for six months. Smith expected to teach an English school, but found a great confusion of tongues. The pupils came in all speaking their native tongues and each different from the other, Cree, Nez Perce, Chinook, Klickitat, etc; and the only boy who could understand the English of the teacher rebelled off hand. Dr. McLoughlin coming into the school in the midst of the difficulty proceeded to enforce the law himself, and gave the little rebel such a thrashing as secured perfect discipline thereafter. Smith taught this school of twenty-five Indian boys for eighteen months in which time they learned to speak English well and the rudiments of the primary branches of a common school education. They had but one copy of an arithmetic in the whole school, and of this each pupil made a complete copy which was used afterwards by other pupils. And so education started in the land where there are now more colleges, high schools and universities to the population than in any other region in the United States.

Wyeth's first expedition was a financial failure, but not disheartened, he returned to Boston overland and renewed his efforts to establish direct trade between the Columbia river and his home city. And having procured the ship *May Dacre* and filled her up with all sorts of goods and supplies for this country, the ship sailed for the Columbia via Cape Horn while Wyeth again enlisted a party of two hundred men and started overland from Independence, Missouri on April 24, 1834. With that party came the first missionaries to Oregon—Jason and Daniel Lee. On his way across the continent, Wyeth

stopped and erected Fort Hall in which he stored his trading goods for the interior. He and his party reached Fort Vancouver about the same time his ship came into the Columbia and proceeding down to the lower end of Wapato island (now called Sauvie's island) Wyeth established a salmon fishery and built a trading house which he named Fort William. The salmon fishery was not much of a success, but it was the commencement of salmon packing on the Columbia, an industry that brings in many million dollars yearly to this city. Wyeth proceeded to lay out a town with streets, blocks, parks, etc., which was the first candidate for the great city of this region. A half a cargo of salmon was caught, dried and salted, the ship sailed for Boston in 1838, and never returned to the Columbia. Disheartened with disease on the island and his commercial failure, Wyeth returned to Massachusetts. While Wyeth's expeditions were disastrous to himself financially, they were of immense value to the United States. He prepared a memoir to Congress, setting forth the character and resources of the country which secured the attention of the American people, and from that day on it was but a question of time and courage upon the part of the few settlers that here should be an American state and not a British province.

## CHAPTER III.

1774—1814.

*The Evolutionary and Political Movements—The Pioneer American Pushing West—The Revolutionary Break-up—George Rogers Clark and Old Vincennes—Thomas Jefferson the Great Colonizer—The Lewis and Clark Expedition—and Capture of Old Astoria.*

If the reader cares to go back into history far enough to find out how our people got started west, he will find that the same blood which moved out of and west from the dark forests of Germany, crossed over the North sea from Schleswig to the shores of Britain and over-run the country we now call England, and then crossed over the North Atlantic during the fifteenth and sixteenth centuries to the poverty stricken soil of the east coast of America, and there began over again the same development, more or less warlike, to capture the Continent of North America as their ancestors had utilized in the conquest of the British island. Do not imagine for a moment that this is a far-fetched suggestion, having no connection with the Oregon of the twentieth century. The blood and brains which planted civilization in England, just as surely planted the same forces in the wilds of America, and then pushed on westward to the Alleghanies, to the Ohio, to the Mississippi, to the Rocky mountains, and finally to Oregon. And as the new life and surroundings of old England developed out of the Teutonic blood which came to its shores as robbers—new laws, customs and a higher civilization, so likewise did the new world of America develop out of these descendants from ancient Germany, still newer laws, higher ideals and a more perfect civilization which over-run the wilderness west and conferred upon Oregon, the perfect flower and fruit of all the trials, struggles, sacrifices and labors of the race from its cradle in the Black Forest of Germany to its favored home by the sundown seas.

And as the Englishman was different from his German ancestor, so likewise was the American different from his English ancestor. And as the German pushed across seas westward, and the Englishman pushed across seas westward, so also the American pushed on, and on, until he reached a west that is merged in the east. These peoples carried their laws and their civilization, such as it was, with them. It was part of their blood, love and spirit. The Roman historian, Tacitus, who wrote about eighteen hundred years ago, and who was celebrated for his profound insight into the motives of human conduct and the dark recesses of character, describes the ancient German ancestors of the English, as a nation of farmers, pasturing their cattle on the forest glades around their villages and plowing their village fields. They loved the land and freedom; and freedom was associated with the ownership of land.

They hated the cities, "and lived apart, each family by itself, as woodside, plain, or fresh spring attracts him." That description written only a hundred years after the birth of Christ, would be a good description of the American pioneer from the Atlantic to the Pacific; and of thousands of families in Oregon today.

And so we follow up the heart and core of this great movement of a conquering race, to find it building here on the banks of two rivers, uniting in one household the beautiful Willamette with the mighty Columbia, to show our readers they have the grandest foundation history in all the western world. A history they should not only know themselves, but one they should delight to teach to their children.

For these reasons this narrative will now take up those movements of population westward which have more of the political and governmental interest and direction than the commercial enterprises described in the preceding chapter. Even before the revolutionary war began, from 1774 to 1776, the pioneers of Pennsylvania, Virginia and North Carolina commenced drifting over the Alleghany mountains into what is now West Virginia, Kentucky and Tennessee. And during that war, these pioneers in the Ohio valley rendered a great service to their brethren who under the lead of Washington, was making heroic resistance to the British soldiers. But during the war, as a matter of necessity, all emigration to the west ceased. Nobody knew what the outcome would be. Washington could spare no able bodied men to go west as long as he had a vindictive foe in his front. And the pioneers already in the west had all they could do to maintain their homes and position against the Indian savages, set on by the Canadian British.

But even then the heaven was working in the minds of the great leaders of the people, who were to lay the foundations of this mighty nation, to take and hold the valley of the Mississippi. More than once the question was put to Washington as to what he would do if he was finally defeated and driven back by the British army; and more than once he pointed to the Alleghanies as a sure defense behind which he could lead his veterans, and there forever defy all the hosts of King George, and build up an army and a people which would swarm back over the mountains and drive the hated English into the Atlantic Ocean. It was to the west, the west, the vast wilderness west, the exhausted, starved, tattered and torn veterans of the Continental army turned their waning hopes to find a haven of peace and safety from taxation without representation. Fortunate it was for America, and for humanity, that our colonial ancestors had for their leaders the three greatest men ever produced in any one age of the world.

Washington, the all-wise leader, whose great soul could not be moved by great success or still greater defeat; Franklin, the diplomat, whose profound wisdom and humanity moved the whole civilized world, and whose genius compelled even his enemies to serve his cause; and Thomas Jefferson, the seer, prophet, and greatest colonizer of all the world. With three such men, supported by the self-sacrificing and invincible soldiers of the Continental army, success of the King was an utter impossibility. Our forefathers had right, justice, the sea and the land, yea also the mountains on their side. They would not fail. No! as well the tall and pillared Alleghanies fall—as well Ohio's giant tide roll backward on its mighty track.

For freedom's battle once begun,  
Bequeathed from bleeding sire to son,  
Is ever won.

The idea of a great western movement to hold an empire of rich land for the teeming millions of men that were to come after them, was the idea of George Washington and Thomas Jefferson. These two men did not always

agree. And at least one of them was a little jealous of Washington's great name and fame. But on the western movement they did agree. Of all the great leaders of the rebellion against the British king, Washington only had been west of the Alleghanies and knew something of the great possibilities of the Ohio valley. Jefferson knew of it only from pioneer reports and French newspapers, which he could read and translate for himself. But he was continually reading and thinking, and dreaming of the vast illimitable west, away west, west, west to the Pacific ocean. At that time while Washington was leading the Continental soldiers and straining every nerve to beat back the British arms, Jefferson was stirring up trouble for the British by inciting the Virginians to support George Rogers Clark in his plans against the British in the Ohio valley. In driving the French out of Canada, the British had come into possession of old Vincennes on the Wabash and other fur trading stations and French forts south of the great lakes. The British general, Hamilton, (known in western Indian war literature as the "hair buyer," from his alleged practice of buying the scalps of murdered pioneers from the Indians) was in possession of the fort at Vincennes with a garrison of eighty British soldiers and a contingent of Indian allies. Clark was then in November, 1778, in Kentucky, as a pioneer Indian fighter, and hearing through one Frances Vigo, an Italian fur trader, that in the next spring Hamilton intended to attack their American settlers in Kentucky, he (Clark) resolved to forestall his foe and set to work enlisting a force of men to march upon Vincennes during the winter, and surprise and capture Hamilton and his whole outfit. To carry out this dare-devil exploit, Clark had to rely wholly on his own resources which were practically summed up in the individual person, George Rogers Clark and his brains, courage and energy. He had not heard from or received any aid from his friends and abettors in Virginia for a year; and there was but a scant supply of powder and lead in all the settlement in Kentucky for any purpose. But with Clark to resolve was to act; and so he set to work enlisting men and building boats and soon had a little army on its way down the Ohio with their trusty rifles. Leaving a party of his force to patrol the river and look out for an attack in his rear, he marched the rest of his men overland to the old French fort of Kaskaskia. Here his confident demeanor and captivating address captured the French and half-breeds, and especially the Creole girls, and all united to secure additional recruits to his banner—the banner of George Rogers Clark, for there was not at that time, a single American flag in all America, west of the Alleghany mountains. After a few days rest, and by these means, Clark had gathered together a motley band of one hundred and seventy Kentuckians, half-bred French, Creoles and stragglers that looked anything else than a military force to attack a fort defended by trained soldiers amply supplied with cannon of that period, and full supplies of muskets and ammunition. On the 7th of February, 1779, Clark marched his little army out of old Kaskaskia, the whole village escorting and encouraging the men, and the good Jesuit priest Gibault, adding his blessing and absolution on all those brave men. It was in the depth of winter and icy cold, in addition to which a continued downpour of rain flooded the whole country and made an inland sea of the Wabash river, which they had to cross at one place with only a few canoes, most of the men wading in ice cold water up to their arm-pits and carrying their guns and powder horns over their heads. But they finally reached their goal. To such men, nothing was impossible. Clark reached Vincennes without informing the town or fort of his approach. He surrounded the town in the night and after a short, sharp and decisive attack the British general, Hamilton, surrendered. Clark paroled the men, but sent Hamilton under guard, to Virginia, where he was kept in jail at Richmond for two years. Taken altogether, this exploit of George Rogers Clark, was the most reckless, daring, dangerous and successful military expedition in the whole course of the revolutionary war, or of any war. And in its results, it accomplished more for

the United States than any other one military movement or battle in the war. For without this successful venture of Clark, the British would have held the Mississippi valley until the end of the war, and by the treaty of peace, England would have most surely secured every thing west of the Alleghany mountains. The success of Clark enabled our peace commissioners, Franklin, Jay and Adams, to claim that Clark had driven the British out of the Mississippi valley and successfully held it. So that the boundary line between the American possessions and the English was established on the line of the great lakes west to the headquarters of the Mississippi river, instead of at the Alleghany mountains. By this grand coup in the western wilderness, Clark added to the United States all the territory out of which has been carved and populated the seven great states of Ohio, Kentucky, Tennessee, Indiana, Illinois, Michigan, Wisconsin and half of Minnesota. This was the first great advance of the American flag from the inhabited portions of the original colonies, moving westward. And it was wholly and purely a movement to secure more territory, and wholly based on political reasons and not influenced by any commercial motive or interest.

It has been the puzzle of historical writers for more than a century, to account for the attitude of Washington to George Rogers Clark. Washington was personally acquainted with Clark and his family of which none stood higher in old Virginia. Washington must have known, and did know, the splendid military abilities of Clark. No man was a better judge of what other men could accomplish than Washington. With the exception of Greene, Washington had not a single general under his command that equaled George Rogers Clark; and no one of all his major generals, Greene not excepted, accomplished as much for his country as Clark. Then why did Washington keep him in the western wilderness with a mere handful of riflemen to be called out as the desperates straits of defense against Indians or British might require? The only answer to that long unanswered question is, that of all men possible to be sent or kept in the west to hold in check the British and their Indian allies, and hold the valley of the Mississippi for any possible result of the war, George Rogers Clark was the first choice—the man that could be trusted and who was equal to the momentous importance of the position. Clark amply vindicated the confidence of Washington; he discharged the great trust and responsibility imposed on him with such distinguished ability as to immortalize his name in American history, and in the annals of those who have covered their names with glory in defense of liberty and just laws. And the pity of it all is, that his great services to his country, and to his nation, were never appreciated, recognized, rewarded or honored; and that one of the grandest of our national heroes, and one of the nation's greatest benefactors should have died in poverty and neglect.

On the 4th day of March, 1801, Thomas Jefferson was inaugurated as the third President of the United States. Jefferson had not taken a prominent part in the successful rebellion which had severed the colonies from the mother country. He had not taken a part in making the constitution under which the people were organized into a nation of free men; and he had been anything but a harmonious prime minister of Washington's cabinet. It looked to the historian as if Jefferson's fame would be limited to his leading part in drafting the immortal Declaration of Independence. But there was seething in his active brain, a great idea; the idea of extending the nation's boundaries from ocean to ocean. Having a natural taste for scientific studies, he longed to know what the great unfathomed west of the Rocky mountains might contain. The first opportunity he had to set anything in motion that might bring him any knowledge upon the subject came to him while he was representing the United States at Paris, in 1786. Jefferson gives an account of it in his autobiography as follows:

"While in Paris in 1786, I became acquainted with John Ledyard, of Connecticut, a man of genius, some science, and of fearless courage and enterprise. He had accompanied Captain Cook in his voyage to the Pacific, had distinguished himself on several occasions by an unrivaled intrepidity, and published an account of that voyage with details unfavorable to Cook's deportment towards the savages and lessening our regrets at his fate. Ledyard had come to Paris in the hope of forming a company to engage in the fur trade of the western coast of America. He was disappointed in this, and being out of business, and of a roaming, restless character, I suggested to him the enterprise of exploring the western part of our continent by passing through St. Petersburg to the Pacific coast of Siberia, and procuring a passage thence in some of the Russian vessels to Nootka sound, from whence he might work his way across the continent to the United States; and I undertook to have the permission of the Empress of Russia solicited. He eagerly embraced the proposition, and Baron Grimm, special correspondent of the Empress, solicited her permission for him to pass through her dominions to the western coast of America. But this favor the Empress refused, considering the enterprise entirely chimerical. But Ledyard would not relinquish it, persuading himself that by proceeding to St. Petersburg, he could satisfy the Empress of its practicability and obtain her permission. He went accordingly, but she being absent on a visit to some distant part of her dominions, he pursued his course across Russia to within two hundred miles of the Pacific coast, when he was overtaken by an arrest from the Empress, brought back to Portland and there dismissed."

This shows how much farther ahead in the outlook towards Oregon Jefferson was, compared with all others. He had started Ledyard to cross the American continent six years before Gray had discovered the Columbia river, and five years before MacKenzie had crossed the Rocky mountains. It is not only a matter of intense interest to go back and see the men who were racking their brains and exploiting their ideas about this Oregon of ours before anybody knew there was such a place, but it is also due from us to render just honors to those men who not only took the long look ahead, but followed up their great thoughts by practical statesmanship to secure this country to this nation, and for our habitation and use.

When Jefferson became president on March 4, 1801, he supposed that the vast territory known as Louisiana belonged to Spain. The Pope had given it to Spain, De Soto had claimed it for Spain, La Salle had claimed it for France and France had ceded all its rights to the country to Spain. And upon this presumption, Jefferson had planned to open negotiations as early as practicable after becoming president to purchase, or in some other way obtain the title to Louisiana for the United States. And he did not go about this great business in a hap-hazard way. He knew perfectly well the excited state of feeling that existed throughout the whole country west of the Alleghany mountains. Irritated by the exactions of the Spanish traders at New Orleans, and feeling their whole future depended on the conditions on which they could ship their produce to market by the great rivers, the pioneers of the west were ready to volunteer and drive the Spaniards out of the country by force of arms, just as they had been ready to follow George Rogers Clark in 1793-4 to drive out the Spaniards and turn Louisiana over to the French. Therefore, to prepare himself as president of the United States, to meet and control any emergency which might arise in this delicate and great national business, as soon as he became president he sent a secret agent to old St. Louis to find out the state of feeling among the Spanish at that frontier town. Jefferson desired to know the political sentiments of those old world pioneers at St. Louis, and especially their feelings towards the people of the United States. Trouble must come sooner or later from that foreign flag flying in the heart of the great Mississippi valley. For just as certain as George Rogers Clark with one hundred and seventy men had captured the British General Hamilton and his fort and forces



at old Vincennes, that surely would some other western fillibustering Clark arise and gather an army and drive the Spaniards out of St. Louis. The man selected for this secret mission to St. Louis, was John Baptiste Charles Lucas. Lucas was a Frenchman that had studied law in Paris; had some acquaintance there of Franklin and Adams while they were representing America during the revolutionary war; and having come to America after the war, made the acquaintance of Albert Gallatin, Jefferson's secretary of the treasury, who introduced him (Lucas) to the president. Lucas was an ardent supporter of republican principles; he could speak the Spanish as well as the French language, and everything pointed him out as the man capable of serving Jefferson and his adopted country. Lucas undertook the confidential mission to St. Louis, and after sounding the drift of personal and political feeling at that point, proceeded to New Orleans on the same mission, making his confidential reports to the president only. Upon this information the president was prepared to act, and did act as the sequel showed. He was prepared for war if the French had not backed down and offered to sell out before he had even time to submit an ultimatum.

That the services of Lucas in this national crisis were of great value, and highly appreciated by the president, is shown from the facts that when Lucas became a candidate for Congress in Pennsylvania in 1803, the Jefferson administration most heartily supported him and secured his election; and after Louisiana was formally ceded to the United States and a territorial government established in Missouri, the president appointed Lucas a United States district judge in that territory where he was heartily welcomed by the people. For although old St. Louis had a Spanish governor and Spanish soldiers, the majority of the townspeople were French and under the influence of the great fur traders, Pierre Laclède, August Chouteau and others, and already disposed to support an American president and American principles.

It is not therefore surprising, that after all this careful preparation to deal diplomatically with the Spanish king for the purchase of Louisiana, that the president and the whole country with him should have been alarmed beyond expression to find that Spain did not in fact own Louisiana; but that the great province had been secretly ceded to France two years before the publication of the event. This discovery produced intense excitement throughout the whole country, and especially to President Jefferson. It could not be divined what purpose France had in view in taking back Louisiana by a secret treaty and everybody assumed that sooner or later the nation would be forced into a war with an old friend. Writing to Livingston, the American minister at Paris, April 18, 1802, Jefferson says: "Every eye in the United States is now fixed on the affairs of Louisiana. Perhaps nothing since the revolutionary war has produced more uneasiness throughout the nation, and in spite of our temporary bickerings with France, she still has a strong hold on our affections. The cession of Louisiana to France completely reverses all the political relations of the United States, and will form a new epoch in our political course. There is on the globe one single spot, the possessor of which is our natural and habitual enemy. That spot is New Orleans, through which the produce of three-eighths of our territory must pass to market, and from its fertility it will ere long yield more than half of our whole produce, and contain more than half of our inhabitants. France placing herself in that door assumes to us the attitude of defiance."

Jefferson read the future as if by inspiration. The great water ways pouring their traffic down to New Orleans at the least possible expense, and building up in the great valleys of the Ohio and Mississippi rivers an empire of population. He thought, as everybody else thought, that the trade of even Pittsburgh only four hundred miles west of the Atlantic port of Philadelphia must of necessity float down the Ohio and Mississippi, and go out to the world by the way of New Orleans. And also all the traffic west and south of Pitts-

burgh must go the same way. We of this day cannot comprehend the consternation with which that view struck the president and all of the people of the west. We could understand it if England or Japan should now in our day capture Astoria and the mouth of the Columbia and proceed to levy import and export taxes on every pound of Oregon produce or goods which goes out or comes in over the Columbia river bar. The steam railroad had not been invented at that day, and no one could then see any future for the great west except through nature's outlet by the great river to the Gulf of Mexico.

Jefferson has been by many rated as a philosopher, a scientist, a dreamer or schemer rather than a practical statesman. But the facts show that when the great occasion came he was always equal to it. He met this secret treaty move between Spain and France, with both energy and wisdom. He instructed his minister to Paris, Robert Livingston, to ascertain at the earliest moment what France proposed to do with the island of New Orleans, as the city was then called. And as matters developed, in January following his letter to Livingston he appointed James Monroe, minister extraordinary to France, with instructions to push the French court to a decision. And in his letter of instructions to Monroe, he reminds him that the French are hard pressed for money to complete the conquest of St. Domingo, and that these circumstances have prevented the French from taking possession of Louisiana. Everything seems to have been considered fair in love or war in those days as well as now, and Thomas Jefferson proposed to make the most of it for his country.

On February 3, 1803, Jefferson writes again to Livingston, "We must know at once whether we can acquire New Orleans or not." The westerners were clamoring for New Orleans and for war. The same sort of people that rallied to the appeal of Andrew Jackson ten years later and gave the British such a terrible thrashing below New Orleans, were now ready to fight the French if they dared to come and take the country they had bought from Spain.

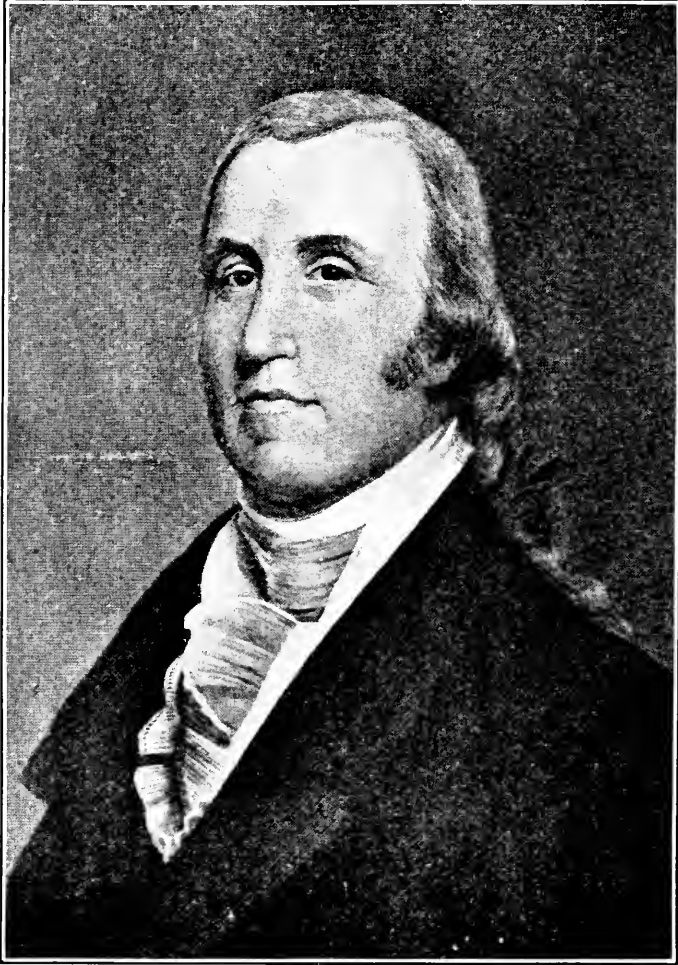
So anxious and so terribly was Jefferson wrought up over the condition of affairs that he tells Monroe in the letter quoted: "On the event of your mission depends the future destinies of this republic. If we cannot by a purchase of Louisiana insure ourselves a course of perpetual peace, then as war cannot be distant, we must prepare for it." The future destiny and ownership of this Oregon country was dangling in the balance right then and there.

There can be no doubt that Napoleon (then ruling France) purposed to take possession of Louisiana. A military force of twenty thousand men was on the eve of embarking; and Napoleon had decided to plant this force as a colony at the mouth of the Mississippi river; the strategic point to wield at his pleasure the commerce and civilization of the Atlantic ocean. A petty quarrel with England about the Island of Malta in the Mediterranean sea derailed his plans, and he formed another chain-lighting-resolve—he would rival Julius Caesar by the invasion and conquest of England. But to do this he dared not send his veterans to New Orleans; for England, mistress of the seas, might capture his men and ships afloat and wrest New Orleans from France. The great Napoleon dropped his scheme as quickly as he had formed it; and as he badly needed money for other schemes, he turned around and offered Louisiana for sale to the American minister. "Never in the fortunes of mankind," says John Quincy Adams, "was there a more sudden, complete and propitious turn in the tide of events than this change in the purposes of Napoleon proved to the administration of President Jefferson." So convinced was Livingston of the bad faith of France at that time, that when Monroe reached Paris, Livingston declared that nothing but force would do; "We must seize New Orleans by military force, and negotiate afterwards." What then was his surprise and astonishment when he proposed to purchase the trading post of New Orleans, to find the French minister offering to sell him the vast territory of Louisiana, New Orleans, the great rivers and everything else that





MERIWETHER LEWIS, OF THE LEWIS AND CLARK  
EXPEDITION



WILLIAM CLARK, OF THE LEWIS AND CLARK EXPEDITION



France claimed in America. The whole tone of France changed at once, and the bargaining for an empire of land went merrily as a marriage bell. Sixteen million dollars was the price agreed upon for Louisiana territory; the largest real estate transaction in the world from the beginning of the human race. It conveyed all the lands in the states of Louisiana, Arkansas, Missouri, Iowa, Kansas, Nebraska, three-fourths of Wyoming, North Dacotah, South Dacotah, half of Colorado, Oklahoma, Indian territory, Utah, half of Minnesota and most of Montana; five hundred and sixty-five million acres at a price of about one dollar and a half per square mile of land. Napoleon was greatly pleased with the sale he had made, and said to the American minister. "This accession of territory strengthens forever the power of the United States; and I have given to England a maritime rival that will sooner or later humble her pride." And the most curious thing in the whole transaction was that President Jefferson borrowed the money from English bankers to pay France when it was perfectly plain that Napoleon would use the whole sum fighting England, taking a most outrageous advantage of the stupidity of the English ministry. On the 20th of December following, formal possession of the Province of Louisiana, was taken by the American commissioners, Wm. C. Claiborne and General James Wilkinson, and the tri-colored flag was pulled down to wave no more forever over American soil.

President Jefferson was now free to pursue his life long desire to know what was in the far west. He had now cleared away all obstacles; he had added to the national domain territory enough to make thirteen more great states; he had opened the way now to find out what was in the far off Oregon country. Oregon had been in his mind ever since he had started Ledyard across Asia to reach and explore it. And that is the reason this history of the Louisiana purchase is pertinent to the history of the city of Portland. Without Louisiana, the United States could never reach Oregon, and without Oregon, there would be no American Portland.

Accordingly at the next session of Congress after the treaty of purchase from France on January 18, 1803, Jefferson sent a confidential message to congress containing a recommendation for an exploring expedition to the west, and congress promptly passed an act providing the necessary funds to make the exploration. The president lost no time in organizing the expedition known in all the histories as the Lewis and Clark expedition, appointing his private secretary, Captain Meriwether Lewis to the chief command and captain Wm. Clark, a brother of General George Rogers Clark, as second in command. As a matter of historical fact, the president had already, before he knew of the signing of the treaty of cession at Paris, perfected arrangements with Captain Lewis to go west and organize a strong party to cross the continent to the mouth of the Columbia river. This is proved by the fact that Lewis left Washington city within four days after the news was received by the president, that the treaty had finally been executed. A large part of the year was spent in making preparations for the journey, and the president was so anxious for the safety and success of the men, that he prepared with his own hands the written instructions which were to govern their conduct. We make the following extract from these instructions to show the nature of them, and the great care the President was taking to have success assured, and the natives treated with justice and consideration. "In all your intercourse with the natives," says Jefferson, "treat them in the most friendly and conciliatory manner which their own conduct will admit; allay all jealousies as to the object of your journey; satisfy them of its innocence; make them acquainted with the extent, position, character, peaceable, and commercial dispositions of the United States; of our wish to be neighborly, friendly, and useful to them, and of our disposition to hold commercial intercourse with them, and to confer with them on the point most convenient for trade and the articles of the most desirable interchange for them and for us."

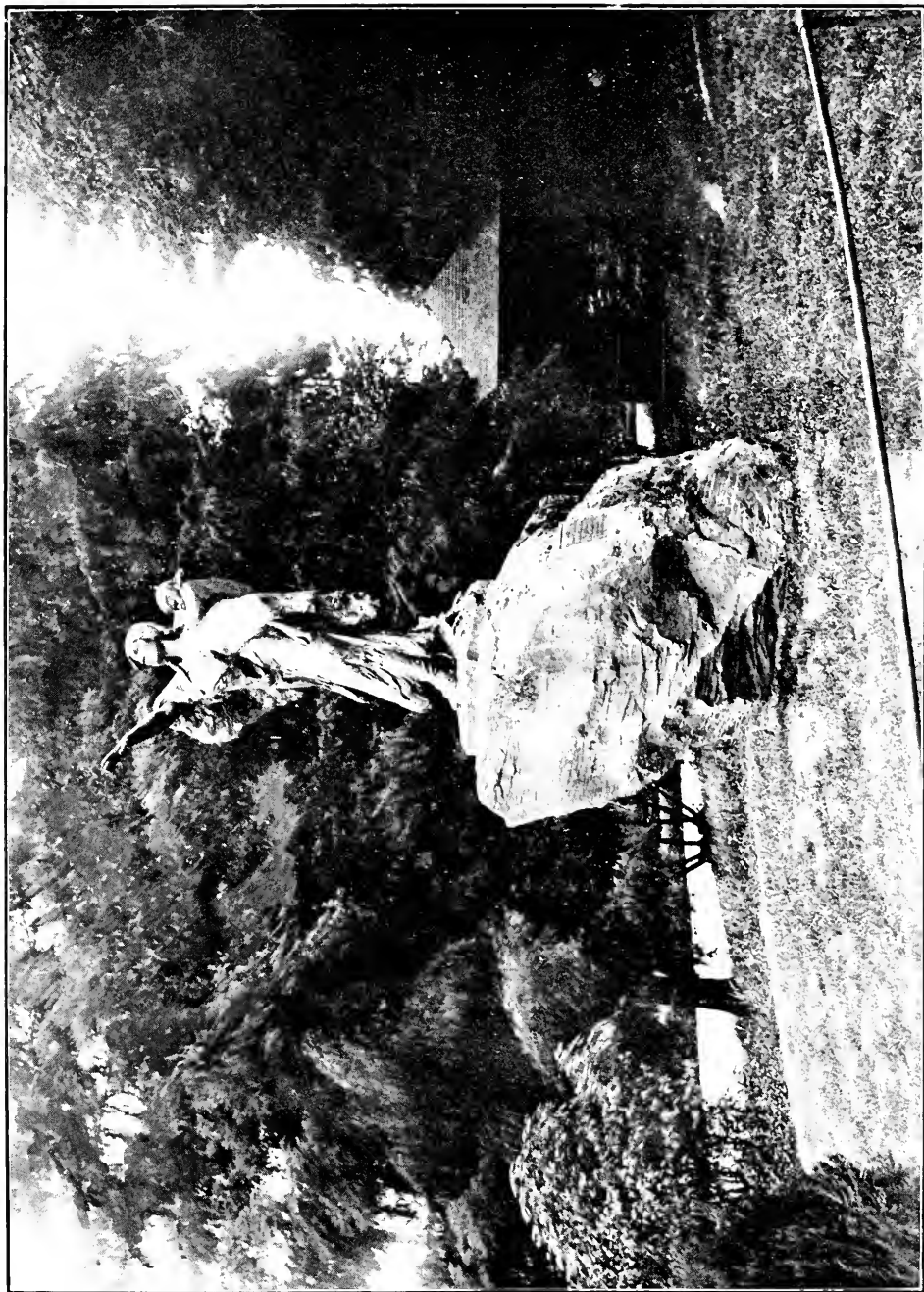
The purchase of Louisiana and the great exploring expedition which followed the purchase is unique and unexampled in the history of mankind. After more than a century of enlightenment, consideration and development of this vast region, the momentous influences and consequences of that great transaction, are not fully comprehended to this day. Vast regions and great nations, even those with more or less of what we call civilization, have in the history of the world, passed under the dominion of overwhelming military power, and lingered in decay or gone down to oblivion. But here is an Empire of natural wealth in a vast region claimed and owned by the then foremost military power on the globe, quietly, speedily and with a friendly hand passing over to the youngest member of the family of nations, to be by it, in its inexperience in government, ruled and developed for the happiness and blessing of mankind. Not only does this ruling military power of the world, led and ruled by the most successful and brilliant soldier in the history of mankind, turn over this empire of rich territory to the keeping of the young republic of the west, but a greater power than the wealth and resources of the land goes with it—the power to rule two great oceans and dictate the peace of the world. Of the two master minds that wrought this great work, one has been denounced as an infidel, and everything that was dangerous to the well being of his fellow-man; while the other condemned throughout the world as an unprincipled adventurer to whom fickle fortune gave for an hour the evanescent glory of accidental success. Shall we dare say, that these two men did not consider the welfare of their fellow-man in this great transaction? Shall we say they wrought wiser than they knew? Or shall we concede that there is a Divinity that shapes our ends?

So that in tracing the steps of this unorthodox president in the great task of acquiring almost half the territory of the United States, and setting up therein, the ways, means and influences of education and civilization, we may form some opinion of his real character and great work. Neither President Jefferson nor anybody else outside of the native Indians knew anything about the vast region which had been acquired. Exploration of it by competent observers was necessary to find out what the wilderness was worth. Captains, Lewis and Clark, organized their party of twenty-seven men and one Indian woman in the winter of 1803, and made their start for Oregon in the following spring of 1804. There were no steamboats in those days, and the ascent of the river from St. Louis to the Mandan Indian village on the Missouri river, almost one thousand miles as the river runs, above St. Louis, paddling and poling their boats up stream occupied nearly five months time. Of course the party stopped along the river to hunt game for their subsistence. But as game was everywhere in plenty, this could not have delayed them very much, which shows what a slow toilsome undertaking these men had entered upon. And it shows the vast changes in the country in a hundred years, where now railroad trains running on both sides of the river will whisk the traveler over an equal distance in one day.

On this up-river trip the volunteer explorers from Ohio and Kentucky found many animals they had never seen before. The vast numbers of buffalo, the antelope, mule deer, coyote, and prairie dog were all new to these men, and excited the wonder of both leaders and privates. With all the Indian tribes the explorers held councils, telling them of the changes of governors and of President Jefferson who was so anxious for their welfare. The Indians professed to be pleased with this news, and as the explorers distributed gifts, purported to come from the great father at Washington, the natives agreed to everything. They always did that when there was anything to be had by being good. It is scarcely possible that the Indians at that day had any idea of a government, or the exercise of control by one man over a vast population, traveling as they did wherever they pleased.







Sacajawea—one hundred and five years ago points the way to the site of the future great city of the Pacific coast. (Monument in Portland City Park.)

As the cold weather of the approaching winter came on the party concluded to stop at the Mandan villages, and prepare for housing up until the spring of 1805, and here they built logs huts and the usual stockade familiar to the pioneers of the Indian country in the west, and which they named fort Mandan. The Mandans proved to be good neighbors, and not only helped provide game for the party, but invited them to their dances, which were numerous, fantastic and devoid of lady partners. Game had to be hunted, and generally supplies could be had within a day's pony ride, but sometimes the men had to go out for several days at a time; but in all their hunting forays, were never molested by the Mandan Indians. Their journals show that in one of these hunting excursions they killed thirty-two deer, eleven elk and a buffalo; on another hunt they killed forty deer, sixteen elk and a buffalo; showing that for winter quarters, that was a fine game country. But as snow came on, most of the game left for the mountains, showing that the wild animals, know that they are safer in the rough mountains in the winter weather than out on the bleak plains.

In the spring of 1805, after sending back ten of the men who had enlisted to go only to the first winter quarters, and who carried back with them the record of their exploration, thus far, with some specimens of pelts and plants, Lewis and Clark broke camp and struck out through the boundless plains, due west from Fort Mandan. The party now numbered thirty-two persons all told. Sergeant Floyd, had died on the way up river, and was buried on the bluffs where Sioux City is now located. Three men had joined the party at Mandan, including the French trapper, Chaboneau, together with his Shoshone wife—Sacajawea, now represented in the bronze statue in the Portland city park. They were now far beyond Jonathan Carver's explorations, and in a country never before trod by the foot of a white man. But few Indians were seen; but the whole country literally swarmed with wild game, vast flocks of sage hens, prairie chickens, ducks of all kinds, cranes, geese and swan, and vast herds of big game, buffalo, elk, antelope, white and black tail deer, big horn sheep, and so unfamiliar with the race of men as to be easily approached, great herds of elk would lie lazily in the sun on the sand bars until the party was within twenty yards of them.

On the Yellowstone river, Clark encountered on the return voyage, a herd of buffaloes, wading and swimming across the stream where it was a mile wide, and so many in the herd that the exploring party had to draw up in a safe place and wait for an hour for the herd to pass before they could proceed. The party of course had to live on meat as their mainstay, and they got it fresh every day without going out of their course to find it, and they generally ate up one buffalo, or an elk and one deer, or four deer a day. And here for the first time, they struck that terror of the rocky mountains,—the grizzly bear. No other traveler or explorer ever gave any account of this bear prior to what we hear from Lewis and Clark. The grizzly was the terror of the Indians. They had never been able to devise any means of trapping him, and they had no guns to fight him with; and their only safety from him, was in flight. The first accounts given to the people of the United States of this monster bear were printed in the early school books, and were extracts from the journals of this expedition. The summer trip up the Missouri in their little boats was very pleasant. But the fall season of the year was rapidly approaching before they had reached the Rocky mountains, and they were warned by early frosts that great expedition was now necessary to enable them to pass over the mountains and strike some branch of the Columbia to float westward upon before the deep snows shut them in or out for the winter. Lewis and Clark crossed the Rocky mountains about three hundred miles north of the point where the Oregon trail crosses. And here they found their salvation in the sturdy little Indian woman, Sacajawea. They got to a point that their white man's reason could not guide them, but Sacajawea had been there when a child, and she "pointed

the way" to the Columbia's headwaters, and to safety and success. And by her aid as an interpreter, and her kinship to the Shoshones, the party was enabled to procure horses from a band of wandering Shoshones, and by "caching" their boats, and packing their goods and blankets on the ponies, they got out of the labyrinth of mountains, crossed over the great divide, struck the middle fork of the Clearwater, and made their way down to where the city of Lewiston now stands.

Here they got canoes from the Nez Perce Indians, and floated down the Snake river to the Columbia, and on down the Columbia to where Astoria now stands, and paddled around Taylor's point and crossed over Young's bay and built log huts at a point named Fort Clatsop, where they went into winter quarters until the spring of 1806.

With the troubles and experiences of the exploring party, during the long rainy season of 1805-6 at Fort Clatsop, we have no concern. The men put in their time hunting, fishing, mending their clothes, making moccasins for the long tramp homeward in the spring, and in making salt by the seaside out of the Pacific ocean water, and some remains of the old furnace in which they placed their kettles to evaporate the salt water, being still in existence after the lapse of one hundred and four years. As early in the spring of 1806 as it was practicable to travel, the party started on their return to the states. Whether the expedition, as a party, ever camped on the present site of Portland, is uncertain. The probability is very strong that they did camp on the river flat in front of the town of St. Johns, which is a suburb of this city, and it is certain that members of the party came up the river as far as Portland town-site. On their return up the Columbia, the explorers camped at the mouth of the White Salmon river on the north side of the Columbia, and there it was that Tomitsk (Jake Hunt), the Klickitat Indian, pictured on another page, saw the explorers, the first white men he had ever seen, when he was a little boy, eleven years of age, making Tomitsk one hundred and fifteen years old now, and probably the oldest Indian on the Pacific coast.

The party pursued their way back over the mountains, and down the Missouri river without loss, or anything specially eventful, arriving at St. Louis in September in 1806, having been absent from civilization for two years and four months. Their safe return caused great rejoicing throughout the west. "Never," says President Jefferson, "did a similar event excite more joy throughout the United States. The humblest of its citizens had taken a lively interest in the issue of this journey and looked forward with impatience to the information it would bring." The expedition had accomplished a great work, for it opened the door not only into the heart of the far west, but to the shores of the great Pacific, and laid the foundation of a just national claim to all the regions west of the Rocky mountains, north of the California line, up to the Russian possessions. There is no other expedition like it, or equal to it, in the history of civilization; and every member of it down to the humblest returned to their homes as heroes of a great historical deed. The president promptly rewarded the two leaders with just recognition, appointing Captain Lewis, governor of Louisiana territory, and making Captain Clark, governor and Indian agent of Missouri territory. The only regrettable circumstances of the whole great work, was the untimely death of Sergeant Floyd, which took place, as before stated, before the expedition got fairly started on the way. A great monument has been erected to his memory at the location of his burial near Sioux City, Iowa. The only miscarriage of justice, was the neglect of the brave and patient little Indian heroine, Sacajawea, who received no reward whatever. Both Lewis and Clark, so far as words could go, recognized the great services of the woman to the fullest extent, but gave no reward. The services of Sacajawea was equal to that of any of the whole party, and much greater than those of most of the party. She had not only paddled the canoes, trudged where walking was necessary, and in every event, done as much as a man, and that too with her infant



TIMOTSK, HEREDITARY CHIEF OF THE KLICKITATS  
Yet alive, one hundred and fifteen years old; saw the Lewis and Clark party in 1806.



babe on her back, but she had rendered that greater service which no one else could render—she had made friends for the party when they were in dire straits in the mountains, and secured from her tribe assistance in horses and provisions which no other person could have commanded; and when in doubt as to what course they should take, to reach safety towards the headwaters of the Columbia, Sacajawea pointed out the route through the mountain defiles. And it was left to the noble women of this city, and to their great honor they nobly performed the duty, of raising to this Indian benefactress of the great northwest, the first and fitting monument to perpetuate her name and unselfish labors—the heroic size bronze statue of the woman at Lewis and Clark exposition, and now standing in the city park.

Many persons have entertained the idea, that, with the exception of the leaders, who were educated, and came from distinguished families in old Virginia, the rank and file were rough and inconsequential characters, picked up around St. Louis. This is a great mistake; for they were nearly all of them, men of great natural force and ability, and selected by their leaders because of their inherent force of character. As the author of this history was personally acquainted with one member of the party, and with the family of another member of the party, the following sketches of them are given as fair samples of the whole force, and which will show our reader what character of men it was that braved the dangers of the unknown wilderness, and risked their lives in the most dangerous and arduous toils to navigate wild streams and scale frowning mountain barriers to uncover and make known to the world this old Oregon of ours.

**PATRICK GASS:** This member of the Lewis and Clark Expedition was undoubtedly the most vigorous and energetic character of the entire party; and notwithstanding some excesses in living outlived all his compatriots. Gass was the son of Irish parents, born near Chambersburg, Pennsylvania in 1771, and died at Wellsburgh in the state of West Virginia, April 30th, 1870, nearly one hundred years old. The Gass family moved from Chambersburgh, when the boy was a mere child carried in a creel on the sides of a pack horse, and settled near Pittsburgh. There were no schools in those days in the frontier settlements, and Patrick Gass grew up as other boys of his day, schooled to hardships and dangers, ready and eager for adventure of any sort. He was not long in finding an opportunity and joined a party of Indian fighters under the lead of the celebrated Lewis Wetzel, and had his experience in Indian warfare in Belmont county, Ohio, where the author of this book subsequently first saw the light of day forty years afterwards. Like other young fellows at that time Gass made trips down the Ohio and Mississippi rivers to New Orleans, in "flat boats" in trading expeditions, returning home by ship to Philadelphia and thence to Pittsburgh with freight teams.

Gass learned the carpenter's trade; but when war was threatened with France in 1799, he joined the army and was ordered to Kaskaskia, Illinois, and while at that station, met Captain Meriwether Lewis who was hunting for volunteers for the great expedition to the Pacific. With the aid of Lewis, he managed to get released from his enlistment in the army, and safely made the trip from St. Louis to the mouth of the Columbia and return to the Ohio. He kept a journal of his great trip, which shows he had by his own efforts, picked up some book education, and his journal was the first account published, of the expedition. When the war of 1812 broke out, he again joined the army and served along with the writers grand-father at the battle of Lundy's Lane, where he was severely wounded. The remainder of his life was spent at and near Wellsburgh, West Virginia. In 1831, at sixty years of age, he was married and lived a happy life thereafter, having seven children born to him. At ninety years of age when the southern rebellion broke out, he volunteered to fight for the union of the states, but of course his age precluded an acceptance of his patriotic offer. Soon after this event he became converted to the Christian

(Campbellite) faith, and was baptized by immersion in the Ohio river in front of the town of Wellsburgh, the entire population of the town turning out to honor the event; and thereafter the soldier of three enlistments and two wars; the hero of the great expedition across the continent, faithfully upheld the banner of the cross. I am thus particular in making this record to preserve a suitable account of two of the most important and capable subalterns of the Lewis and Clark expedition, not only because they were upon, or very near the site of this city, one hundred and five years ago, rendering great services to their country and to Oregon, but also because we were all from Ohio. The writer was personally acquainted with Patrick Gass, having met the venerable old patriot at Wellsburgh, Virginia in 1857. He was then at eighty-six years of age a very bright and interesting man, and gave me a brief account of his great trip across the continent to the Pacific ocean, and of his trouble in preserving his journal of that trip.

GEORGE SHANNON: The writer was personally acquainted with the Shannon family, whose name and fame is cherished as a part of the heritage of "Old Belmont County" Ohio; and with Wilson Shannon, youngest brother of George Shannon, who was twice elected governor of Ohio, minister to Mexico, one of the argonauts to California in 1849, practicing law in San Francisco, and territorial governor of Kansas. Like Gass, Shannon was Protestant Irish, of splendid stock, his father a brave soldier of the revolution, and a leader among men. George was sent to school in Pennsylvania and ran away from school to join the Lewis and Clark expedition. After returning from the Pacific coast, he entered the university at Lexington, Kentucky, graduated, studied law in Philadelphia, married Ruth Snowden Price at Lexington in 1813, was made a judge of the state circuit court at Lexington, and rendered honorable service as a judge for twelve years; removed from Lexington to St. Charles, Missouri, where he was again placed on the judicial bench, and died suddenly while holding court at Palmyra, Missouri, in 1836. He was unquestionably the man of the most talent, culture and ability of all who made that world renowned trip across two thousand miles of unexplored mountains, plains, deserts and wilderness. Several descendants of the Shannon family now reside in this city.

It would seem, that as far as natural justice and common sense could influence the settlement of the proposition, that the discovery of the Columbia by Gray and the exploration of the country by Lewis and Clark, ought to have given the United States a clear title to Oregon as against England. In all the contentions between the so-called civilized nations, the Indian title to the land has never counted for anything. And the equities in favor of their title will be discussed in the chapter on the title of this country. But this seems to be the right place to consider the movement of the British in seizing Astoria on December 12th, 1813.

Astoria was not in 1813, a U. S. government post. The United States had never established or asserted any right or ownership to the place, notwithstanding Captain Gray, a citizen of the United States and flying the flag of his country on his ship, had discovered and made known the river on the banks of which Astoria was located twenty-one years before it was taken by the British gunboat. Astoria was the private enterprise of Astor's Fur company, and four thousand miles distant from its owner. The British war vessels had come around Cape Horn into the Pacific ocean to prey upon American commerce; and hearing that Astor, an American citizen, had a valuable property and supposedly two or three hundred thousand dollars worth of valuable furs at Astoria, one of them sailed into the Columbia river to rob him. It was true that the Astor company, as an American enterprise, had the American colors flying over their stockade fort. But that was the right of any American citizen. The motive of the British was robbery, pure and simple; for they well knew there were no American guns or soldiers there to oppose their schemes. But, while they seized the so-called fort, they failed to bag the game. For be-





PATRICK GASS

Private in the Lewis and Clark Expedition, publishing the first  
account of it.



fore the British ship reached the Columbia, Astor's Canadian partners had treacherously sold him out for a trifle to the Canadian Fur Company, a British subject institution; and Captain Black, the commander of the ship did not dare to rob a British subject. As this was from its inception an outrage on private persons, and in no sense war upon the U. S. government, it could give England no title to the land on which the trading post was located. And hence England gained nothing by the capture, in equity, morals or good conscience. But, nevertheless, England pulled down the American flag, floating over the Astoria stockade, and put up the British flag, changed the name of the place from Astoria to Fort George, and held undisputed possession of the same until the execution of the treaty of Ghent, December 20th, 1814; in which treaty the British agreed to surrender Astoria to the United States, without delay. Here and then, the title to the country was left up in the air, to be decided by future events. The Canadian Fur Company, succeeded by the Hudson Bay Company, was in practical possession of the country, and control of the Indians, and was working it for the last dollar it would produce in furs. The fur companies did not want American farmers or permanent settlers here in this country. And as we have now reached the point when the Americans began to take notice of the country as a place of settlement for homes, this chapter may be closed, and a view taken of the Indians, the trappers, and the fur traders which connects the wilderness barbarism of the past with the commercial development of the present.

## CHAPTER IV.

### *The Antecedent Geological Preparation of the Country—The Native Indians—The Fur Trade and Traders—The Hudson Bay Company, McLoughlin, Ogden—Indian Ideas on Land Tenure—The Possession of the Land, the Bottom of All Troubles Between Whites and Indians.*

The city of Portland was founded in an Indian country. Its citizens had to hastily arm and rush to the defense of out-lying settlements against the raids of infuriated savages. The native Indians were the first customers of the first merchants in this pioneer region, and their presence not only largely influenced the pioneer establishments of commerce, but it markedly influenced the lives and character of the pioneers themselves.

And, before there were Indians, there were here in old Oregon, many species of wild beasts that passed away from the face of the earth so many long ages ago, that the mind of man can have no comprehension of the time. Of the sabre-toothed tiger, the most destructive beast that ever trod the earth; of the mammoth, the grandest beast that has left behind perfect evidence of his existence, and of the great reptiles, seventy feet in length, we have now no representatives except the fossil remains preserved in the rocks or given up from the perpetual ice cap of Siberia. Great herds of the mammoth roamed over the plains of eastern Oregon, Washington and Idaho, browsing upon palm trees and other tropical vegetation which is now covered over with volcanic outflows and ice-cap drift four or five thousand feet deep. And long before those tropical forests fed the mammoth, and harbored his enemy, the sabre-toothed tiger, the site where Portland now stands was a spot in the bottom of the Pacific ocean a thousand miles from any existing land. The great Rocky mountain back-bone of the continent was even submerged under the one time almost universal sea of waters. The first to emerge from that universal sea, was the Bitter Root range; the next to emerge was the Blue mountains of eastern Oregon and Idaho, and the Sierra Navadas in California. Their first uplift did not give them the elevation above sea level which we now see. But in the uplifted mountains there were veins of gold, silver, copper, and iron, and streams of water. The intermediate and off coast waters of these ancient times were shallow seas. There were many islands in the Pacific then which are now submerged. Then following this stage of the evolutionary development of the habitable globe, we find the whole north temperate zone of the earth overtaken by a catastrophe which cannot be understood or explained, but which enveloped the whole region of North America down probably to thirty seven degrees of north latitude, in an ice cap or continental wide glacier five or six thousand feet deep. How much of the north Pacific ocean this ice-cap covered, or how long it existed can only be imagined. But, when from a relapse to former conditions, or change of seasons, this vast ice covering commenced

to slowly melt away, the face of the earth covered by it shows that the ice drifted slowly southward, grinding down the elevated ground, scarring the solid rock formations with deep stria, and filling up the valleys and lowlands with vast deposits of gravel, sand and clay. In this way was the outcrop of gold bearing rock veins ground off and the gold dust and nuggets of gold carried down and deposited in valleys from which it was recovered by American miners in California and Oregon in recent times. Subsequent to this glacial age of the earth, the water-shed west of the Rocky mountains passed through more than one submergence to, and elevation from, the depths of the ancient Pacific ocean. And with each one of these elevations appeared the outlines of subsequent appearing mountain ranges, and the disappearance one after another of the inland seas and sounds which covered eastern Oregon and the Willamette valley. Those mighty changes in the land and the sea greatly affected the flora and the fauna of the regions involved. We find in the rock graves, and in the vast drift deposits not only the remains of animals already mentioned, but other and later species; and especially the little three-toed fossil horse discovered by Professor Thomas Condon of the Oregon university, and being the first discovery of the fossil horse contributed by the geology of the globe. And in the elevation which finally dried up the inland seas, and which extended from the Blue mountains in Oregon far down into Nevada and California, we can imagine the grandest volcanic display of mighty forces which ever took place on the entire globe. In that mountain range upheaval, the earth's crust was so extensively broken along the line of the Cascade range, that there must have been, between the British line on the north and the Shasta peak on the south, not less than twenty volcanoes in active operation belching forth vast deposits of lava and volcanic ashes at the same time for a period of several years. The ancient inland sea was not only dried up, but its great basin was filled up with the lava outflows from these volcanic mountains, and the remains of ancient forests, seas, meadow lands and all their teeming life of wild animals was covered up thousands of feet deep. And subsequent to this great volcanic upheaval, but without volcanic violence came the uplift of the coast range in Oregon, which dried up the Willamette valley sound and made dry land where Portland now stands. But prior to the uplift which made the Portland townsite dry land, the earth surface forces of nature had entered upon the vast work of constructing the Columbia river water way. Thousands of years before Portland and the Willamette valley had emerged from ocean's waves, the mighty Columbia had been carrying down millions upon millions of boulders, gravel and sand and depositing the same in the winding estuary this side of the Sandy river. So that when W. S. Ladd undertook to bore an artesian well on the Laurelhurst tract of land now inside of Portland city limits, he bored down for twelve hundred feet through the debris which had been carried down by the river and deposited in the deep waters of the ocean, among which debris were the trunks of large trees. The construction of the Columbia river was the most important of all the great events in the selection and building of the city of Portland. The river is the life of the city. Without the river, the city, any city might have been here or any where else. The work of erosion by grinding out a channel, miles wide and thousands of feet deep, and thousands of miles in length, through wide-extended fields of lava rock, with rolling boulders and pebbles from the distant reaches of the water-shed behind the Selkirk, Sawtooth and Blue mountain ranges of mountains, down through Idaho, British Columbia, eastern Washington, and eastern Oregon, carrying a deep cut through the Cascade and Coast Range mountains to the ocean, may have required a hundred thousand years. But it was done. The grand and incomprehensible work of nature is before us, is building our city, is feeding and clothing millions of people, and nowhere else on the face of the globe is there to be found such a marvelous display of the destructive forces of nature employed to make a great region the comfortable home of the human race.

And now we reach that development of the surface of the earth when it is possible for man to subsist in this region. And we find the Indian. Where did he come from? He was not created here. He was not evolved here. For not a single bone of him has ever been unearthed from the ancient sedimentary or rock deposits hereto described. From all the discoveries and investigations of science, this species of man must have started in Europe or Asia Minor. There is but one specie of man, and he could have had but one origin. There are different races of men which have been produced by environment and they each interbreed with the others. Different species of animals are not fertile with other species. This proves the one origin of all men. How then did the Indian get to America? How did he get to Portland, Oregon? He may have come over from the east coast of Asia on the last lingering floes of the glacial ice-cap, or he may have drifted across in some unfortunate canoe or elementary boat set afloat in the Pacific streams of Siberia. But how he reached this region is not so important as his character when the white man found him here.

One hundred years ago the Indian owned this whole country. He might well have sung with Robinson Crusoe:

“My right there is none to dispute;  
From the center all round to the sea,  
I am lord of the fowl and the brute.”

He was to some extent a weaver, basket maker, canoe builder, stone ax and mortar maker, was expert in taking fish with a spear, and wild animals with the bow and arrow, whose skins he dressed for clothes and bedding. He was purely a child of nature, harbored no selfishness but the satisfaction of his immediate wants, and was quick to see the utility value of such articles of civilized life as would more efficiently serve the purposes of his simple wants than the simple instruments he then possessed. He believed in a great spirit who had made the heavens and the earth, and who had given the land and the water to all his children in common. He was the original socialist—the man who lived a socialist, fought for his lands as a socialist, and died in the belief that the white man robbed him of his God-given birthrights.

From this basis, and from small beginnings, the city of Portland has grown. The Indian had no more idea of the money value of his skins than a five year old child; as witness the instance already mentioned of his giving eight thousand dollars worth of sea otter skins for an old chisel that did not cost a dollar. In the grasp of the Indian mind he could catch more otter, but he might never have another opportunity to get a chisel, which would be more useful to him in carving a canoe out of a log than the stone ax he had made himself. But as lightly as it was esteemed by the Indian in the beginning of his bartering with the white man, the fur trade was a veritable gold mine. From the time that Captain James Hanna came over from China in a small brig of only sixty tons in the year 1785, as the pioneer fur trading ship to the northwest Pacific coast, down to the time of the discovery of the Columbia river by Gray, the number of fur trading ships numbered about fifty, and the value of the furs obtained from Indians in exchange for goods and trinkets of very trifling value must have amounted to millions of dollars. A dollar's worth of goods or trinkets, beads, fish hooks, and the like, would in the trade for furs, which would be sold in China and the proceeds invested in tea, silks or rice shipped to London or New York, bring twenty-five dollars as an average profit. Often three or four hundred dollars worth of goods would be sent out from the ship, or distributing depot, to the Indians, or trapper's camp, and there traded for furs that would sell in China for three or four thousand dollars. Bright colored calicoes, blankets, hats, axes, knives, kettles, beads, brass ornaments, and tobacco would be changed for furs at the rate of one dollar for ten or twenty, owing

to the distance from the ship. The tobacco came from Brazil, a soggy molasses smeared leaf, twisted into a rope an inch in diameter, and sold by the inch of rope. Millions of dollars of this sort of trade was transacted in the trade region, of which this city is now the distributing point, for nearly fifty years, without a dollar of gold or silver coin or money—currency of any kind. The first merchants were fur traders; and their first customers were Indians.

The first organized effort to transact a mercantile business in the region of which Portland is now the distributing center, after the failure of Astor at Astoria, came from the great English corporation known as the Hudson Bay Company. It is true that the Northwest Fur Company, commonly called the Canadian Fur company had some stations and transacted some business in the Columbia river valley for a few years, after Astor's wreck; but it was soon absorbed and driven out by the Hudson Bay people. And as this latter company did so long rule this region and to a marked extent shape its future, it will be material to this narrative and interesting to the reader to give the origin and Oregon career of this first great organized trading monopoly of the Pacific coast.

The Hudson Bay Company was a British corporation created May 2, 1670, by royal charter from Charles II, by the grace of God King of England, Scotland, France and Ireland, defender of the faith, etc., which declared:

"Whereas our dear entirely beloved cousin, Prince Rupert, Count Palatine of the Rhine, Duke of Bavaria and Cumberland; George, Duke of Albermarle; William, earl of Craven; Henry, Lord Arlington; Anthony, Lord Ashley; Sir John Robinson, and Sir Robert Vyrner, knights and baronets, Sir Peter Colleton, baronet; Sir Edward Hungerford, knight of the bath, Sir Paul Neele, Sir John Griffith, Sir Philip Carteet, and Sir James Hayes, knights, and John Kirke, Francis Millington, William Prettyman and John Portman, citizen and goldsmith of London, have, at their own great cost and charges, undertaken an expedition for the Hudson's bay in the northwest parts of America for a discovery of a new passage into the South sea (Pacific ocean), and for the finding of some trade for furs, minerals and other commodities, and by such, their undertakings have already made such discoveries as to encourage them to proceed farther in pursuance of their said design, by means whereof there may probably arise great advantage to us and our kingdom.

"*And Whereas.* The said undertakers, for their further encouragement to the said design, have humbly besought us to incorporate them, and grant unto them, and their successors, the whole trade and commerce of all those seas, straits, and bays, rivers, lakes, creeks and sounds, in whatever latitude they shall be, that lie within the entrance of the straits commonly called Hudson straits, together with all the lands, countries and territories, upon the coasts and confines of the seas, straits, bays, lakes, rivers, creeks and sounds aforesaid, which are not now actually possessed by any of our subjects, or the subjects of other christian prince or state.

"*Now know ye.* That we, being desirous to promote all endeavors that may tend to the public good of our people, and to encourage the said undertaking, have of our special grace, and mere motion, given, granted, ratified and confirmed unto our said cousin, Prince Rupert, (and the other nobilities and persons named) all and singular the most extensive rights of a private corporation, and also the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, lakes, rivers, creeks and sounds aforesaid, together with the fishing of all sorts of fish, whales, sturgeons, and other royal fishes in the seas, bays, rivers, within the premises, and the fish therein taken together with the royalty of the sea upon the coasts, and all mines, royal as well discovered as not discovered, of gold, silver, gems and precious stones, to be found or discovered with the territories, limits and places aforesaid, and that the land be from henceforth reckoned

and reputed as one of our colonies in America, called Rupert's land. And also, not only the whole, entire and only liberty, use and privilege of trading and traffic to and from the territories, limits and places aforesaid, but also the whole and entire trade and traffic to and from all havens, bays, creeks, rivers, lakes, and seas into which they shall find entrance or passage by water or land out of the territories, limits, and places aforesaid, and to and with all the natives and people, inhabitants or which shall inhabit within the territories, limits and places aforesaid, and to and with all other nations inhabitants any of the coasts adjacent to the said territories aforesaid. And do grant to the said company, that neither the said territories, limits, and places hereby granted, nor any part thereof, nor the islands, havens, ports, cities, towns, and places thereof, or therein contained shall ever be visited, frequented, or haunted by any of the subjects of us contrary to the true meaning of this grant; and any and every such person or persons who shall trade or traffic into any of such countries, territories, or limits aforesaid other than the said company and their successors, shall incur our indignation and the forfeiture and loss of all their goods, merchandise and other things whatsoever which shall be so brought into this realm of England or any dominion of the same country, to our said prohibition."

In all this monopoly of trade and commerce in all the vast region from Hudson bay west to the Pacific ocean, the charter conferred upon the company and its governors and chief factors, the sovereign rights of civil and military government of the region. Some people protest against the corporations and monopolies in the United States at the present day, not one of which has the sanction or support of the government, but every one of which is under the ban of the law. But here was a monopoly of all the trade in a region a thousand times greater in size than the country whose king created the monopoly, to which was given the right over the lives and liberties of the natives and subordinates of the chartered corporation. And all this by the grace of his most christian majesty, King Charles II. The kings of England two hundred and fifty years ago, had little conception of the rights of the common people. The whole government was run for the benefits of the king's favorites and relations; and it is no wonder that Macaulay should have said of this king: "That honor and shame to him were scarcely more than light and darkness to the blind."

Those who have not made some investigation of the subject have no idea of the vast powers and dominions of this great English corporation. From the Atlantic to the Pacific, three thousand miles, and from the Arctic ocean down to where the southern boundary is now located—a full two thousand miles, the undisputed sway of all living things for a half century, and over half of that region for more than a century. We are now all of us accustomed to think of organized governments with legislatures and laws, sworn officers and courts of justice, in connection with territorial expansion. That has been the rule under all the western extensions of American enterprise and settlement. But here in this great fur company we see an English king and his cousins and courtiers organizing in a private room, a private company, with all the powers of a responsible state government in America, and handling over to that private company a region larger than all Europe, to be ruled and exploited for their own private and exclusive use and profit for an unlimited period of time; and without any limitations or restrictions in favor of any other people or person on the face of the globe. Picture if you can, this vast empire of natural wealth in land, and all that the richest land will produce, six million square miles in extent, diversified with beautiful lakes, grand rivers, mountain ranges, fertile prairies, great forests, of matchless timber, millions of wild animals, and peopled by probably one hundred thousand native Indians, and you may have some idea of the sort of a monopoly that was set down to exploit old Oregon and all the region east and north of it except Alaska.



If we turn to Mitchell's geography, printed in 1842, we find Oregon territory described as the most western part of the United States; and contains an area greater than that of the whole of the southern states, with an Indian population of eighty thousand. So that the dominions of the Hudson Bay Company must have been all told, larger than the whole of the United States in 1842, with a much larger Indian population than is here set down. These facts as to the vast dominions and unrestricted sovereign powers of the Hudson Bay Company, are given as an all sufficient reason to explain the anxiety of the early pioneers of Oregon as to the course of this great corporation towards these early settlers. These pioneer families of civilization could not believe that any King Charles could sell out this great country to a private monopoly trading company to be held for all time as a game preserve to produce pelts for London profits. And hence their early and unrestrainable resentment.

The original capital stock of the Hudson Bay Company was \$52,500. And upon that capitalization the company declared dividends of fifty per cent. per annum. In 1690 the stock was trebled, and annual dividends of twenty-five per cent was paid. And in 1720 the stock was again trebled and on that capitalization the dividends averaged nine per cent. per annum. And by the time the Americans commenced to open farms in the Willamette valley, the capital of the company had been gradually raised up to two million dollars, on which the company was paying dividends annually varying from ten to twenty per cent. and the shares of the stock were selling at a premium of over one hundred per cent. after paying a payroll of three thousand skilled white men operating boats, posts, ships and a net work of one hundred and fifty trading posts reaching from the Atlantic to the Pacific. Its vast business was divided up with two departments, and eight districts as follows:

Post—Fort Vancouver; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 200.

Post—Umpqua; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 800.

Post—Cape Disappointment; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 100.

Post—Chinook Point; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 100.

Post—Coweeman; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 100.

Post—Champoeg; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 150.

Post—Nisqually; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 500.

Post—Cowlitz; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 250.

Post—Fort Colville; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 800.

Post—Pend d'Reille Lake; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 400.

Post—Flatheads; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 500.

Post—Kootenai's; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 500.

Post—Okanogan; locality, Oregon territory; department, Oregon; district, Columbia; Indians, 300.

Post—Walla Walla; locality, Oregon territory; department, Oregon; district, Snake Co.; Indians, 300.

Post—Fort Hall; locality, Oregon territory; department, Oregon; district, Snake Co.; Indians, 200.

Post—Fort Boise; locality, Oregon territory; department, Oregon; district, Snake Co.; Indians, 200.

Post—Fort Victoria; locality, Vancouver island; department, Western; district, Vancouver island; Indians, 5,000.

Post—Fort Rupert; locality, Vancouver island; department, Western; district, Vancouver island; Indians, 4,000.

Post—Nanimo; locality, Vancouver island; department, Western; district, Vancouver island; Indians, 3,000.

Post—Fort Langley; locality, Indian territory; department, western; district, Frazer river; Indians, 4,000.

Post—Fort Simpson; locality, Indian territory; department, Western; district, Northwest coast; Indians, 10,000.

Post—Fort Simpson; locality, Indian territory; department Western; district, Northern Tribes; Indians, 35,000.

Posts—Kamloops and Fort Hope; locality, Indian territory, department, Western; district, Thompson river; Indians, 2,000.

Posts—Stuart Lake, McLeod Lake, Frazer Lake, Alexandria, Fort George, Baibnes and Connolly Lake; locality, Indian territory; department, Western; district, New Caledonia; Indians, 12,000.

Considering time and circumstances the Hudson Bay Company was the most perfect commercial organization ever operated on the American continent. No phase of its vast business was neglected. No element of success, no matter how small or questionable was forgotten. There was a local governor residing in America with headquarters at York factory, with jurisdiction over all the establishments of the company, together with sixteen chief factors, twenty-nine chief traders, five surgeons, eighty-seven clerks, sixty-seven postmasters, five hundred voyageurs, besides sailors on sea-going vessels, and over two thousand common servants engaged in trapping, mechanic arts, and farming. And besides this army of skilled white men, all armed for war, if war was necessary, was the vast population of native Indians who were at all times subservient to the company, furnished nearly the whole of its business in the furs caught and traded for goods. No exact amount can of course be given if its wide extended business, reaching from Hudson bay to the Pacific ocean, but an accounting by the company to its stockholders for four years commencing with 1834 and ending 1838 is interesting, as showing the vast business done, as follows:

	1834	1835	1836	1837	Total
Beaver .....	98,288	79,908	46,063	82,927	307,186
Martin .....	64,490	61,005	52,749	156,118	334,362
Otter .....	22,303	15,487	8,432	15,934	62,156
Silver fox .....	1,063	910	471	2,147	4,592
Other foxes .....	8,876	8,710	1,924	822,086	342,361
Muskrat .....	649,192	1,111,616	160,906	738,549	2,660,263
Bear .....	7,457	4,127	1,715	8,763	22,062
Ermine .....	491				491
Fisher .....	5,296	2,479	1,327	6,115	15,117
Lynx .....	14,255	9,990	3,762	31,887	59,894
Mink .....	25,100	17,809	12,218	27,150	82,277
Wolf .....	8,484	3,722	307	7,301	19,544
Badger .....	1,000	608	201	754	2,662
Swan .....	7,918	4,703	12	6,660	19,233
Raccoon .....	713	522	99	585	1,191

Making a grand total of twenty-three million, four hundred and eighteen thousand, one hundred and nine animals destroyed in four years. If we multiply those figures by ten, we get an approximate estimate of the total destruction of animal life by this great company in the forty years of its hey-day of pros-

perity. Think of the great natural wealth of a region that could stand the destruction of two hundred and thirty millions of wild creatures by a single fur company in forty years.

As may readily be seen, the power and influence of this company over the condition and future relations of the country it ruled over was absolute and invincible. It was operated for profits solely. The young men were encouraged to take wives from among native women for no other purpose than to give them power and influence with the Indians, to get their furs and prevent anybody else from getting them. Alcoholic liquors were used to a certain extent, and by some factors more than others. Chief Factor Dr. McLoughlin of the Oregon department has a record of great care and prudence not only in handling the natives, but in not demoralizing them with stimulants. And when we consider the wide extended power and influence of this company, the wonder is that the American emigration to this country ever got a foothold at all.

Such was the beginning of trade and commerce in the Columbia river valley. Many people hastily conclude that such a trade was a trifling matter. But such a conclusion is not based upon a consideration of the facts. The fur trade is now foreign to the great mass of our people. But not so ninety years ago. It was a great business then, and it is a great business yet. The city of St. Louis is now the headquarters of the fur trade of the United States; and it will strike the reader with surprise to learn that there are over five hundred thousand people in the United States who now, today, make their living trapping and dressing the furs and skins of wild animals.

And no matter how much we may condemn the Hudson Bay Company for holding the country solely for furs, and working the Indian to discourage American fur traders, there is a silver lining to even that cloud, as we shall see later on. The Hudson bay men got along with the Indians, prevented bloody wars, like those that ravaged the Ohio valley and visited upon the pioneer settlers on the Ohio a thousand more terrors than ever troubled the pioneer Oregonians, by skillfully turning the sexual instinct of the race to the work of peace with the savages, and profits to the corporation. The company encouraged its employees to take wives from among the native women. There was but little thought and less solemnity in but very few ceremonies of that kind. But it served the purposes of the company, satisfied the instincts of nature and formed a bond of confidence and peace between the two races camping in the wilderness. To the phlegmatic John Jacob Astor, or the more refined Wilson Price Hunt, or the still more select Lieutenant Bonneville, all of whom tried their fortunes at fur trading in this region, such a proposition as promiscuous marriages with the natives would have appeared as an impracticable proposition. In the settlement of the Ohio, and in fact of all the Atlantic state regions, intermarriages with the natives as a custom was looked upon with horror; notwithstanding the romantic unions of Pocahontas and others equally well authenticated. When the Hudson bay traders organized their company, they found the Canadian Frenchmen already in the business of taking furs from the St. Lawrence to the head of the great lakes. The Frenchman set the pace with the Indians. And whatever he might have been on the boulevards of Paris, he was not at all fastidious in the wilds of America, when it came to living with, camping with and managing wild Indians, to trap for furs and put the good francs in his pocket. And we very soon see in the history of the French in the fur trade of North America, that the trapper's wife was nearly always a native woman. The custom worked well with the French. They profited in the fur trade and in the main preserved the peace with the Indians; and the Hudson Bay Company adopted the tactics of their rivals for a rich trade and eventually drove them from the field.

The Hudson Bay Company produced many forceful, useful and distinguished men. They had not the culture of the colleges, or the polish of so-called polite society. But they accomplished far more for mankind and for civilization than all the college men who have walked in their steps since their day.

They governed a wilderness empire filled with more natural wealth than any other equal territory in the world. They successfully managed a population of two hundred thousand wild Indians, which but for their tact, perseverance, and courage would have been two hundred thousand murdering savages. And while it is true they did not look forward to the fruits of labor which might bestow upon them offices, honors and distinctions, which the wilderness could not confer, they sacrificed pride and ambition to faithfully and loyally serve their employer, looking only to the present and to their salary for reward; and still none the less, performed so great a work in moulding and controlling the character and natural bent of the Indians as to make the eventual settlement of the country an easy conquest over native savagery. The gradual and comparatively easy substitution of civilization in all the vast territory once ruled by the Hudson Bay Company, as compared with the stern and relentless warfare which greeted and decimated the Scotch-Irish and Virginian pioneers who settled the Ohio valley sixty years prior, is little less than a miracle in the development of the west. If any one will turn to the history of the settlement of the states of Ohio, Kentucky and Tennessee and see with what nameless horrors, indescribable tortures and devilish savagery the Indians in that country fought the white settlers, they will see that the old Oregon Indians were peaceful men, by comparison. All the Indian wars of Oregon put together would not make three years actual warfare. And in all of it, so far as can be learned, there were but few prisoners put to torture by the Indians. But from the time Daniel Boone crossed over the Alleghany mountains and settled on the lonely wilds of Kentucky in 1769, down to the great battle with the Indians October 5, 1813, when their great leader and hero Tecumseh was killed, over forty years, there was almost continuous warfare with the Indians of the Ohio valley. Warfare, characterized by all the horrible tortures which the devilish ingenuity of the savage could imagine, and of which slow burning at the stake, with burnings arrows thrust into the eyes of the helpless victims was the least horrible.

Let the impartial reader contrast the settler's experience in the Ohio valley, with the Indian wars of Oregon, and then thank such a man as John McLoughlin and Peter Skene Ogden that our pioneer fathers and mothers of Oregon were spared the trials and sufferings which their fathers and mothers passed through in reclaiming Ohio, Missouri and other eastern states from their savage foes.

The Indians of the vast Hudson bay provinces did not lack the courage or the brains of the Indians of the Ohio valley. Neither did they lack natural resources to make effective opposition to the advances of the white man. They were simply managed and kept quiet until effective opposition was impracticable. The men who did this great work for Oregon, no matter what their motive was, deserve a large space in the history of this state and of this city. It cannot be pretended that they managed the Indians for the purpose of making them accept the rule of the white man in the establishment of civil society. It may be truly said they builded wiser than they knew, but for all they performed, all they accomplished, and all their labors to tame the red man, let us give them generous recognition and deserved honors. And while it is not within the purview of this history to give extended biographical notice in this volume, yet for the purpose of more perfectly showing the kind and character of men who ruled this vast region of old Oregon, in that age and era of thought and development which is wholly unlike and altogether foreign to the thought and civilization of the present, we give one example of a man who is of all others, the most perfect type of those who served the vast work of the Hudson Bay Company, and swayed the destinies of the Indian population of this region—Peter Skene Ogden. And for this purpose we make liberal use of a very able and painstaking address delivered before the Oregon Historical Society by Mr. T. C. Elliott of Walla Walla:

“Peter Skene Ogden was born in the city of Quebec, in the year of 1794, the exact date not yet having been traced. His father was then a judge in the admiralty court at Quebec and a leading U. E. Loyalist of Canada. His mother

was Sarah Hanson Ogden from Livingston Manor near New York city, a sister of Captain John Wilkinson Hanson, of the British army. His grandfather was Judge David Ogden, of Newark, N. J., a graduate of Yale college in the class of 1728.

"Judge Isaac Ogden, the father of Peter Skene, graduated from Kings college, now Columbia university of New York city. During the revolution the family split, Isaac and two other brothers becoming royalists. Isaac lost his property by confiscation and fled to New York, and from there to England, in 1783, but in 1788 was by King George III appointed to a judgeship in Canada. Soon after the birth of Peter Skene, he was promoted to be puisne judge at Montreal, and removed there. Of the two brothers who espoused the side of the colonies, Abraham became a close adviser to General Washington, and his house at Morristown was the headquarters at one time. He was a prominent attorney, and was appointed district attorney for New Jersey by President Washington. The other, Samuel, purchased land in northern New York, and colonized it, and founded the city of Ogdensburg.

"Peter Skene was educated in a private family, but early in life began his career in the fur trade as a clerk in the office of John Jacob Astor, at Montreal. He also began the study of law and acquired some knowledge of legal phrases. But in 1811, at the age of seventeen, obtained a position as clerk with the Northwest Company, probably through his brother, who was a prominent attorney for that company. He was located until 1718 at Isle a La Crosse fort in southern Athabasca. This locality takes its name from the game of La Crosse, which the Indians there were playing, when first discovered. He participated in many exciting events in the region of Isle a La Crosse. Ross Cox gives a very interesting description of him there.

"In 1818 he was transferred to the Columbia, and arrived at Fort George (Astoria) in June. On the way he had an encounter with the Indians at the Walla Walla river, and perhaps assisted in the building of the fort of that name that summer. He spent two years with trapping parties in the Cowlitz and Chehalis and Willapa neighborhoods, with headquarters at Fort George, and the next two years at the interior forts of Spokane and Flathead. In the fall of 1822, he went to Canada, and that winter to London; called there by the ill health of his father and the merger of the two fur companies. In the summer of 1823, he returned to the Columbia in charge of the fall express from York factory on the Hudson's bay. He had by this time acquired an interest in the company.

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"In the fall of 1824 he was at Spokane house when Governor Simpson and Dr. McLoughlin arrived from across the mountains and was assigned to take charge of the Snake country brigade, which started on the annual trading and trapping expedition in December of that year. They reached the Snake country by the Bitter Root valley and Gibbon pass, in the dead of winter. Here remained in charge of the Snake brigade for five seasons, and the sixth season, that of 1829-30, led the brigade along the eastern side of the Sierras to the gulf of California. During this period he explored many localities not before known to white men, especially central and southern Oregon, and Nevada and western Utah, and suffered many hardships and dangers. His name had been permanently attached to the river and city in Utah, and the Humboldt river was called Ogden's river for many years. He named Mount Shasta on one of his expeditions. He had been promoted to be chief trader in 1824.

"Returning from California in the fall of 1830 he found himself named to command the expedition to the coast of British Columbia, where the Yankee vessels were getting too much trade, but the sickness of the servants at Fort Vancouver delayed the expedition until April, 1831. That year he built the fort at the Nass river, near to where Port Simpson is now located. The following years he located a post on Milbank sound, and in 1834 attempted to enter the Stikine river to build a fort within the thirty mile limit, but the Russian-American Fur

Company officials objected, and he thought best not to force a passage. That fall he returned to Fort Vancouver.

"The following spring he was promoted to a chief factorship, the second on the Columbia, and placed in charge of the New Caledonia district, with six forts under his charge, with Headquarters at Fort St. James on Lake Stuart. There he remained until the spring of 1844, and was eminently successful in the management of the district, bringing in furs to the value of \$100,000 to Fort Vancouver every spring. He was during this time, made a member of the board of management of the Columbia district, which met at Fort Vancouver every year.

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"In 1844, he crossed the mountains on a year's leave of absence, and visited Canada and Europe, and returned in the summer of 1845, in charge of the Warre-Vavasour party, to the Columbia, in behalf of the British government. From that time he became the factor closest to the confidence of Colonial Governor, Simpson, and in many ways succeeded Dr. McLoughlin, who retired from Fort Vancouver in 1846. After James Douglas moved to Victoria in 1849, Mr. Ogden was in full charge of the Columbia up to the time of his death. The year 1852 he spent in Canada and New York and vicinity, and visited Washington to present claims of the company for advances during the Cayuse war, and assisted Governor Simpson in business matters there. Returning by way of the Isthmus of Panama in the winter of 1853, he was a passenger on the Tennessee, which was wrecked on the California coast, near Telegraph Rock, in March, and by some exertion or exposure, then contracted or aggravated some disease that caused his death. He died at the home of his favorite daughter, Mrs. Archibald McKinlay of Oregon city, in September, 1854, at the age sixty years. The Rev. St. Michael Fackler, officiated at his burial in the Mountain view cemetery of that city, where his grave may be seen, a wild rose bush its only adornment, and the shining peak of Mt. Hood, his only monument.

"Peter Skene Ogden was twice married to native women (according to fur company custom.) His first wife was a Cree, and his second a Spokane woman. The latter resided with him for several years at Fort Vancouver, and afterward at Oregon city, where a house was built for her on the McKinlay donation claim. During his last illness, Dr. McLoughlin visited Mr. Ogden, and urged him to have a legal ceremony performed, but Mr. Ogden refused saying that his open support of, and companionship with this wife for many years counted for more than any mere words a clergyman might utter.

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"The service for which Peter Skene Ogden is best known in Oregon was his ransom of the survivors of the Whitman massacre in December, 1847. It is probable that no other man, with the possible exception of Dr. Robert Newell, of Champoeg, could have accomplished this rescue. The Indians had known Mr. Ogden for more than thirty years, and knew that he always kept his word, and they trusted him. But he was careful to make them no promises, and not to upbraid them for what their Indian nature had made inevitable. He himself was not so very fond of the 'Missionarying,' as he called it, but had great admiration for Mrs. Whitman. He was known to the Indians during his later years as the Old White-Head. During his management at Fort Vancouver, he came to be generally known by the whites as Governor Ogden. He never became a citizen of the United States, but described himself in his will as of Montreal, Canada."

There are few instances in history where a man has filled so large a page in dealing with the native races of men as that of Peter Skene Ogden. And there are none where greater patience, successful management and supreme courage were manifested. Dr. John McLoughlin whose great career will be set forth in another chapter, occupied a higher station than Ogden, and he had a greater part in managing the business of the company, but he says he was not so greatly

tried in the open field, the deep forest on dangerous missions over extensive and successful explorations, and for these reasons he occupies relatively a different position in the evolutionary program of old Oregon, and is for the reasons, stated a more perfect type of the real Hudson bay trapper, director, captain and pioneer.

The land question was at the bottom of all the troubles with the Indians. And the land question will be at the bottom of all the trouble among the Americans. The Hudson Bay Company did not seek to monopolize land for cultivation or sale. It only sought to preserve the wilderness as a vast fur bearing game preserve. This disposition of the land coincided exactly with the ideas of the Indian, and as the company brought goods and trinkets for exchange for his furs, the Indian was happy and welcomed that sort of a white man to his tepe and his confidence. But not so with the American. He came hunting new lands for farms and homes, clearing away the forest and driving away the game—the natural food support of the Indians. With the single exception of Penn's experiment in buying the lands of the Indian in Pennsylvania, the contest between the white man and the Indian on the American continent has been one of opposition and violence, and the cause of the trouble, the possession of the land.

All the Indians from the Atlantic to the Pacific were possessed with the same socialistic idea of land ownership. And while neighboring tribes would war with each other for favorite hunting grounds, yet to the white man all of them presented the same unyielding front on the land question. This view of the land question was never more forcibly or clearly set forth than by the Indian chief Tecumseh, of the territory of Indiana. When General Harrison was appointed governor of Indiana territory in 1801, he tried to secure a permanent peace with the warlike Indians of that region, of which Tecumseh was the great warrior and leader. And to promote this end, he invited Tecumseh and other chiefs to visit him at old Vincennes. Tecumseh accepted the invitation and was attended by a number of other chiefs. The governor proposed to hold the conference on the portico of his residence, but Tecumseh declined to meet there, and proposed a nearby grove, saying: "The earth is my mother, and on her bosom will I repose." And in the speech following, Tecumseh said "that the Great Spirit had given this great island (America) to his red children and had put the whites on the other side of the water. The whites, not contented with their own, had taken that of the red men. They had driven the Indians from the sea to the lakes, and the Indians could go no further. The whites had taken upon themselves to say that this land belongs to the Miamis, this to the Delawares, and so on. The Great Spirit intended the land as the common property of all."

"Since the peace we formerly made," he continued, "you have killed some Shawnees, Winnebagoes, Delawares and Miamis, and you have taken our land from us, and I do not see how we can remain at peace if you continue to do so. You try to force the red people to do some injury. It is you that are pushing them on to do mischief. You endeavor to make distinctions. You wish to prevent the Indians from doing as they wish to do—unite and to consider their land as the common property of the whole. By your distinction of Indian tribes in allotting to each a particular tract of land you want them to make war with one another."

"Brother, this land that was sold to you was sold only by a few. If you continue to purchase our lands this way, it will produce war among the different tribes. Brother, you should take pity on the red people, and return to them a little of the land of which they have been plundered. The Indian has been honest in his dealings with you, but how can we have confidence in the white people? When Jesus Christ came on earth, you killed him and nailed him to the cross. You thought he was dead, but you were mistaken. You have many religions, and you persecute and ridicule those who do not agree with you. The Shakers are good people. You have Shakers among you, but you laugh and make light of their worship. You are counseled by bad birds. I speak nothing but the truth to you."

And as Tecumseh reflected the ideas of all the Indians, east of the Rocky mountains, so we find also the same ideas prevailing among those west of the Rockies.

At the council with the Indians at Walla Walla to secure a treaty for the Indian title to their lands, several chiefs spoke freely, showing, that they not only well understood the position of the land question, but their great fear of giving up their lands. Lawyer, the old Nez Perce chief spoke first, describing how the Indians in the eastern states were driven back before the white men, and then went on as follows:

"The red man traveled away farther, and from that time they kept traveling away further, as the white people came up with them. And this man's people (pointing to a Delaware Indian, who was one of the interpreters) are from that people. They have come on from the Great Lakes where the sun rises, until they are near us now, at the setting sun. And from that country, somewhere from the center, came Lewis and Clark, and that is the way the white people traveled and came on here to my forefathers. They passed through our country, they became acquainted with our country and all our streams, and our forefathers used them well, as well as they could, and from the time of Columbus, from the time of Lewis and Clark, we have known you, my friends; we poor people have known you as brothers."

Governor Stevens.—"We have now the hearts of the Nez Percés through their chief. Their hearts and our hearts are one. We want the hearts of the other tribes through their chiefs."

Young Chief, of the Cayuse.—(He was evidently opposed to the treaty but grounded his objections on two arguments. The first was, they had no right to sell the ground which God had given for their support unless for some good reasons.)—"I wonder if the ground has anything to say? I wonder if the ground is listening to what is said? I wonder if the ground would come alive and what is on it? Though I hear what the ground says. The ground says: 'It is the Great Spirit that placed me here. The Great Spirit tells me to take care of the Indians, to feed them aright. The Great Spirit appointed the roots to feed the Indians on.' The water says the same thing. 'The Great Spirit directs me. Feed the Indians well.' The grass says the same thing. 'Feed the horses and cattle.' The ground, water and grass say, 'The Spirit has given us our names. We have these names and hold these names. Neither the Indians or whites have a right to change those names.' The ground says, 'The Great Spirit has placed me here to produce all that grows on me, trees and fruit.' The same way the ground says, 'It was from me man was made.' The Great Spirit, in placing men on the earth desired them to take good care of the ground and to do each other no harm. The Great Spirit said, 'You Indians who take care certain portions of the country, should not trade it off except you get a fair price.'"

"The Indians are blind. This is the reason we do not see the country well. Lawyer sees clear. This is the reason why I don't know anything about this country. I do not see the offer you have made to us yet. If I had the money in my hand I should see. I am, as it were, blind. I am blind and ignorant. I have a heart, but cannot say much. This is the reason why the chiefs do not understand each other right, and stand apart. Although I see your offer before me, I do not understand it and I do not take it. I walk as it were in the dark, and cannot therefore take hold of what I do not see. Lawyer sees, and he takes hold. When I come to understand your propositions, I will take hold. I do not know when. This is all I have to say."

General Palmer.—"I would enquire whether Pe-pe-mox-mox or Young Chief has spoken for the Umatillas? I wish to know farther, whether the Umatillas are of the same heart?"

Owhi, Umatilla Chief.—"We are together and the Great Spirit hears all that we say today. The Great Spirit gave us the land and measured the land to us,



this is the reason I am afraid to say anything about the land. I am afraid of the laws of the Great Spirit. This is the reason of my heart being sad. This is the reason I cannot give you an answer. I am afraid of the Great Spirit. Shall I steal this land and sell it, or what shall I do? This is the reason why my heart is sad. The Great Spirit made our friends, but the Great Spirit made our bodies from the earth, as if they were different from the whites. What shall I do? Shall I give the land which is a part of my body and leave myself poor and destitute? Shall I say I will give you my land? I cannot say so. I am afraid of the Great Spirit. I love my life. The reason why I do not give my land away is, I am afraid I will be sent to hell. I love my friends. I love my life. This is the reason why I do not give my land away. I have one word more to say. My people are far away. They do not know your words. This is the reason I cannot give you an answer. I show you my heart. This is all I have to say."

As explanatory of the trouble which led to the Whitman massacre, and to the wars with the Oregon Indians, Mrs. Victor in her history of the Indian wars of Oregon says, page 29, "The real cause of ill feeling between the Indians and their Protestant teachers was the continued misunderstanding, concerning the ownership of land, and the accumulation of property. No one had appeared to purchase the lands occupied by the missions; nor had any ships arrived with Indian goods and farming implements for their benefit, as had been promised."

Both the missionaries and the settlers had located in the Indian country and proceeded to build houses and cultivate the land as if the Indian had no title. That indeed was the way the white man had viewed the question from the first settlement in America. They who came from civilized Europe in the sixteenth and seventeenth centuries found the American continent peopled by tribes without cultivation, literature and refinement, or fixed habitations. They considered the Indians mere savages, having no rightful claim to the country of which they were in possession. Every European nation had deemed it had secured a lawful and just claim to any part of the American continent which any of its subjects had discovered, without any regard to the prior occupation and claims of the Indians. And even in much later times, and by the highest court this view was affirmed as good law, by Chief Justice John Marshall in 1810, delivering the opinion of the Supreme Court of the United States (Cranch's Reports, Vol. 6, page 142) held, that the Indian title to the soil is not of such a character or validity as to interfere with the possession in fee, of the disposal of the land as the state may see fit.

It takes a long time to correct an erroneous principle of fundamental law, and a still longer time to beat down a race prejudice. The nation has had to spend billions of dollars and sacrifice almost millions of lives to extinguish the heresy that neither the black man or the red man had any rights the white man was bound to respect. And while our Nation has finally arrived at the full standard of giving justice and equity to all men, without respect of persons, the great nations of Europe are still enforcing their ideas of two hundred years ago upon the weaker peoples of Asia and Africa to maintain privilege and power by taxation without representation. The decision of the Supreme Court in 1810 did not pass unchallenged. Justice Story in his exposition of the Constitution, page 13, says: "As to countries in the possession of native tribes at the time of the discovery, it seems difficult to perceive what right of title any discovery could confer. It would seem strange to us, if, in the present times, the natives of the South Sea islands should by making a voyage to and discovery of the United States, on that account set up a right to this country. The truth is, that the European nations paid not the slightest regards to the rights of the native tribes. They treated them as barbarians that they were at liberty to destroy. They might convert them to Christianity, and if they refused to be converted, they might drive them from their homes, as unworthy to inhabit the country. Their real object was to extend their own power and increase their own wealth, by

acquiring the treasures as well as the territory of the New World. Avarice and ambition were at the bottom of all their enterprises."

Seventy-five years after this criticism by Justice Story, Theodore Roosevelt in his *Winning of the West*, treats this question somewhat differently, saying, "Looking back, it is easy to say that much of the wrong doing (to the Indians) could have been prevented, but if we examine the facts to find out the truth, we are bound to admit that the struggle (between whites and Indians) was really one that could not possibly have been avoided. Unless we were willing to admit that the whole continent west of the Alleghanies should remain an unpeopled waste, the hunting grounds of savages, war was inevitable. And even had we been willing and had refrained from encroaching on the Indians lands, the war would have come, nevertheless, for then the Indians themselves would have encroached on ours. The Indians had no ownership in the land as we understand that term. Undoubtedly the Indians have often suffered terrible injustice at our hands. The conduct of the Georgians towards the Cherokees, and the treatment of Chief Joseph and Nez Percés in Oregon, may be mentioned as indelible blots on our fair fame."

But what has all this to do with the history of Portland? A very great deal. It throws light on the great drama of settlement of this region of Old Oregon, of which Portland is the center and chief city. It explains the massacre of Dr. Marcus Whitman and family, about which more has been written than any other one subject in the history of the Northwest.

The Americans made a great mistake in assuming when they came to this country, that the Indians had no rights to the land which they ought to respect. The missionaries who came professing to be the best friends to the Indians, were as much to blame as those who made no pretense of religion. It was a fatal mistake to think the Indians had no ideas on this first of all questions. They knew nothing of the practice of European nations or of the decisions of courts. All the guide they had was the light of nature, and that first and greatest of all laws—self-preservation. The Indian never troubled himself to inquire into what he could not comprehend. He did not launch into conjecture or give rein to imagination. His puerile mind followed the glimmering light which had led his forefathers. He saw that he must, like the deer and the buffalo, live on the land; and that if another man crowded him off it he must die. Here he was where his ancestors had lived untold ages. He knew no other place. He was familiar with the Hudson Bay man, who wanted nothing but the furry skins of dead animals. He understood that proposition. The H. B. man deprived him of nothing, but bought the pelt he had for sale, and that was a positive gain. But the American was a different man. He came preaching peace and good will to all men, but he took up land, raised crops, built mills, bred domestic animals, sold the produce of the land for money to put in his pocket. There was no gain to the Indian in that, but a positive loss,—the loss of land. And worse, than this; where there was one American in 1842, there were hundreds in 1843; and then hosts more coming. He had heard from the wandering Iroquois how the white man came as flocks of wild geese come and covered the prairies of Indiana, Illinois and other states. The Indian was terrified at the thought of losing his land, his home, his mother; and so he acted.

We are now able to give for the first time in history, the first authentic account of the first great Indian council held west of the Rocky mountains by the Indians, of old Oregon. We print on another page the photograph of Timotsk, an aged Indian, a chief of the Klickitats, who was a member of that council. This council was held near where Fort Simcoe is located in the Yakima valley. Indian messengers had been sent out by the Cayuses to all other tribes in the Columbia river region, and chiefs had come in from the Nez Percés, Spokanes, Shoshones, Walla Walla, Wascoes, Umatillas, Cayuses, Klickitats and Yakimas. Timotsk says they were in council for "A whole moon;" that is about a month; and that there were about fifty chiefs in attendance. They talked

from day to day as to what course they should pursue against the white men. The burden of all their fears and complaints were against the Americans; and was summed up in the belief that these white men would come more and more every year and finally take all their lands and hunting grounds from them; that they were even now killing and driving away all the deer, and that after a while the Indians would have nothing to eat and must die. The Yakimas, Cayuses, Walla Wallas and some of the Spokanes advocated killing off all the Americans at once. The Nez Perces, Wascoes, Umatillas and Klickitats opposed this course, saying that the white men had good guns to fight with and would easily kill off the Indians who had but a few guns and must fight mostly with bows and arrows.

After this council broke up, Timotsk came down to Vancouver and got employment of Dr. McLoughlin as a boatman in which work he continued for many years. He speaks of McLoughlin as a good man, a father to everybody, whites and Indians alike. As soon after this council had broken up and the measles broke out among the Indians at the Whitman mission. Dr. Whitman and family were massacred, Whitman would have been killed all the same if no sickness had occurred, as he was blamed by the Indians for going back over the mountains and bringing more white men out to Oregon. The Cayuses made it plain at the council that they would go on the war path and kill all the whites they could. And that is what they did do.

During the Indian war of 1855 and 56 Portland was the supply point for all the forces in the field against the Indians in the Columbia river valley. Volunteers and U. S. Regulars were frequently marching through the streets on their way to the front. A general military camp and headquarters was maintained in East Portland and the U. S. officers with the Oregon volunteer officers, Colonels Nezmith, Kelly and Cornelius, were frequently seen on the streets marching the volunteer forces through the streets armed with muskets, yagers, shot guns, etc., and clad according to their own private wardrobes, making Portland look exceedingly warlike. Little Phil Sheridan, then a Lieutenant, but afterwards the greatest cavalry leader of the Union army, that ended the Rebellion, was among the fighters of the early day, but his budding greatness and national fame was then never imagined.

## CHAPTER V.

1834—1842.

*The Native Indian—How the Hudson Bay Company Managed Him—The Flathead Mission—The Era of Evangelism—The First Missionaries and Priests—Jason Lee, Marcus Whitman—Blanchet and De Smet—The Indian's Fate and Future—The "Jargon" Language.*

The mind of the native Indian possessed no ideas on the subject of religion except the single belief in a great spirit. And in the light of modern discoveries in science that might not be classed within the tenets or principles of any form of religion. The American Indian was the best specimen of the child of nature, the earth has ever produced. His instincts, passions and affections were but little above those of the forest bred animals around him on which he made war for his own subsistence. That he had attained to such simple arts as ministered to the bare necessities of his existence or aided the strength of his hands or the fleetness of his limbs in obtaining food and clothing shows some evolution of the mental faculties, but no enlargement of his moral or reflective nature. The Indians of the northwest coast of America were scarcely up to the average of Indians of the Atlantic coast and Mississippi valley. As a race they did not possess that vigor of constitution which characterized the tribes that rallied under the call of Pontiac and Tecumseh. They had but little reasoning powers and in a general way accepted everything they saw with their own eyes, or were told by the white men, to be facts until they found out to the contrary. To this lack of mental force and reflective faculties was added the inherent passion for alcoholic stimulants which has demoralized the native races of every land and country. It is both probable and reasonable, that if intoxicating liquors could have been kept entirely away from the Indian, he could have been perfectly controlled by just white men, taught the rudiments of education and christianity and made a law-abiding self-supporting people. But long before the Missionaries reached this region the free fur traders of the coasting vessels, and free trappers and fur traders coming west from St. Louis, had debauched the Indian with whiskey and utterly poisoned his mind against all white men. The United States had spent five hundred millions of dollars in suppressing Indian wars and defending frontier settlements, which might have been saved and prevented entirely, if the same policy had been enforced in all intercourse with the natives which characterized the dealings of the Hudson Bay Company with the Indian. The policy of the United States government, so far as a policy could express the mind of the people, was intended to be just to the Indian. If wars came, and they did come—they had to be suppressed. But the error was in allowing ir-

responsible men to go into the wilderness with fire water to debauch the Indian, rob him of his peltries, ruin his wife and scatter corrupting diseases. It was inevitable that the weaker race would go down, or take an inferior position before the all-conquering Saxon. The Acts of Congress show that throughout the whole period called "The Century of Dishonor," the American people through their representatives in Congress provided ample means and necessary regulations (sufficient for honest men) to deal justly and humanely with all the Indian tribes. But it was the dishonesty of politics, the infernal corruption and dishonesty of Indian agents and their train of henchmen and hangers-on, robbing the Indians of the bounties of the government and corrupting and poisoning every element of their primitive life and ways, pushed on year after year for generations of men that wrought the monumental shame that disgraced the nation.

Why were there no Indian wars in the dominions of the Hudson Bay Company, a region as large as the United States? Because that company was a business government managed upon business principles and could not afford to have wars. If they allowed the Indians to have whiskey they would not go out and hunt for furs. And besides that, if the Indian got drunk he was incapacitated for work and business. If an Indian committed some offense the company did not go out and shoot down the first Indian met. The company did not wage war on Indian women, or allow white men to debauch Indian wives. A stolen article had to be returned, and a tribe harboring a thief was cut off from trade. If an Indian murdered a white man, his tribe was told that they had nothing to fear, but the murderer must be hunted up and surrendered for punishment. Justice was demanded, and nothing more than justice. And in all the vast empire the Hudson Bay Company ruled, there was no mountain fastness too far away, no forest deep enough, nor rocky cave dark enough to hide the felon from their justice, and not one single red man but the criminal himself, had anything to fear. Under this just and inexorable policy, criminals were tracked for thousands of miles and brought back for punishment. And had the United States adopted and rigidly enforced such a policy as this against both Indian and white men, and offered reasonable recompensation and provision for lands needed for settlement, there would have been but few wars or troubles with the Indians.

For the errors and mistakes of public administration, the crimes and injustice of Indian agents, and the outrages of lawless border men, there was sure to come sooner or later a reaction against the injustice to the Indian and the dishonor of the nation. And revived and stimulated by the preaching of such evangelists as Peter Cartwright, and Lorenzo Dow, who traversed the western States in every direction, and more powerfully influenced public sentiment than any other agency, religious people were aroused to action and moved to make liberal provision for sending missionaries to distant Oregon to convert the Indians.

And about that time, in the year, 1832, occurred the incident of the four native Indian chiefs going to St. Louis to get "the white man's book of Heaven." This pathetic advent from distant wilderness appealed forcibly to the sentimental feelings of all classes of people. There are several versions of the story. In one case it was the Flathead Indians of the Bitter Root mountains; in another the Nez Perces, of the Columbia; going in one story to the Catholic Priests of St. Louis, and in another to Captain Clark of the Lewis and Clark Expedition. There is no doubt of the truth of the occurrence; and that these pious seekers of the gospel did reach St. Louis and spend a winter there, where two of them died, another dying on his way back to the mountains, while the remaining chief lived to return and report to his people.

This incident was heralded far and wide through the press, published in every pulpit and powerfully wrought up the feeling of religious people who felt condemned for the neglect of the poor heathen in the American wilderness. Hall J. Kelley, who will be fully noticed later on, took up the subject, as it was

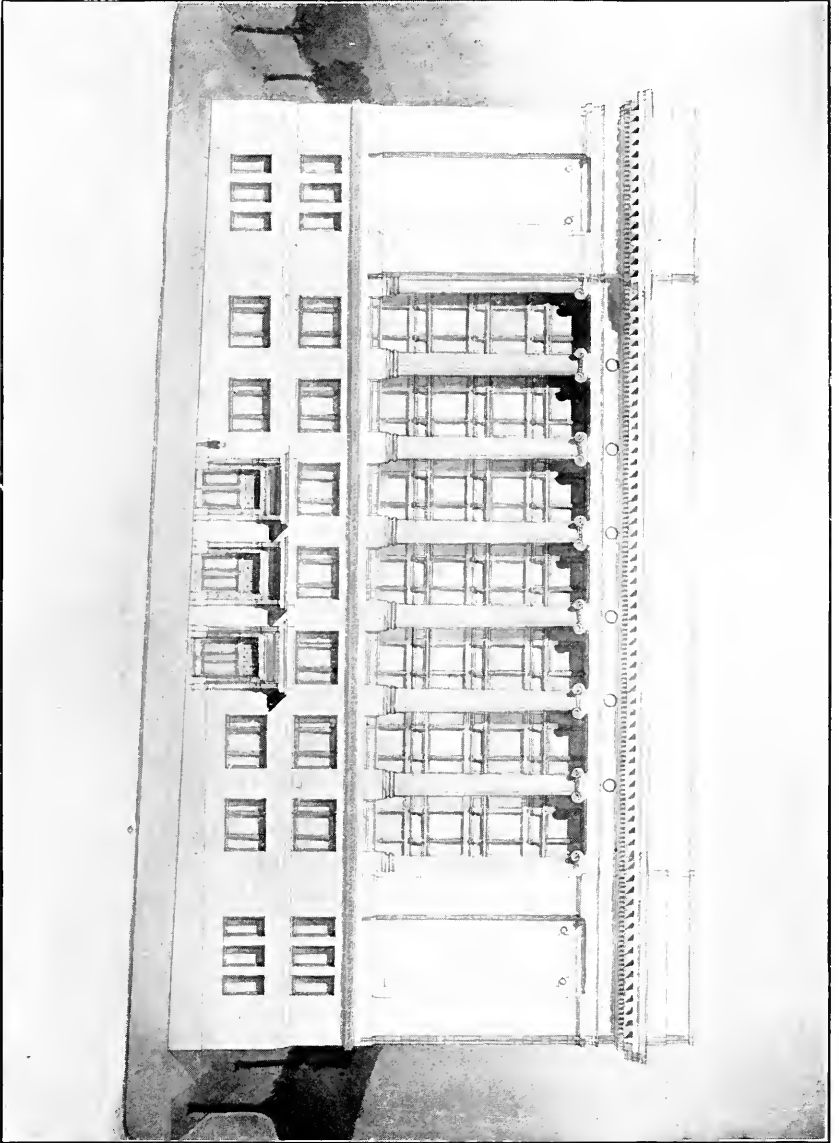
in line with the agitation he was carrying on, and published a pamphlet on the necessity of immediate action.

As a consequence of all this agitation, the Missionary Board of the Methodist Episcopal church was importuned to establish a mission among the Flat-head Indians at once. A call was issued for volunteer missionaries for this work in distant Oregon. In answer to that call, Jason Lee formerly of Stanstead, Canada, and his nephew Daniel Lee, appeared and offered themselves for this work. Jason Lee had formerly been engaged in this line of work in the British Provinces. He had all the qualifications for the labors, trials and dangers for such a field of missionary effort. In fact no man could have been found probably who was as well prepared for such a trying and responsible trust. Lee was accepted by the Methodist Board and later on made a member of the Conference in 1833. He was now thirty years of age, tall, powerfully built, rather slow and awkward in his movements, prominent nose, strong jaws, pure blue eyes, with a vast store of reliable common sense. Such was the first man sent out to old Oregon, to preach the gospel to the heathen.

By October 10, 1833 three thousand dollars had been provided for an outfit; and in March 1834, Lee left New York for the west, lecturing on his way; and taking with him his nephew, Daniel, together with two laymen, Cyrus Shephard of Lynn, Mass. and Philip L. Edwards, and adding Courtney M. Walker of Richmond, Mo. At Independence, Mo. the missionary party fell in with Nathaniel J. Wyeth, then starting on his second trading expedition to the Columbia river, and were afterwards joined by the fur trader Sublette, going to California, and his party; and as they filed out westward on the 28th day of April, 1834, the party numbered all told, seventy men, and two hundred and fifty horses. Such was the first missionary expedition to old Oregon.

The Missionary party reached Old Fort Hall, which was some forty miles north of the present town of Pocatello, Idaho, on the 26th day of July, and held there the next day, being Sunday, the first public service of the Protestant churches ever held west of the state of Missouri and Missouri river, Jason Lee conducted this service and preached to a congregation made up of Wyeth's men, Hudson Bay fur hunters, half breeds and Indians, all of whom conducted themselves in a most respectful and devotional manner. It was a wonderful sight, a grand and solemn sight; the rough and reckless children of the forest, of various tongues and customs, gathered from the four quarters of the globe, a thousand miles distant from any civilized habitation, in the heart of the great American wilderness, listening to the message of Christ from this young man, and reverentially bowing their heads in prayer to the Almighty maker and Preserver of all men and things.

From Fort Hall (then only in process of construction by Capt. Wyeth) the party proceeded on to the Columbia river, being assisted by Indians sent along with them by Thomas McKay, a fur trading captain in the employ of the H. B. Co. On coming down the river in boats and canoes, most of which were wrecked, the missionary party lost nearly all of their personal effects. Rev. Lee reached Fort Vancouver in September in a bedraggled condition, and was very kindly received by Chief Factor, McLoughlin, who promptly supplied all his personal wants. The Lees had carefully noted all the conditions of the upper Columbia river country as they passed through it, and having heard much of the beauty of the Willamette valley, came on west to see it as probably the best location for a mission. After resting a few days with Dr. McLoughlin, the mission party proceeded down the river in boats furnished by McLoughlin, to the ship *May Dacre*, which had arrived from New York with the household goods of the party, and was then tied up at the bank of Sauvies Island (then called Wappato island) about twenty miles below this city. From Wappato island, and with horses and men to assist them, the Lees proceeded to hunt a location in the Willamette valley, and taking the trail made by the fur hunters, crossed the hills back of this city into a what is now Washington county, passing out into



THE NEW COURTHOUSE, NOW IN COURSE OF ERECTION





Tualtin plains by the point where Hillsboro is now located, and on by where the town of Cornelius is located, crossing over the Tualtin river at Rocky Point where the first flouring mill in Washington County was constructed; from thence ascending the northwest end of the Chehalem mountain ridge and following the ridge five miles eastwardly, they found themselves on Bald Peak from which point they could see the great Willamette valley spread out before them for sixty miles south. Oregon was then all a wild wilderness country. Elk and deer were everywhere as tame almost as sheep.

From the Chehalem mountains, the party descended into the Chehalem valley, and passing along by the little prairie where the prosperous town of Newberg and its Quaker College is now located, the party swam their horses across the Willamette river, and crossing in a canoe kept on south to the farm of Joseph Gervais, where they stayed all night with the hospitable Frenchman, and for whom the town of Gervais has been named. The next day they selected a tract of land two miles above the Gervais farm on the east side of the river and sixty miles south of Portland for the site of their mission; and where they built their first mission house. Returning to Vancouver, Dr. McLoughlin furnished a boat and boatman to move the household goods from the ship and transport them up the Willamette river to the mission point; seven oxen were loaned with which to haul timbers to build houses at the mission, eight cows with calves were furnished to supply milk and start stock; and by the 6th of October, 1834, Jason Lee and his party were all safely landed at their mission home in the Willamette valley—the first Protestant mission in the United States, west of the Rocky mountains from the North Pole down to the Isthmus of Panama.

It will be asked by the reader, why did not Lee answer the pathetic call of the Flathead Indians and establish a mission among them. If Lee had been moved wholly by sentimental consideration he would have gone to the Flatheads. But while Jason Lee was first, last, and all the time an evangelist and servant of his God, he was at the same time eminently a man of safe practical common sense. With nothing but his own light and resources to guide him, he must shoulder all the responsibility of his position, and take that course which would secure success in this great experiment, or be blamed for a failure. He had noted carefully the conditions of an experiment with the Flatheads, six hundred miles from sea coast transportation, surrounded by unfriendly Indians, and exhausted by continuous wars with the vengeful Blackfeet. The outlook was not inviting. And the very fact that he had become the friend of the Flatheads, if he had decided to locate there, would have aroused the enmity of the Blackfeet and other tribes, and not only cut off from him the friendship and access to other tribes, but might have resulted in the destruction of himself, supporters and innocent victims he had sought to help. More than that, the Willamette was the wider field, with the greater outlook to the future. Lee, saw, then, as we see now, that the Willamette valley was more important to the future than all the valleys of the Rocky mountains. His decision was based upon the practical common sense and the great interests he had come to serve, and has been a thousand times over vindicated by the development of the country, and by the vast results of his work.

Let us now for a few moments, look in on this young missionary to the Oregon Indians as he builds his first log cabin, three thousand miles distant from the comfortable and luxurious homes of the people who sent him out here from the state of New York. As he stood there on the virgin prairie alongside the beautiful Willamette gliding silently to the sea, the hills, the waving grass and silent woods, with native men, all innocent of the great work of civilization ahead. He was facing the great responsibility, and he must commence his work with the humblest means. Before a sheltering house could be raised, he must sharpen his axes, his saws, and break his half wild oxen to the services of the yoke and the discipline of a driver. Napoleon might easily win the greatest battles, but he would have failed utterly to make a wild ox pull in a yoke, as

Jason Lee did. But the great work had to be done; and these men resolutely went at it and built a house in thirty days from the standing trees. Logs were cut, squared and laid up, a puncheon floor from split logs put in, doors were hewn from fir logs, and hung on wooden hinges, window sashes whittled out of split pieces with a pocket knife, a chimney built of sticks, clay and wild grass mixed; two rooms, four little windows, and tables, stools and chairs added little by little from the work of patient hands. And thus was started the first Christian mission west of the Rocky mountains.

While the Methodists were first in the Oregon missionary fields, the Presbyterians were not idle spectators of the movement. On the contrary they were deeply moved by the story of the four Flathead chiefs, and attended the farewell services to Jason Lee and joined in the prayers for his success. But being a more conservative people, they moved slower and with more careful preparation. The history of the American Board of Foreign Missions published in 1840 recites that the Dutch Reformed Church of Ithaca, New York, resolved to sustain a mission to the Indians west of the Rocky mountains. Rev. Samuel Parker, Rev. John Dunbar and Samuel Allis were selected to go west and explore the country for a suitable site for a mission. These explorers left Ithaca in May, 1834, but arriving at St. Louis too late to join the annual caravan across the plains, Parker returned home. But in the following spring (1835) Parker repeated his effort and this time with success; reaching St. Louis in April where he found Dr. Marcus Whitman, who had been appointed to accompany him, waiting his coming. These two men proceeded at once by steamboat from St. Louis to Liberty which was then the frontier town of Missouri from which the Rocky mountain fur trading expeditions then started. The caravan made up of the trappers and hangers-on of Fontenelle. The captain, and capitalist of the expedition, got off on the 15th of May, 1835, and reached Laramie in the Black Hills on the 1st of August.

And here at Laramie, Dr. Whitman made a showing of the reserve force and ready ability which great exigencies might bring out. Hearing that he was a doctor and near to a man of God, both natives and trappers flocked to see him, and secure his favor and services. From the back of Captain Jim Bridger, who afterwards discovered Salt Lake, and built Fort Bridger, Dr. Whitman, cut out an iron arrow head three inches in length which a Blackfoot Indian had planted there; and from the shoulder of another hunter he extracted an arrow imbedded in the flesh which the man had carried there for two years. This exhibition of his skill excited the wonder of the Flatheads and Nez Perces gathered there, and all joined in clamorous pleadings that Whitman, or other men like him be sent to their tribes to teach and preach.

At this juncture of affairs, it appears that there must have been some sort of friction between the Rev. Parker and the successful Doctor. For without any very good reason ever given to the public, Dr. Whitman left the missionary party and returned to the States for the purpose of obtaining other assistants and joining the overland train of fur traders in the spring of 1836. Mr. Gray in his history of Oregon (p. 108) states the reason for Whitman leaving Parker and returning to the states (to be) the fact that Parker could not abide the frontier ways and manners of Whitman who evidently believed in "doing in Rome as the Romans did," while Rev. Parker carried the etiquette of his cultured home town to the rough ways of the Rocky mountaineers. And as Gray is something of a partizan for Whitman, there is doubtless a foundation for this explanation; that Whitman went back to New York to get rid of Parker and make a new start with more congenial associates.

However, Parker went on with the natives, Flatheads and Nez Perces, being on the same route with Bridger's party of sixty men for eight days. As they proceeded, Parker studied the Indians and taught them the ten commandments, and in due time, reached Walla Walla, October 6, where he was feasted by the Hudson Bay agent with roast duck, bread, butter and milk, the first he had seen

after leaving the Missouri river. From Walla Walla, Parker proceeded to Fort Vancouver where he arrived October 16, and was welcomed and hospitably entertained by Dr. John McLoughlin. Parker visited the mouth of the Columbia, the Willamette valley, and many points in the upper Columbia, going as far north as Fort Colville, and making a careful study of the Indians and selecting eligible sites for missions. He selected the site of Wailatpu (near where the town of Walla Walla is now built) for a mission, and which Dr. Whitman settled and improved; and where he lost his life and sacrificed his noble wife. Parker was in many respects a level headed sensible man. But he like all the rest erred in their judgment of the Indian character. Parker summed up his observations, declaring that the "unabused, uncontaminated Indians would not suffer by comparison with any other nation that could be named, and that the only material difference between man and man, was that produced by the knowledge and practice of the Christian religion." But he thought there was a great difference between the Indians along the Columbia river and those inhabiting the Rocky mountains. The former would load their visitors with presents, while the latter would beg the shirt off a man's back. Parker returned to the States by sea voyage by the way of the Sandwich islands, reaching Ithaca, New York, in May, 1837, having traveled twenty-eight thousand miles.

We return now to Dr. Whitman. His separation from Parker and return to the states must not only be explained to the satisfaction of the Church, but he must vindicate his course to his friends and maintain a reputation by renewed zeal and energy in the cause in which he had enlisted. And so we find him organizing forces to establish two missions beyond the Rocky mountains; one among the long neglected Flatheads who were the prime movers of the whole missionary movement to Oregon, and one to the Nez Percés, who it seems were in all the investigations found to be a very interesting people for a missionary field. And the more effectually to arouse interest in the Indians, Whitman resorted to the expedients of Columbus and Pizarro, and carried back from the mountains two likely Indian boys to show the conservative Presbyterian Missionary board the inviting material he would have to begin work upon. And with what he had seen, and from common sense suggestions he decided that it was families he must take to Oregon, and not single men; if he was to make a success of his missions. And so he set the example by taking a good woman for a wife, to accompany him to the wilderness, the fateful fortune as it turned out to be, fell to the lot of Miss Narcissa Prentiss, of Prattsburgh, New York, whom he married in February, 1836. Mrs Whitman is described as a person of good figure, pleasant voice, blue eyes, and unusually attractive in person, and manner, well educated and refined. Having secured one attractive and engaging woman for the mission to the wilderness it was easier to secure another, and so Dr. Whitman speedily enlisted the Rev. H. H. Spalding, a young Presbyterian minister who had then recently married Miss Eliza Hart, a farmer's daughter of Oneida County, New York. Mrs. Spalding had accomplishments, too, if not so well educated, she could be eminently useful as she was; for she had been taught to spin, weave cloth, make up clothing as well as an accomplished cook and housekeeper. Both of these ladies might have stood for models for all that was noble, good and of good report in any community, and were thoroughly imbued with that spirit of self-sacrifice which must come to any person who undertakes to teach and serve the ignorant and benighted natives of any race. Spalding, the man and preacher, hesitated to commit himself to the dangerous enterprise, pleading the delicate health of his wife; but the wife, the greater hero of the twain, asked only for twenty-four hours prayerful consideration, and then went into the expedition with all her heart, not even returning from Ohio to see her parents. To this party, Whitman, was able to enlist the services of William H. Gray, of Utica, New York, a bright, active, energetic young man of some education, and large natural abilities with great courage and forceful purposes in life. Mr. Gray wrote a history of Oregon after he had spent most

of his life out here that must not be overlooked by any student who wants to know the whole history of the prominent actors in this northwest.

Dr. Whitman was furnished by the missionary board with necessary tools, implements, seeds, grain, and clothing for two years. At Liberty, Missouri, he bought teams, wagons, some pack animals, riding horses and sixteen milk cows, and these were all under the charge of Gray and the two Indian boys who were now going back to their homes with Whitman. By hard work and energetic pushing the party got across the Missouri and out on the plains in time to join a company of one Fitzpatrick for company and mutual protection.

Here then was the first attempt of white women to cross the great American desert, as the plains of Kansas, Nebraska and Wyoming were then called; and scale the Rocky mountains and penetrate the wilderness of old Oregon. It was indeed on the part of these two women an act of the greatest heroism, requiring more than ordinary courage and self-sacrifice. While thousands of women and children followed after them, it was these two women who pointed the way, set the pace and showed the world that women could accomplish the great and hazardous trip. Presbyterian writers and historians have seized upon these facts to show that these two young Presbyterian women from the state of New York, were the real pioneers of civilization in old Oregon; and well they might so claim, for it may be set down as a fact that no country is ever civilized until it has received the humanizing touch and gracious benediction of the love and self-sacrifice of consecrated woman.

It is not within the purview of this history, or the object of this chapter to follow out the movements and settlements of this little party of devoted missionaries. It is enough to our purpose to say, that after a long toilsome and tedious journey, full of dangers and trials of every description, they reached their promised land, that they founded a mission at Wailatpu where Whitman college is now located near the city of Walla Walla, that they labored and toiled, taught and prayed for the Indians, as no others had ever done before or since, and that they were rewarded in the end by the base treachery of those they sought to save and bless, and finally murdered by the infuriated savages they had fed, clothed and taught the lessons of love and affection of the founder of Christianity. We give this picture of these devoted men and women, to show by contrast and example, the characters of the teachers and the native inborn weakness and barbarism of those they sought to lift up in the human scale. We will let the characters of Lee and Whitman stand as substantial representatives of the whole Protestant missionary effort to the Indians of this country; and from their experience and good or ill success draw what conclusions seems to be reasonable as to the real character of these Oregon Indians. And to throw further light upon the picture, and enable the reader to more perfectly understand the Indian character we will give the experience of the Catholic priests and missionaries in dealing with and teaching these same Indians, although they may have labored with other and different tribes.

The first efforts to introduce the services of the Catholic religion into the regions of old Oregon were put forth by the French Canadians of the Willamette valley in July, 1834, just about the time Jason Lee was holding the first Protestant church services in the territory of old Oregon, at old Fort Hall. There is no evidence of any relation between these two competing, if not opposing, religious movements. Nobody in all the Oregon region, so far as the historical record shows, knew that Jason Lee was on his way out here to preach the gospel and organize Protestant Episcopal institutions. The movement of the French Canadians seems to have been purely local, and originated from the natural desire of those people to have once more the religious services of the church in which they were born and reared in at distant Montreal. These Canadians at that time, sent a request to J. N. Provencher, Catholic bishop of the Red River settlements, asking that religious teachers be sent to Oregon. The





PETER JOHN DESMET, THE GREAT APOSTLE OF THE INDIANS

arrival of Lee, a few months afterward increased the anxiety of these faithful Catholics, and in February 1835 a second letter was dispatched to Bishop Provencher for religious instructors. To these letters, Provencher replied sending the reply to Chief Factor McLoughlin, regretting that no priests could at that time be spared from the work in the east, but that an effort would be made to secure priests from Europe. And as early as the matter could be brought about, the Hudson Bay Company was asked for passage for two catholic priests from Montreal to Oregon. To this mission the archbishop of Quebec appointed Rev. Francis Norbert Blanchet, whose portrait appears on another page, and gave him as an assistant the Rev. Modeste Demers, from the Red River settlement. The trip to Oregon was uneventful, until the party reached the Little Falls of the Columbia, where, in descending the rapids, one of the boats was wrecked and nearly half the company drowned. The priests were received at Fort Colville with the same friendliness as had greeted the Protestant missionaries in eastern Oregon; and during a stay of four days, nineteen natives were baptized, mass was said and much interest taken in the services. The appearance of the priests in their dark robes, the mystical signs of reverence, and unconcern for secular affairs, undoubtedly impressed the savages. Blanchet summed up his labors for the winter of 1838-9, at one hundred and thirty-four baptisms, nine funerals and forty-nine marriages. He not only married the unmarried Indians, but he re-married those that the Protestant ministers had united, to the great disgust of the Methodists; and withdrew many from the temperance society and prayer meetings, organized by the Methodists—and right there the religious war commenced. During the year 1840, the rivalry between the Catholics and Methodists was pushed with bitterness on both sides.

But the really great religious success among the Indians, was accomplished by Peter John De Smet; a member of the Jesuit order who came out in the spring of 1840; and being the first religious teacher to answer the petition of the Flatheads with "the white man's book of heaven," was by them received with great rejoicing. And within two weeks after he had reached that tribe in the Bitter Root mountains, had taught two thousand of them some of the prayers of the church, and admitted six hundred to the rite of baptism. De Smet was a man of great natural force, tact and persuasiveness, and having been sent out by the Jesuit order at St. Louis, he was greatly surprised to hear that Blanchet and Demers were already in western Oregon. Returning to St. Louis for more religious teachers, De Smet prosecuted his work in Oregon with great vigor and success. He even went to Europe for assistance, which he succeeded in obtaining. apparently pursuing his apostolic crusade among the Indians very much like St. Paul did in Asia Minor.

Here now is the proposition. What permanent good did these men accomplish for the Indian? Two Protestants—Jason Lee and Marcus Whitman, and two Catholics, Frances N. Blanchet and Peter John De Smet. They gave to each the entire influence of their respective creeds and churches. And each and all of them, were singularly and remarkably well qualified for the work they had undertaken; and each man, put his whole soul, mind and body into the work he had freely devoted his life to serve. And what effect has it had upon the mind and condition of the Indian. The Indian is here yet subsisting partly upon the bounty of the government, and partly by the shiftless, precarious labor of his hands. One in a hundred rises above his fellows in mental, moral or financial acquirements. But the general average of listless inactivity of mind and body is about the same. Religious teaching is still patiently pressed upon the Indian; but with the exception of Father Wilbur's work among the Yakimas, the results are insignificant. And yet very much the same might be said of religious teaching among the whites. But what has been the uplift to the Indian? We are presenting a question of evolution. This book is presenting that question in various ways.

When the missionaries came to Oregon, the Indian that could,

“Find tongues in trees, books in running brooks,  
Sermons in stones, and good in everything,”

accepted them as ministers of the Great Spirit, keepers of the “Book of Heaven,” and superior beings. He took the white man as a friend, but found him too often to be a despoiler of his wives, a trader in fire water, that robbed him of his peltries and appropriated his hunting grounds. And although the ministers of religion treated him kindly and justly as far as their personal intercourse went, they did not and could not stay the tide of immigration which over-ran the country, seized his lands and drove away the wild animals that had furnished him food and raiment. He had gained a little knowledge, but had lost his freedom in the forest and his home on the earth the Great Spirit had given him in common with all his children.

The reasoning power of the Indian was limited to what he saw or felt. The novelty of the sacred rites and mystical signs, the commands of virtue and the teachings of the missionaries were good enough as long as there were no more white men coming; no fears of being driven from the land, and no fears but that they would possess the country in the future as their fathers had in the past. They had learned from the Iroquois and the Blackfeet how the white men had swarmed into the Mississippi valley and driven the Indians back from the beautiful Ohio and the rich lands of Illinois. And it took no reasoning power to satisfy them that if the white man was not stopped from coming over the mountains to Oregon they too must give up their lands and homes, or die. They appealed directly to Whitman and other Protestant missionaries to stop the white man from coming, and were told that more and more white men would come with their wives and children, cattle and horses. They saw that the priests did not bring men to take up more farms, and for that reason were more friendly to the Catholics. They had held their councils, and resolved to kill all the whites and drive back the human tide. And if they had possessed a leader like Pontiac or Tecumseh, or like Joseph who arose as a great leader after the country was settled, they could have exterminated the white settlers, and would have done so as mercilessly as they massacred Whitman and his family.

And when they resolved to fight the white man they threw away his religion, and all his teachings of morality. And now today, seventy years after the great Indian revivals wrought by De Smet, there are fewer professed Christians among the Indians of old Oregon than ever before. But by comparison with the white man this is not much to the discredit of the Indian. The number of professing Christians among the white people of Oregon today are much less in proportion to population than seventy years ago. This was practically a prohibition community seventy years ago, but now Portland has four hundred and nineteen retail liquor shops, spends thousands of dollars on prize fights, and kills a man every day or so with automobiles.

The substantial uplift of any community is a slow and tedious work; and of a race a still slower and more tedious task—a work of evolution in which a thousand seen and unseen elements of change must take part. The factors undermining the strength of the man, community or race, are innate and always at work; while the forces that demoralize, or openly oppose the development of man's faculties and the uplift of the social fabric, are always present in some form ready to be set in motion. The Rev. Elkanah Walker, who was one of the first Protestant missionaries among the Oregon Indians, and who faithfully labored for their improvement for many years, in the last sermon he preached in his life, in the little Union church at the town of Gaston, discussed this matter from his experience with both the white and red man; and summed up the whole matter in this sententious sentence: “It takes a very, very long time to make a white man out of an Indian; but the descent of the white man into an Indian is short and swift.”



In all the contentions between Protestants and Catholics in this Indian country, and between the partizans of American Colonization and the occupancy of the Hudson Bay Company, the Whitman massacre has ever been a subject of most bitter crimination. And no persons of humane feeling can read the record of the horrible butchery of Whitman and his wife, children and the others killed, without being wrought up to intense bitterness, not only against the savages, but against white men who may have known of the possibility of murder, and took no step to prevent it. It seems clear that the chiefs of the Hudson Bay Company did warn Whitman of his danger at the distant and unprotected station. Whitman was himself, recklessly careless of the safety of himself and family. The Indians were permitted free access to all his premises, and no preparation for protection or defense from harm was provided. The Hudson Bay people did not trust the Indians. They had substantial barricades and stockade forts well supplied with arms for defense; and at all times required the Indians to remain on the outside of protective defenses. McLoughlin never forgot the native ferocity of the savage when aroused. To the careless observer, the Indians about the trading stations, and missionary stations were peaceful and harmless; yet behind all this was the racial instinct of the savage, developed by ages of contention with wild beasts in the contest for existence. And with the first blow of the tomahawk on the head of the unsuspecting victim—Marcus Whitman—and the sight of blood, the savage gave tongue to demoniac yells that harked back a hundred thousand years, when the naked savage man fought with clubs, the savage beast.

We here finally reach our bearings in the quest for the rightful ownership of the wilderness of Oregon. Whether it suits our wishes or our preconceived views or not, we are compelled to face the proposition that the white man, black man, red man and yellow man, are all on this globe on equal land tenures. That they have all sprung from a single original pair and though now found in diverse races, they have fought for and conquered their positions on the face of the globe, not only in competition with wild beasts, but also wild men. That this tremendous evolutionary programme, so far as it has related to the possession of land on which to live and grow, has never been settled in any other way than

“The good old rule, the simple plan,

That they should take who have the power,

And they should keep who can.”

The coming of the white man was inevitable, and the subjection of the Indian equally so. Our pioneers but followed nature's impulse, justified by the entire history of mankind. And if the inspiration of a higher humanity, and the precepts of Christianity can be used to enforce justice and inculcate charity to the poor benighted children of the forest that we found in the possession of this beautiful land, it is our bounden duty to see that while we enjoy all the beauty and glory of these grand rivers and gorgeous mountains, that the remnant of the native race be made as comfortable and enlightened as their mental and moral development will permit.

As a suggestive item in connection with the history and development of events in this vicinity, the photographic likeness of an aged Indian, still alive, is given on another page. Timotsk is now about one hundred and fifteen years of age. While able to go about on his pony, his sunken eyes—almost imperceptible, withered hands and white hair, betoken his great age. With his parents he camped here on the site of this city, before Lewis and Clarke reached this country. He remembers seeing the exploring party as they returned east and when they were camped at the mouth of White Salmon river, and says he was nine snows old at that time. As one of the chiefs of the Klickitats he took part in several great councils to determine what course should be taken by the Indians against the whites; and his family, or clan in that tribe always refused to go to war against the whites, but sought employment of them, Timotsk himself,

working on the boats and about Vancouver, while troubles were going on in the upper country.

And as another matter of interest in Indian life, part of the Chinook Dictionary is given in the form of conversational phrases. The "Chinook Jargon" is a made up language, composed of some Indian words picked up by Capt. Cook, and other navigators, to which was added many words of the Hudson Bay Company, and a still larger number by the Protestant missionaries. It was the sole means of conversation with the Indians for many years, and is still used to some extent with the older members of the different tribes, having been in use all over the country west of the Rocky mountains all the way up to Alaska.

## CHINOOK JARGON

## Conversational Phrases.

## ENGLISH.

## CHINOOK.

Good morning.	Klahowya, six?
Good evening.	or
Good day.	Klahowyam.
How do you do?	
Come here.	Chahco yahwa.
How are you?	Kahta mika?
Are you sick?	Mika sick?
Are you hungry?	* Nah olo mika?
How did you come?	Kahta mika chahco?
Are you thirsty?	* Nah, olo chuck mika?
What ails you?	Kahtah mika?
Would you like something to eat?	Mika tikeh muckamuck?
Do you want work?	Mika tikeh mamook?
To do what?	
What do you want me to do?	Iktah mika mamook?
Cut some wood.	Mamook stick?
Certainly.	Nawitka.
How much do you want for cutting that lot of wood?	Kanse dolla spos mika mamook kon- oway okoke stick?
One dollar.	Ikt dolla.
That is too much. I will give half a dollar.	Hyas markook, nika potlatch sitkum dolla.
No! Give three quarters.	Wake, six! Potlatch klone quahtah.
Very well; get to work.	Kloshe kahkaw; mamook alta.
Where is the ax?	Kah lahash?
There it is.	Yah-wa.
Cut it small for the stove.	Mamook tenas, spos chickamin pah.
Give me a saw.	Potlatch lasee.
I have the saw; use the ax.	Halo lasee; is'kum lahash.
All right.	Nawitka.
Bring it inside.	Lolo stick kopa house.
Where shall I put it.	Kah mika marsh okoka?
There.	Yahwa.
Here is something to eat.	Yahkwa mitlite mika muckamuck.
Here is some bread.	Yahkwa mitlite piah sapolil.
Now bring some water.	Klatawa is 'kum chuck.
Where shall I get it?	Kah nitka iskum?
In the river there.	Kopa ikhol yahwa.
Make a fire.	Mamook piah.

Boil the water.  
 Cook the meat.  
 Wash the dishes.  
 What shall I wash them in?  
 In that pan.  
 Come again tomorrow.  
 Good-bye.  
 Come here, friend.  
 What do you want.  
 I want you to do a little job in the morning.  
 Come very early.  
 At six o'clock.  
 Oh, here you are!  
 Carry this box to the steamer.  
 Take this bag also.  
 What will you pay?  
 A quarter?  
 Very well; and something to eat?

It is pretty heavy.  
 Is that man your brother?  
 He can help you, too.  
 I will give him something, too.  
 Can you carry it?  
 Is it very heavy?  
 Oh, no! We shall do it.  
 Are you tired?  
 How far is it, this ship?  
 Not much farther.  
 That is all.  
 Do you understand English?  
 No, not very much.  
 Will you sell that fish?  
 Which of the?  
 That large one.  
 What is the price of it?  
 I'll give you two-bits.  
 I'll give you half a dollar.  
 No, that is not enough.  
 Where did you catch that trout?  
 In Skamokaway river.  
 Are there many fish there?  
 Not many; too much logging.  
 Well, I won't buy it today.  
 What do you think of this country?  
 It is very pleasant when it does not rain.  
 Not always; it is worse when it snows and freezes.  
 How long have you lived here? (how many years?)  
 Many years; I forget how many.  
 I was born at Skipanon.  
 Did you get your wife here?

Mamook liplip chuck.  
 Mamook piah ohoke itlwillee.  
 Wash ohoke leplah.  
 Kopa kah?  
 Kopa ohoke ketling.  
 Chahco weght tomolla.  
 Klahowya.  
 Chahco Yahkwya, six.  
 Iktah mika tikeh?  
 Spose mika mamook tenas mamook tenas sun?  
 Chahco elip sun.  
 Chahco yahkwa tahkum tintin.  
 Alah! Mika chahco.  
 Lolo okoka lacassett kopa piah ship.  
 Lolo weght lesac.  
 Iktah mika potlatch?  
 Ikt kwahtah?  
 Kloshe kahkwa; pee tenas mucka-muck?  
 Hy'as till okoke.  
 Yahka nah mika kahpo okoke man?  
 Yahka lolo lecassett kopa mika.  
 Nika potlatch weght yahka.  
 Nah, skookum mika lolo okoke.  
 Hyas till okoke?  
 Wake! Nesika mamook.  
 Mika chahco till?  
 Koonsee siah, okoke ship.  
 Wake siah alta.  
 Kopet.  
 Kumtux, mika boston wawa.  
 Wake hiyu.  
 Mika tikeh mahkook okoke pish?  
 Klaxta?  
 Okoke hyas.  
 Konsee chickamin tikeh?  
 Nika potlatch mox bit.  
 Nika potlatch situm dolla.  
 Wake, okoke hiyu.  
 Kah mika klap okoke opalo?  
 Kopa Skamokaway ikhol.  
 Nah hiyu lepish yahwa?  
 Wake; klaska mamook hiyu stick alta.  
 Abba, wake tikeh iskum okoke sun.  
 Iktah mika tumtum okoke illahee?  
 Hyas kloshe yahkwa spose wake snass.

Wake kwonesum. Chahco weght pes-hak spose cole snass pee selipo.  
 Konsee cole mitlite yahkwa mika?

Hiyu cole; kopet kumtux konsee.  
 Chee tenas nika kopa Skipanon.  
 Nah, mika iskum nika kloochman yahkwa?

No; she is a Tillamook woman, I married her at Nehalem.	Wake; Tillamook kloochman, yahka. Nika malleh yahka kopa Nehalem.
How many children have you?	Konse tenas mika?
We have three boys and one little girl.	Klone tenas man nesika pee ikt tenas likp; ho.
I will send you some things for them when I get home.	Nika mamook chahco iktas Kimta nika ko nika illahee.

The brief examples above, together with the phrases following words in the Chinook-English vocabulary, illustrate the use of the jargon as completely as possible in so limited space and of such a condensed idiom. The absence of the minor parts of speech and inflected forms, makes the combinations of words in sentences either circuitous or bluntly direct. The following version of the Lord's prayer shows the lack of adaption of the jargon to any but the simplest use, yet it also has a pathos in its rudeness and poverty. How incomplete, even in our english, is the idea we get from the words "Thy Kingdom Come!"

A "grace" to be said at table, and a hymn, are taken from Lee & Frost's "Ten Years in Oregon."

#### A COMMON SIGN LANGUAGE.

Intercourse by signs was universal among the Aborigines, the code of signals was much the same from the Atlantic to the Pacific.

Major Lee Morehouse tells of being at Washington, D. C., with a party of Indians from Oregon and Washington, attending a great council of representatives from all parts of the country. Languages were different and the gathering clans were cold and morose, until somebody made an attempt at an address in the sign language, which put everybody at ease, for all understood.

Certain chants and songs were widely known, also. The Omahas knew at once the "stick-bone" gambling song of the Indians of Vancouver island, upon hearing it sung by a student of Indian music. It was the same as their own.

#### A GRACE AT TABLE.

From Lee & Frost's "Ten Years in Oregon."

O Sohole Isthumah, etokete mikah; toweah etokete itlhullam Mikah minchelute copa ensikah. Kadow quonesum minchtameet ensikah, Uminsheeta conawa etoweta copa mikah, emehan. O God, good art Thou; this good food Thou hast given to us. In like manner always look kindly upon us, and give all good things to us, for the sake of Jesus Christ. Amen.

#### A HYMN IN JARGON.

From Lee & Frost.

Aka eglahlam Ensikah  
 Mika ishtamah emeholew  
 Kupet mikam toketa mimah  
 Mika quonesim kadow  
 Mikah ekatlah gumohah  
 Mika dowah gumeoh  
 Konawa etoketa tenmah  
 Mika ankute gumtoh.

Mikah minchelute insikah  
 Ankute yukumalah  
 Konawa edinch aguitquah  
 Quonesim ponanakow  
 Mika guimin chelute emeham  
 Yokah wawot gacheoweit  
 Ukah ensikah quotlanchkehah  
 Mikam toketa kanneoweit.

(The hymn and the "grace" are a jargon of Chinook, Wasco, Klickitat, and other up-river tribes.)

*Translation.*

Here we now unite in singing  
 Glory, Lord, unto thy name,  
 Only good, and worthy praising,  
 Thou are always, Lord, the same.  
 Of the sun, Thou are creator,  
 And the light was made by thee;  
 And all things, good, yea every creature,  
 At the first Thou made'st to be.

We, oh Lord, are all thy children;  
 In the past we wicked were;  
 We are all most deeply wretched,  
 Always blind and in despair.  
 Thou did'st give thy Son, our Saviour,  
 He to us instruction gave,  
 Knowing this we now are happy;  
 Thou art good and Thou wilt save.

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THE LORD'S PRAYER.

Nesika Papa klaxta mitlite kopa Sahalee, kloshe kopa nesika tumtum mika nem. Nesika Hiyu Tikeh chahco mika ilahee; Mamook Mika kaloshe tumtum kopa okoke illahee Kahwa kopa Shalee. Potlach konaway sun nesika muckamuck; pee Mahlee konaway nesika mesahchee, kahkawa nesika mamook kopa klaska spose Mamook mesahchee kopa nesika. Wake lolo nesika kopa peshak, pee marsh siah kopa nesika konaway mesahchee. Kloshe kahkwa.

Our Father who dwellest in the above, sacred in our hearts (be) Thy name. We greatly long for the coming of thy Kingdom. Do Thy good will with this world, as also in the heaven. Give (us) day by day our bread, and remember not all our wickedness, even as we do also with others if they do evil unto ourselves. Not bring us into danger, but put far away from us all evil. So may it be.

## CHAPTER VI.

### *The Oregon Trail—What Started the Emigration—The Far-reaching Influence of the Movement—Lists of Emigrants—The Character of the Emigrants.*

“None started but the brave; none got through but the strong.”—MILLER.

A song for the men who blazed the way,  
With hearts that would not quail,  
They made brave quest of the wild northwest,  
They cut the *Oregon trail*.

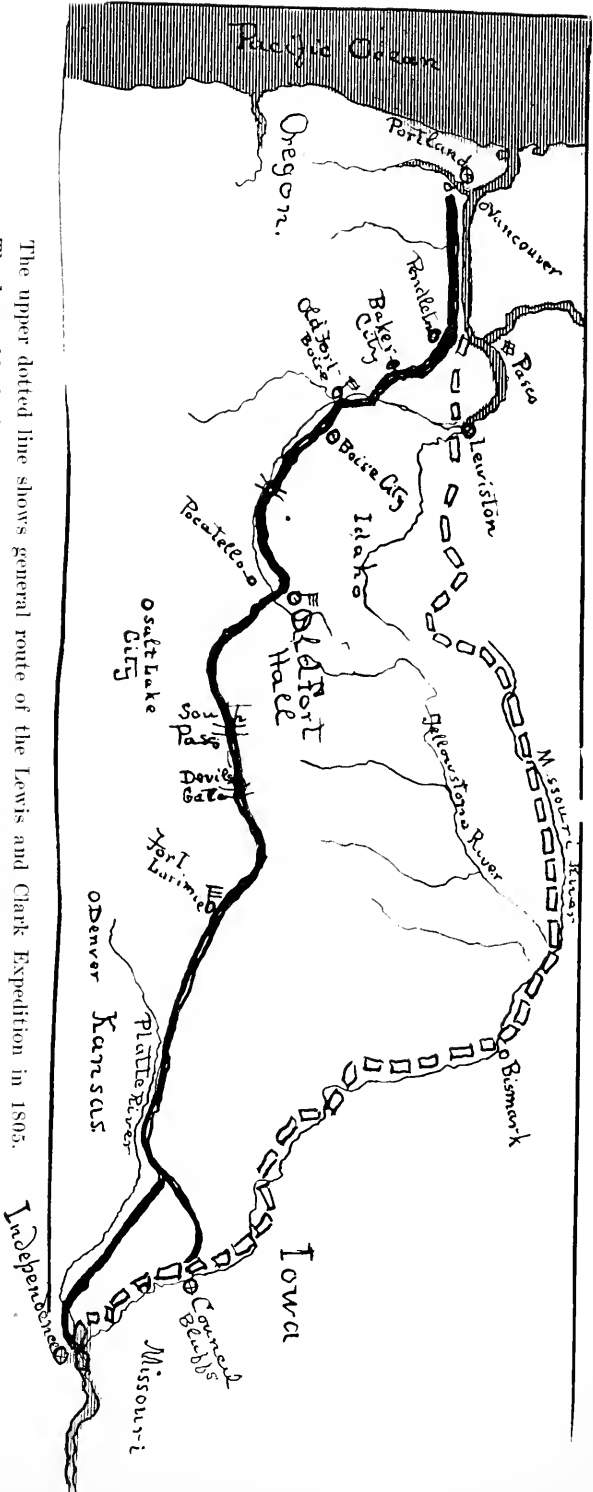
A cheer for the men who cut the trail!  
With souls as firm as steel;  
And fiery as wrath they hewed the path,  
For the coming commonweal.

—ROBERTUS LOVE.

It is an old and trite saying, that roads and highways are an indication of civilization; and the better the road or highway, the more of civilization. But what shall be said of a great movement of educated and intelligent people, without forecasting preparations, without preliminary investigations, and without maps or guides, which moves out into apparently boundless desert-like plains, to cross snow clad mountains, unbridged rivers, through two thousand miles of wilderness inhabited only by wild beasts and wilder men? The reader may search the whole history of the world in vain to find a parallel or even a suggestive example for the pioneer emigration to Oregon. The travels of the Jews to find the promised land, where kind Providence sent the manna and quails for subsistence, and fire-works by night for cheer and comfort, was but a picnic, compared with the journeyings of our pioneers for two thousand miles through a hostile Indian country offering every imaginable delay and obstruction. The celebrated march of Xenophon with his ten thousand Greek soldiers from the Tigris to the Black sea, celebrated in song and story as the most remarkable military exploit in the world, dwarfs to littleness by comparison with the achievements of the pioneer men and women of this state, burdened with little children, domestic animals and household goods, in their long and laborious struggle to reach the promised land of Oregon.

If the reader will stop to contemplate the size of the movement its originality, boldness, dangers, trials and want of support from the government, whose mission was being executed without orders, he will be lost in wonder at the success finally secured.

The first thought of the new-comer from a foreign shore, or the boy and girl just out of school, wanting to know about this great movement, will be—the road. But there was no road; not a wagon road, or a railroad, or a



The upper dotted line shows general route of the Lewis and Clark Expedition in 1805.  
 The lower black line is the old "Oregon Trail," according to Meeker's map made by the pioneers in 1843.





steamboat or a sailboat, or a cow path, on the whole way from Independence, Missouri to Portland, Oregon, when our pioneers pulled up stakes in Missouri, Iowa and other border states and started out on a jaunt of two thousand miles. There was not an automobile or a flying machine in all the world, and only a few hundred miles of railroad.

Those bold pioneers built their own bridges and ferries, crossed deserts, scaled mountains and floated down wild streams, all out of their own resources, as they went along. The world never had before 1843, and never will have again, the likes of the old Oregon trail. The trail did not, as many people believe, follow the route of the Lewis and Clarke expedition to Oregon, thirty-eight years prior to the making of the trail. The pioneers selected the route and made their own road from day to day. No surveyor or civil engineer preceded them. No guide or map furnished them the direction. Very few of them, if any, knew why they went in one direction or another. The Platte river furnished a general course from the Missouri river to the mountains; but beyond that, there was no distinctive mark to guide them. Fifteen or twenty men preceded the caravan on every day's travel and selected the courses, removed what obstructions they could, and prepared the way to cross streams. The great lumbering caravan, with its wagons, horseback men and women, and the thousands of cattle followed, conquering and to conquer. In one sense the pioneer emigration was national and military; because it decided the title to Oregon by actual settlement. And it cost the nation nothing, but added more in power and influence than all the battle ships afloat, that cost a hundred millions.

Without organization, without preliminary efforts or solicitation, without public meetings to arouse enthusiasm, without advertised rewards, without distresses in the past or hoped for bounties in the future, and without public announcement the pioneers quietly began to gather on the west bank of the Missouri river in the last days of April. Day after day the wagons came in from various parts of Iowa, Missouri and Arkansas, while a few came up the river in the little steamboats of that early day. The travelers camped around the town of Independence and pitched their tents upon the prairie, and day by day the host increased, and all was bustle and eagerness to be on the way. Nothing now was lacking but grass.

Grass! Did you ever think of it? The Creator of the heavens and the earth, covered three-quarters of the globe with water, and the remainder with grass. It was not Spitzenberg apples, or oranges, Lambert cherries or Tokay grapes, but grass that he caused to spring up to support all living creatures; for as the scriptures truthfully declare "all flesh is grass." And so the great caravan of Oregon pioneers had to wait on the banks of the Missouri river for the grass to grow before they could turn a wheel towards the goal of all their hopes. It was the grass that must feed the teams to haul the wagons, that must feed the milk cows for support of men, women and children, and it was the grass to feed the buffalo and antelope to furnish beef and venison to feed the pioneers, on their long and toilsome journey.

The first notable emigration started for Oregon from Independence, Missouri, in 1843. A smaller company had come over the summer before. The caravan of 1843 numbered over one thousand persons, men, women and children; and about five thousand domestic animals. And the making of the Oregon trail, or at least the hunting for a practicable route by the outriders sent forward each day in advance of the train of wagons, fell to the lot of the emigration of 1843. There had been a few traders' wagons over the route as far west as Fort Hall, which was the easy part of the whole distance, but nothing west of that point in the shape of anything better than an Elk or Indian trail.

All readers of the past fifty years are familiar with the advice of the later day Benjamin Franklin—Horace Greeley—who advised all the young men to "go west and grow up with the country." But the Oregon emigration of 1843

was too much for even the optimistic Greeley. "For what" wrote Greeley in his great paper, the New York Tribune, July 22, 1843, "do they brave the desert, the wilderness, the savages, the snowy precipices of the Rocky mountains, the weary summer march, the storm-drenched bivouac, and the gnawings of famine? This emigration of more than one thousand persons in one body to Oregon wears an aspect of insanity."

And that is what it did look like to the great mass of people of the United States. And although no political sentiment moved the pioneers, yet the movement was big with political consequences; and vital to all the commercial and military interests of the nation at large; and should have had adequate support from the national congress, but did not get even the poor compliment of recognition by any department of the government.

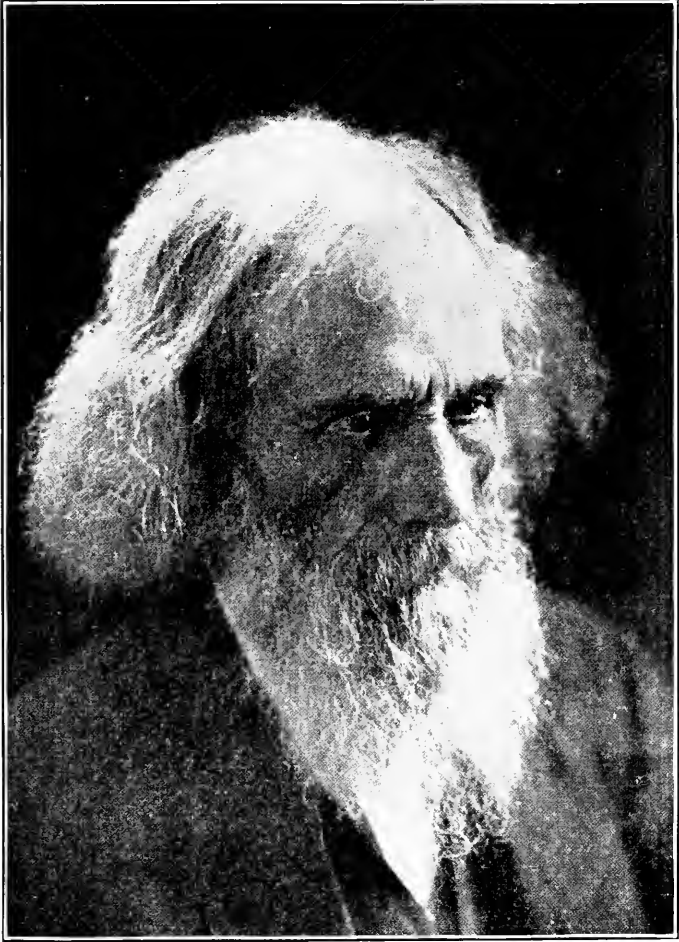
This first caravan was followed by others in succeeding years. Fourteen hundred people in 1844 followed the trail made in 1843; and three thousand men women and children came over in 1845. Probably the largest emigration in any one season came over the trail in 1852. Ezra Meeker, who has been instrumental in getting a congressional appropriation to put up suitable monuments on the old trail, was in the caravan of that year, and has given us a vivid description of it. He says: "The army of loose cattle and other animals that accompanied this caravan five hundred miles in length, added greatly to the discomfort of all. It will never be known the number of such, or of the emigrants themselves. A conservative estimate would be not less than six animals helping pull each wagon, and eighteen loose animals to each one laboring. There were an average of five persons to each wagon; and during four days that we stopped sixteen hundred wagons passed by; making eight thousand persons and nearly thirty thousand domestic animals passing in that four days. We knew from the dates inscribed on Independence rock, and elsewhere, that there were wagons three hundred miles ahead of us, and that the throng had continued to pass the river for more than a month after we had crossed, so that it does not require a stretch of imagination to say the column was covering five hundred miles of trail at one time."

Jesse Applegate came to Oregon with the train of 1843, and took a prominent part in its conduct and became one of the most useful and influential citizens of the state. In a contribution to the Quarterly of the Oregon Historical Society, ten years ago, he gives the following graphic picture of the daily routine of the emigrants on the trail:

"It is four o'clock A. M.; the sentinels on duty have discharged their rifles—the signals that the hours of sleep are over—and every wagon and tent is pouring forth its night tenants, and slow kindling smokes begin to rise and float away in the morning air. Sixty men start from the corral, spreading as they make through the vast herd of cattle and horses that make a semi-circle around the encampment, the most distant perhaps two miles away.

"The herders pass to the extreme verge and carefully examine for trails beyond, to see that none of the animals have strayed or been stolen during the night. By five o'clock the herders begin to contract the great moving circle, and the well trained animals move slowly towards camp. In about an hour five thousand animals are close up to the encampment, and the teamsters are busy selecting their teams and driving them inside to be yoked. The corral is a circular pen, three hundred feet in diameter, formed with wagons conected strongly with each other, the front end of one wagon being chained to the rear end of the wagon in front. It is a strong barrier that the most vicious ox could not break, and in case of an attack by Indians would be a strong intrenchment.

"From six to seven o'clock is a busy time; breakfast is to be eaten, the tents struck, the wagons loaded, and the teams hitched to their respective wagons. All know when at 7 o'clock, the signal of march sounds, that those not ready



*E. Meeker*

Passed over the old trail with an ox-team the second time in  
1906, setting up markers along the trail.



to take their proper places in the line of march must fall into the dusty rear for the day.

"There are one hundred and twenty wagons. They have been divided into thirty divisions or platoons of four wagons each, and each platoon is entitled to lead in its turn. The leading platoon will be the rear one tomorrow, and will bring up the rear unless some teamster, through indolence and negligence, has lost his place in the line. It is within ten minutes of seven; the corral, until now a strong barricade, is opened, the teams being attached to the wagons. The women and children have taken their places in them. The pilot, an old trapper and hunter, stands ready to mount and lead the way. Ten or fifteen young men, not on duty for the day, form a cluster ready to start on a buffalo hunt, well armed, and if need be ready for a brush with the unfriendly Sioux. The hunters must ride fifteen or twenty miles to reach buffalo, shoot and cut up half a dozen for fresh beef for the whole train the next day. The cow drivers are rounding up the cows at the rear of the train for the day's drive.

"It is on the clock strike of seven; the rush is to and fro; the whips crack, the loud commands to the oxen, the wagons creak and move, and the train is again on its slow and toilsome journey, as if every thing was moved by clock work. The loose horses follow next the wagons, guided by boys, but know that when noon comes they can graze on the grass. Following the horses come the cattle, lazy, selfish, unsocial, grabbing at every bunch of grass, straying from the trail, blocking the passageway, the strong thrusting out of the weaker ones, and seemingly never getting enough to eat. Some of the teamsters ride the front of their wagon, others walk alongside of the teams, and all of them incessantly whoop and goad the lazy ox who seems to know that no good thing was ever accomplished in a minute."

Such was the life of the pioneers on the trail. No such a picture of human life was ever at any time in any part of the earth exhibited before. Abraham, the father of the faithful, as he four thousand years ago moved his people out upon their annual stock grazing excursions to the plains of Mesopotamia, with his flocks of Angora goats, fat-tailed sheep, asses and camels, numerous wives, and dark eyed maidens, doubtless could have put up a good show; but the Missourians would have "had to be shown" before they would have yielded the colors.

But it was not all fun, or hard work or excitement. There were serious phases, and sad, pathetic scenes. The caravan made and enforced its own laws; and without such proper regulations the train would have been stranded in hopeless anarchy. There was the selected council of experienced and responsible men, which was a court to all intents and purposes, and before it was brought every offender to be tried by the common law of decency and even handed justice. This council exercised both legislative and judicial powers. If an offence was found to be without an applicable rule or punishment, a law was forthwith enacted to meet all such cases. The council held its sessions when the train was not moving—Sundays and rest days. It considered the caravan as a whole in the aspect of a state or commonwealth, and as such it had first consideration. The common welfare being cared for, the council would then, as a court, take up and decide disputes between individual members of the train, hearing both the aggrieved complainant and the offender, and by counsel when desired, and then deciding every case upon its merits. See what a training school here in the heart of the wilderness, as the lumbering caravan dragged its slow length across plains, mountains and deserts. Some of the improvised judges became distinguished legislators and statesmen in Oregon, and young men who appeared before that pioneer court arose to judicial honors in the states they helped to build in the Columbia river valley. Burnett, distinguished in Oregon, became governor of California. Nesmith was a judge, congressman, and U. S. senator from Oregon. Applegate was a legislator and helped make the constitution

of the state. John McBride was legislator, congressman, and afterwards chief justice of Idaho. And many others might be named.

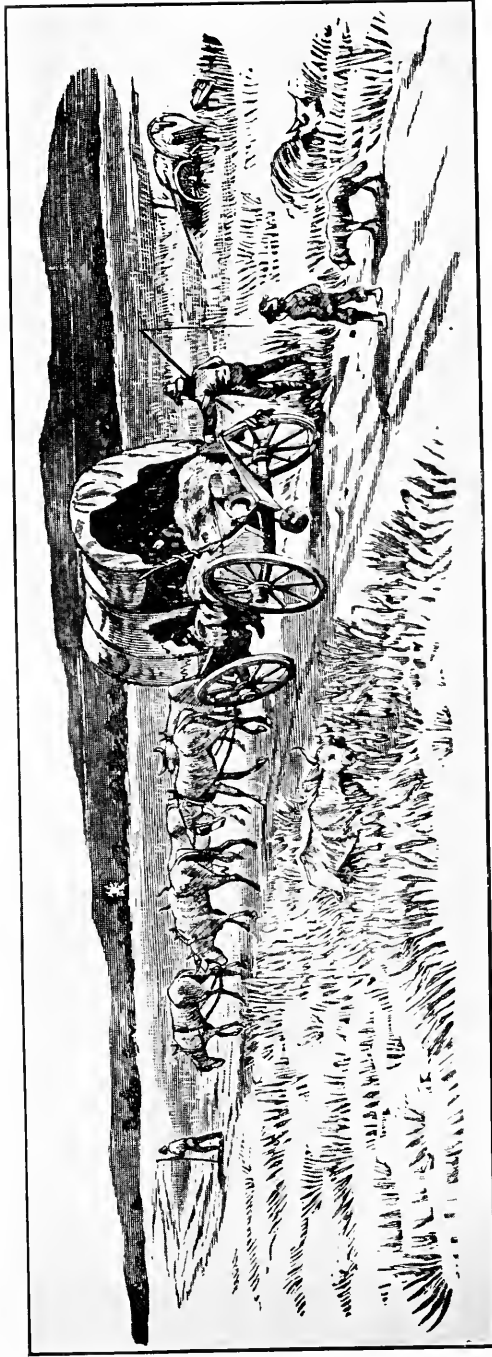
All sorts of incidents of human life break the monotony of the march. Suddenly a wagon is seen to pull out of the train and off to the wayside. The only doctor in the train (Marcus Whitman) goes off with it. Many are the inquiries of the unusual event; and grave fears expressed of the danger of leaving a lone wagon behind in an Indian country. The lumbering caravan moves slowly on, passes behind the bluffs and out of sight, and the anxiety and fears for the lone wagon left behind increase. The train halts for the night, forms its defensive circle, fires are lighted for the evening meal and the shadows of the night are creeping down upon the camp—when, behold the lone wagon rolls into camp, the doctor smiling and happy—it was a newborn boy—mother and child all right and ready for the continued journey.

Applegate, in the article mentioned, speaking of Dr. Whitman, who had been over the trail once before, says his constant advice was “travel, *travel*, TRAVEL; nothing else will take you to the end of your journey; nothing is wise that does not help you along; nothing is good for you that causes a moment’s delay.” And Applegate adds his testimonial as follows: “It is no disparagement to others to say, that to no other individual are the emigrants of 1843 so much indebted for the successful conclusion of their journey as to Dr. Marcus Whitman.”

The watch for the night is set; the flute and violin have ceased their soothing notes, the enamored swain has whispered his last good night, or stolen the last kiss from his blushing sweetheart, and all is hushed in the slumber of the camp of one thousand persons in the heart of the great mountains a thousand miles from any white man’s habitation, with savage Indians in all directions. What a picture of American ideas, push, enterprise, courage, and empire building. Risking everything, braving every danger, and conquering every difficulty and obstruction. We are a vain, conceited, bumptious people, boasting of our good deeds and utterly ignoring our bad ones. But where is the people who have accomplished such a work as these Missourians and their neighbors from Iowa, did in literally picking up a commonwealth in pieces, on the other side of the continent and transporting it two thousand miles to the Pacific coast and setting it down here around and about this Portland townsite in the Willamette valley, and starting it off in good working order at Champoeg, with all the state machinery to protect life and property and promote the peace and happiness of all concerned, and all others who might join in the society. In is something to be proud of.

To accomplish this result the pioneers who founded the city of Portland passed through every phase of human experience. Toils, labors and dangers beyond number or description; joys, sorrows, pains, suffering and death. The unmarked graves by the wayside of those who fell in the march to Oregon were thousands. The dust and heat at times were intolerable. Think, if you can, of a moving mass of humanity and dumb brutes, often mixed in inextricable confusion, moving along in a column twice as wide as Portland street. Here and there were drivers of the loose cattle lashing them to keep moving. Young girls riding astride ponies with a younger child behind, and all packed, jammed into a roadway, too narrow for a tenth of its travelers through mountain defiles, and all looking ahead as if the next turn of the trail would bring them the promised land. To all this was added to the train of 1852, the panic and scourge of the Asiatic cholera. This was the largest train ever started to Oregon, and it suffered proportionately. This caravan was in fact made up of many trains from different localities in the border states. Mrs. M. E. Jones of North Yakima, relates that forty persons of their train died of cholera in the Platte valley in one day. A family of seven person from Hartford, Warren county, Iowa, all died of cholera in one day and were buried in one grave. While camped with a sick brother, above Grand island on the Platte, Ezra Meeker states he saw six-





HOW THE PIONEERS GOT HERE

Nearing the end of the two thousand mile, six months' journey, from the Missouri River to Portland, Oregon, sixty-four years ago.

"None started but the brave,  
None got through but the strong."



teen hundred wagons pass in three days, and a neighboring burial place grew from one to fifty-two fresh graves in those three days.

The sad recital is ended, and the victory won. The grizzled pioneers unhitched their oxen from the wagons and hitched them up to the plow. They laid away their weapons of warfare and builded a state, and, quoting Sam Simpson, a pioneer's son:

“But the pictures of memory linger,  
 Like the shadows that turn to the east,  
 And will point with a tremulous finger  
 To the things that are perished and ceased;  
 For the trail and the foot-log have vanished,  
 The canoe is a song and a tale,  
 And flickering church spire has banished,  
 The uncanny red man from the vale;  
 And the wavering flare of the pitch light,  
 That illumes your banquets no more,  
 Will return like a wandering witch light,  
 And uncrimson the fancies of yore—  
 When you dance the “Old Arkansaw” gaily,  
 In brogans that followed the bear,  
 And quaffed the delight of Castaly,  
 From the fiddle that wailed like despair;  
 And so lightly you wrought with the hammer,  
 And so truly with axe and with plow,  
 And you blazed your own trails through grammar,  
 As the record must fairly allow;  
 But you builded a state in whose arches,  
 Shall be carven the deed and the name,  
 And posterity lengthens its marches,  
 In the golden starlight of your fame.”

What started this two thousand mile emigration, that crossing the plains and the mountains, settled the Willamette valley and founded the city of Portland?

The answer may be to get land, and lots of it, for the emigrant. That was doubtless a moving reason for thousands. But it was not the real fact that started the stone to roll. The land was here in plenty, as good as could be found, but not so much better than millions of acres which the emigrants passed over in the Platte valley, as to justify the long and perilous journey to Oregon to get a chance for it, and not knowing what government might control it. The land was in the possession of the Indians, it could not run away, and there would be plenty of time to get it after the government title was settled.

But something out of the ordinary set the frontier to thinking about it, and from thinking they were moved to action. What was that original exciting cause?

It was for the glory of God and the salvation of souls that Columbus appealed to Queen Isabella for ships and money to discover a new world. It was the motive power of religion that moved everything down to the period of the rebellion of the American colonies against old England. It was religion, the right to worship God according to the dictates of an untrammelled conscience that huddled the Puritans on to the Mayflower and sent them starving, sickening, and dying across the stormy ocean to the bleak and inhospitable shores of New England. The religionists that worshiped according to the dictates of kings and popes, drove away with bitter persecution, the religionists who wanted to make their own creeds and sit under their own vines and apple trees. And so they came to America.

Now when the four Flathead Indians in 1832, traveled over the mountains and plains fifteen hundred miles, to find Captain William Clarke, who had been out here a quarter of a century before, to get "the white man's book of heaven," that fact did not greatly excite Clarke, or the frontiersmen of St. Louis. Old St. Louis was not much celebrated for its piety. The fur traders, and the river men, comprising about the entire population, had no religion of their own worth mentioning; and the forlorn natives returned to their distant homes without the bible and without religious teachers. But the fact of their visit and the purpose of these Indians being published in the religious and other newspapers of the day, reached the eyes and ears of the religious people of New York and New England; and behold the great fire the little spark kindled.

The first public notice of this event that we have been able to find is the letter of Mr. William Walker, agent and interpreter at the Wyandotte Indian mission, printed in the *Christian Advocate and Journal* of New York, March 1, 1833. Mr. Walker says: "Immediately after we landed in St. Louis, I proceeded to the office of General Clarke, superintendent of Indian affairs, to present our letters of introduction from the secretary of war. While in his office and transacting business with him, he informed me that three chiefs from the Flathead nation, west of the Rocky mountains, were at his house and were sick, and that one, the fourth, had died, a few days ago.

"Never having seen any of these Indians, but often heard of them, I was prompted to step into an adjoining room to see them. I was struck with their appearance. General Clarke related to me the object of their mission, and it is impossible for me to describe my feelings while listening to his narrative. I will relate it briefly: Some white men had passed through their country and witnessed their religious ceremonies that they faithfully performed at stated periods. These men informed them that their mode of worship was wrong and displeasing to the great spirit. They also informed them that the white people away over toward the rising sun had the true mode of worshipping God, and that they had a book containing directions, so that they could hold converse with him; and all who would follow the directions given in this book would enjoy the favor of the great spirit in this life, and after death be received into his country to live forever. Upon receiving this information, the Indians called a great council, and appointed four of their chiefs to go to St. Louis to see their great father, General Clarke, and learn the whole truth about it. And on their arrival, General Clarke being sensible of his responsibility, gave the chiefs a history of man from the creation down to the advent of Christ; explained to them the moral precepts of the Bible; informed them about Jesus of Nazareth, his death, resurrection and ascension, and the relation he bears to man as mediator; and that he would judge all men in the end."

This letter was printed broadcast in the papers of the eastern states, but no mention of it is made in the west. The western people had but little confidence in christian Indians, or making christians out of Indians. But *Zion's Herald*, *Pittsburgh Journal*, *New York Observer*, and other papers gave it large circulation. And on March 9, 1833, Wilbur Fisk, president of the Wesleyan university, issued a proclamation calling upon the Methodists everywhere to rally to the appeal of these Flathead Indians, saying in his address: "We are for having a mission established there at once. I propose the following plan: Let two suitable men, unencumbered with families, and possessing the spirit of the martyrs, throw themselves into the Flathead nation, live with them, learn their language, preach Christ to them, and, as the way opens, introduce schools, agriculture, and the arts of civilized life."

In the pursuance of this proclamation of the Methodist university, and the wide extended religious enthusiasm which it aroused Revs. Jason and Daniel Lee, Messrs. Walker and Edwards were sent out by the Methodists in 1834; Rev. Samuel Parker by the Presbyterians in 1835, and Dr. Marcus Whitman, Rev. H. H. Spalding, and William H. Gray, by the Presbyterians, in 1836, Revs. Elk-

anah Walker and Cushing Ealls in 1838, and the Lausanne party of fifty Methodist missionaries and laymen that came around Cape Horn in 1839. All of these people were from the state of New York, and they were all educated intelligent persons, and at once on reaching this country set to work writing letters back to their friends and to newspapers fully describing the advantages of the country for settlement.

On this missionary movement the Methodists expended nearly two hundred thousand dollars, and the Presbyterians must have spent fully one fourth as much. And while they, all of them, came out to teach the Indians, they, each and all, soon saw that they could not maintain their positions in this country if they placed their sole dependence upon the natives. That the beautiful and pathetic story of the Flatheads could be applied to the other Indian tribes with very little hope of success. And consequently, the sequel shows, that very soon after these missionary men and women got here they were actively canvassing by correspondence in every direction to get recruits to come out from the states to settle in the country as farmers and home builders, independent of any Indian reformation. *Zion's Herald* of April 27, 1837, contains a two column letter from Jason Lee showing the advantages of the country for settlement. In the summer of 1838, Jason Lee returned to the states overland, and before starting he drew up a memorial to congress which was signed by the American settlers. From that memorial, we take the following extract:

"A large portion of the territory from the Columbia river south to the Mexican line, and extending from the sea coast to the interior for 300 miles, is either well supplied with timber or adapted to pasturage and agriculture. The fertile valleys of the Willamette and the Umpqua are varied with prairies and woodlands, and intersected by abundant lateral streams affording facilities for machinery. Perhaps no country of the same latitude can be found with a climate so mild. The ground is seldom covered with snow, which remains but a few hours. We need hardly allude to the commercial advantages of the territory for trade with China, India and the west coast of America. Our interests are identical with those of the country of our adoption. We flatter ourselves that we are the germ of a great state."

Here was this Methodist preacher, born and reared in the British province of Canada, coming over to the land of the stars and stripes, and becoming as true and tried a citizen of the United States as was ever born under its flag, voicing the sentiments of all the Americans in old Oregon—about two dozen all told—and proclaiming themselves to be the germ of a great state. Could the imagination of a Poe or a Byron, have drawn a longer bow? And yet they made good that hopeful prophecy. They did not do it all, but they did all they could. They started the ball to rolling.

Within twenty-four months after Lee and his little band prepared the above memorial to congress, which Lee himself carried east in 1838, and delivered in person at Washington city, Daniel Webster, then secretary of state, wrote to Edward Everett, the American minister to London, as follows: "The ownership of Oregon is likely to follow the greater settlement, and the larger amount of population."

The conduct of the great Daniel Webster—"the god-like Daniel"—in this Oregon controversy was open to severe criticism. If he was not actually opposed to making a fight for Oregon, his lukewarmness in the cause was utterly disgusting. But it only shows how much more determined and vigilant the Americans in Oregon had to be. It is a safe proposition to assert that the "boosting" for this country from 1835 to 1840, was done almost wholly and solely by the missionaries. Of course there were other Americans here, such men as Col. Joe Meek—who were just as sincerely the defenders of the flag and the rights of Americans as were the missionaries. But these men had not the address or the facilities to reach and arouse the people of the states. Very few if any letters were written back to the states except by the missionaries. And

as to those men who were making their living trapping for furs, they did not want any settlers here of any kind. They wanted the country left as a game preserve just as the Hudson Bay Company wanted it. And but for the active efforts of the missionaries, the people of the extreme west who furnished the emigrants, to come in and save the day, would not have learned in time to come here and form a state organization under American auspices.

But all the credit and glory does not belong to the missionaries. There is another man who has never had his just deserts from any historian for his work for Oregon. And although he was not a missionary, he was a religious enthusiast, that might well have his name inscribed alongside of the heroic defenders of American rights to Oregon. And while he did not preach from the house tops, he scattered his appeals for settlers in Oregon, and for the propagation of the gospel as thick as forest leaves. Hall J. Kelley of Three Rivers in the state of Massachusetts commenced agitating the Oregon question in 1815 and kept on incessantly advocating the settlement of this country for more than forty years.

The list of his books, pamphlets, circulars, letters, public lectures, memorials to congress, and miscellaneous writings on the Oregon question would fill a page in this book. It will not be claimed that he was always wise, judicious, or practical in his propaganda for settlement and education or religious teaching in this wild west region. He was hardly an acceptable co-laborer in the cause, for the peculiarity of his temperment did not harmonize well with those who did not always coincide with his views. But he was tireless, incessant and courageously persistent. He secured a hearing by his perseverance, and he made the claims of Oregon known to thousands of men, who, but for his work and his omnipresent pamphlets would never have known anything about this country. He had ability too; and wrought practical works. While here in Oregon, and very much disabled by a long spell of sickness, he made a survey of the Columbia river to Astoria that was of real value, and it was the first survey of the river by an American. And that his numerous published articles, given to the public before any of the missionaries came to Oregon, were the first public statements to call attention to the feasibility of settling Oregon by overland emigration there can be no dispute. The public meetings held to raise funds to send the missionaries to Oregon had Kelley's writings on the subject before them. And his constant agitation of the subject for so many years unquestionably interested many persons and led them to investigate the claims of Oregon. And so we conclude, that it was a religious motive in the beginning, which gathered the seeds of information about this country and planted them in the fertile soil of Iowa and Missouri, where they sprang up and bore fruit, a thousand fold, in brave men and noble self-sacrificing women, who, taking their lives in their hands, toiled and struggled along the two thousand miles of dusty rocky mountain way over the old Oregon trail, and settled and saved this country to the American union.

The far-reaching influence of the frontier emigration to Oregon in 1843-4 and 5 has never been fully comprehended. Had the nation secured what it had a just right to claim, the British government could have been shut out of the west coast of America, and its power limited to the east side of the Rocky mountains north of the forty-ninth parallel of north latitude. Then in that case, the Pacific ocean would have been practically an American (United States) lake. For we would have had everything from the northern boundary of Mexico clear up to the Arctic ocean. But as it is, England now holds Vancouver island in front of United States territory and three hundred and fifty miles of frontage, on the Pacific ocean, with many good harbors. On this frontage and in these harbors, British battle ships are posted as a menace to American commerce, and as a protection to the piratical Canadian seal fishery poachers. This menace, and the friction thereby imposed may be borne for a long time; but sooner or later, an American Jackson will go into the presidential chair, and

then the first infraction of tariff laws or sailors rights will see an inglorious British backdown, or a lively scrimmage for possession of the whole coast. As it is now, the proximity of the British ports to American centers of trade and population, with all the differences in tariffs, foreign labor laws, diverse populations, British control of navigable channels between the American Pacific coast states and the American territory of Alaska, and British control of competing transcontinental railroads, is a continually disturbing factor in Pacific coast commerce and a menace to the prosperity of Portland and other American Pacific seaports.

The Oregon pioneers saw all these points of possible trouble, clearly. Senators Benton and Linn of Missouri, and Semple of Illinois, foresaw the whole story, and made their battle for the whole coast from Mexico up to Alaska. The presidential election which placed James K. Polk in the White House, was fought upon this platform. It was everywhere in the air. The pioneer wagons, the plains across, had emblazoned on their canvass tops, "*Fifty-four, forty or fight.*" The great mass of the people were ready for the contest with old England.

The pioneers who organized the provisional government at Champoeig in May, 1843, were fully awake to the warlike temper of the two nations. There were two sessions of the Oregon legislative committee, which adjourned to wait and hear what news the emigration of 1844 would bring from the states. The British subjects in Oregon were quite as anxious to hear the news as the Americans. Dr. McLoughlin was not insensible to the strained relations between the United States and England on the Oregon question; and it is said added another bastion to old Fort Vancouver to resist a possible attack from Americans—although the explanation given was that there was danger of an uprising from the Indians. The British war ship *Modeste*, entered the Columbia, came up the river and anchored in front of Fort Vancouver. Congressman Wentworth of Illinois declared in congress in January, 1844: "I think it is our duty to speak freely and candidly, and let England know that she never can have an inch of Oregon, nor another inch of what is now claimed as the United States territory." And Sir Robert Peel of the British parliament responded to the challenge of Wentworth, by saying: "England knows her rights and dares maintain them." But at the last minute President Polk backed down and sold the Oregon pioneers out to the Hudson Bay Company. It was the most disgraceful chapter in the diplomacy of the United States. And this is the reason why the merchants and manufacturers of this city are not now, this day, supplying all the traders and consumers of the whole coast north of Portland clear up to the Arctic ocean with Oregon manufactures and produce.

As the emigrants of 1843 not only made the old Oregon trail, but also substantially decided the future political status of Oregon, by bringing here a body of forceful men who were possessed of the necessary courage, intelligence and enterprise to execute all necessary movements locally to hold the country, it seems to be not only meet and proper, but due their services and memory, that their names be preserved here as a part of the record of this city, and a precious heritage of their descendants. No complete record of those who composed the emigration of 1843 is in existence. J. W. Nesmith, a young man from Maine, who was elected orderly sergeant, with the duties of adjutant, made a roll of all the male members of the caravan of 1843 who were capable of bearing arms, which included all above sixteen years of age. This roll was preserved by Nesmith until long after he had become United States senator from the state of Oregon. And thirty-two years after he had made that "roll of honor" he read it before the Oregon Pioneer Association at its third annual reunion in 1875, and there requested all the survivors of that roll to answer to their names, as present for duty, and only thirteen responded. There were undoubtedly many more still alive in the state at that time who were not present at that reunion.

The names on Nesmith's old roll, embracing those capable of bearing arms in the emmigration of 1843, are as follows: Jesse Applegate, Charles Applegate, Lindsay Applegate, James Athey, William Athey, John Akinson, William Arthur, Robert Arthur, David Arthur, Amon Butler, George Brooke, Peter H. Burnett, David Byrd, Thomas A. Brown, Alexander Blevins, John P. Brooks, Martin Brown, Orris Brown, George Black, J. P. Black, Samuel Black, Layton Bane, Andrew J. Baker, John G. Baker, William Beagle, Levi F. Boyd, William Baker, Nicholas Biddle, George P. Beale, James Braidy, George Beadle, Thomas Boyer, ——— Boardman, Louis Bergerin, William Baldrige, Fendal C. Cason, James Cason, William Chapman, John Cox, Jacob Champ, L. C. Cooper, James Cone, Moses Childres, Miles Carey, Thomas Cochran, L. Clymour, John Copeahaver, J. H. Coton, Alfred Chappel, Daniel Cronin, Samuel Cozine, Benedict Constable, Joseph B. Chiles, Ransom Clark, John G. Campbell, ——— Chapman, James Chase, Solomon Dodd, William C. Dement, W. P. Dougherty, William Day, James Duncan, Jacob Dorin, Thomas Davis, Daniel Delaney, Daniel Delaney, Jr., William Delaney, William Doke, J. H. Davis, Burrill Davis, George Dailey, John Doherty, V. W. Dawson, Charles H. Eaton, Nathan Eaton, James Etchell, Solomon Emerick, John W. Eaker, E. G. Edson, Miles Eyres, John W. East, Ninowon Everman, Nineveh Ford, Ephraim Ford, Nimrod Ford, John Ford, Alexander Francis, Abner Frazier, William Frazier, William Fowler, William J. Fowler, Henry Fowler, Stephen Fairly, Charles E. Fendall, John Gantt, Chiley B. Gray, Enoch Garrison, J. M. Garrison, W. J. Garrison, William Gardner, ——— Goodell, S. M. Gilmore, Richard Goodman, Major William Gilpin, ——— Gray, B. Haggard, H. H. Hide, William Holmes, Riley A. Holmes, Rickard Hobson, John Hobson, William Hobson, J. J. Hembree, James Hembree, W. C. Hembree, Andrew Hembree, A. J. Hembree, Samuel B. Hall, James Houck, W. P. Hughes, Abijah Hendrick, James Hayes, Thos. J. Hensley, B. Holley, Henry H. Hunt, S. M. Holderness, I. C. Hutchins, A. Husted, Joseph Hess, Jacob Howell, William Howell, Wesley Howell, G. W. Howell, Thomas E. Howell, Henry Hill, William Hill, Almorán Hill, Absolom F. Hedges, Henry Hewett, William Hargrave, A. Hoyt, John Holman, Daniel S. Holman, B. Harrigas, Calvin James, John B. Jackson, John Jones, Overton Johnson, Thomas Kaiser, J. B. Kaiser, Pleasant Kaiser, ——— Kelley, ——— Kelsey, Solomon King, W. H. King, A. L. Lovejoy, Edward Lennox, E. Lennox, Aaron Layson, Jesse Looney, John E. Long, H. A. G. Lee, F. Lugur, Lewis Linebarger, Isaac Laswell, J. Longborough, Milton Little, ——— Luthur, John Lauderdale, ——— McGee, Wm. J. Martin, James Martin, Julius Martin, ——— McClelland, F. McClelland, John B. Mills, Isaac Mills, William A. Mills, Owen Mills, G. W. McGarey, Gilbert Mondon, Daniel Matheney, Adam Matheney, J. N. Matheney, Josiah Matheney, Henry Matheney, A. J. Nastine, Justin McHaley, Jacob Myres, John Manning, James Manning, M. M. McCarver, George McCorcle, William Mayes, Elijah Millican, William McDaniel, D. McKissic, Madison Malone, John B. McLane, William Manzee, John McIntire, Jackson Moore, W. J. Matney, J. W. Nesmith, W. T. Newby, Noah Newman, Thomas G. Naylor, Neil Osborn, Hugh D. O'Brien, Humphrey O'Brien, Thomas A. Owen, Thomas Owen, E. W. Otie, M. B. Otie, Bennett O'Neil, A. Olinger, Jessee Parker, William G. Parker, J. B. Pennington, R. H. Poe, Samuel Paynter, J. R. Patterson, Charles E. Pickett, Fredrick Prigg, Clayborne Payne, Martin Payne, P. B. Reading, S. P. Rogers, G. W. Rodgers, William Russell, James Roberts, G. W. Rice, John Richardson, Daniel Richardson, Philip Ruby, John Ricord, Jacob Reid, John Roe, Solomon Roberts, Ensley Roberts, Joseph Rossin, Thomas Rives, Thomas H. Smith, Thomas Smith, Isaac W. Smith, Anderson Smith, Ahi Smith, Robert Smith, Eli Smith, Samuel Smallman, William Sheldon, P. G. Stewart, Nathaniel K. Sitton, C. Stimmerman, C. Sharp, W. C. Summers, Henry Sewell, Henry Stout, George Sterling, ——— Stout, ——— Stevenson, James Storey, ——— Swift, John M. Shively, Samuel Shively, Alexander Stoughton, Chauncey Spencer, Hiram Straight, D. Summers, Cornelius Stinger, C. W. Stringer, Lindsey Tharp, John Thompson, D. Trainer, Jeremiah Tetler, Stephen

Tarbox, John Ummicker, Samuel Vance, William Vaughn, George Vernon, James Wilmot, William H. Wilson, J. W. Wair, Archibald Winkle, Edward Williams, H. Wheeler, John Wagoner, Benjamin Williams, David Williams, William Wilson, John Williams, James Williams, Squire Williams, Isaac Williams, T. B. Ward, James White, John Watson, James Waters, William Winter, Daniel Waldo, David Waldo, William Waldo, Alexander Zachary, John Zachary.

What did all these men come away out here to Oregon for in the year 1843? The dangers, toils, troubles and vicissitudes of the journey have already been described. It is an interesting question in this history, for these men not only made Portland possible but were by labors and influences a part of Portland in every sense of the word, and one of them (A. L. Lovejoy) helped name the town. Their original personal reasons for coming to Oregon was not to oppose the British and hold the country for the United States, although that sentiment was prominent in all their thoughts and they were ready to serve the country in that respect. Home, comfort, independence and business were their first thoughts. But why should they leave established homes in the Mississippi valley, and come to Oregon, where the work of home building must be done all over again?

A few facts will answer this question satisfactorily. All the western states had then, prior to 1843, but recently passed through the worst bank and money panic in the history of the country, resulting in widespread financial distress to everybody. The farmers were rich in all farm productions and the necessaries of life which the farm could produce. But the banks had failed everywhere. There was no money in circulation to do business with. The era of speculation preceding the panic, founded on "wild cat" bank paper, had left everybody in debt with nothing but unsalable lands and farm produce to pay with. There was not a mile of railroad west of the Allegheny mountains at that time, and all surplus produce had to be sent down the rivers to New Orleans and take such prices as might be offered. Jesse Applegate, one of the pioneers named above, just before starting for Oregon, sold a steamboat load of bacon and lard for one hundred dollars, which was used for fuel to make steam on Mississippi steamboats, and started for Oregon without trying to sell his land at all. The writer of this book remembers perfectly well seeing the farmers of Central Ohio in Morgan county building flatboats, called "broad horns," and loading them with farm produce, wheat, flour, corn, corn meal, bacon, lard, soft soap, honey, cider, salt, dried apples, beans, maple sugar, and whiskey, and then floating the cargo down the Muskingum river into the Ohio and down the Ohio into the Mississippi, and down that river to New Orleans, where the cargo was traded for groceries, New Orleans sugar, and molasses, and such other necessaries of life that could be had with possibly ten or fifteen per cent. of the proceeds in Spanish silver coin; and then after unloading the cargo, break the boat up and sell it for lumber, and shipping the purchased goods back on the little steamboats of that day.

It was this great money panic in the west, and the want of a market for their produce, that set them to thinking. They got their idea that Oregon with a mild climate and rich lands, was on the sea coast, and that there would be an outlet to the markets of the world, and for that reason, its future was more inviting and reliable than that of what they then considered "the overcrowded west." Senator Linn of Missouri, had then already, in 1840, introduced in congress a bill to give every able bodied male person one thousand acres of land. This proposition was of course known to all the frontiersmen, and had settled their minds in favor of Oregon as far as the land question was concerned.

What sort of people were these bold emigrants? To begin with, they were nearly all farmer folks, brought up to hard work on western farms. With more than average intelligence and education for the meager opportunities the

frontier west afforded, they were wide awake, alert, and practical, and confident of their rights to come into this disputed territory and claim its lands. They understood the risks which they were taking in what most of the world would have called a fool-hardy enterprise. And these very risks, and all the common dangers and labors of the venture tended to knit them together in a common brotherhood, with a unity of purpose, and serving and laboring on a common level. Making not overmuch professions of piety or religion, they were yet one of the most noteworthy body of respectable, moral and law abiding people that could have been collected in so short a time and in so small a field in all the western states. The offences against honesty, honor, common decency, and good order while on the trail, were trifling; and their conduct after reaching Oregon was beyond criticism. Not one of the pioneer men fell down as a drunkard, defaulter, law-breaker, or oppressor of his fellow-man. The emigration under review furnished no divorce scandals, no inmates to the penitentiary, or insane asylum, and we have yet to hear of one who became an object of public charity. They were honest, modest, conscientious, industrious, sober, patriotic, public spirited men and women; and made and constituted the backbone, heart, and brains of the future state. Some of them were honorably ambitious for public esteem and station, and were honored and esteemed according to their merits. But in not one single instance was politics or office holding adopted as a trade or profession as it is in these latter times. And for that reason, as well as the worth and works of those pioneers, the public business was transacted with an eye single to the welfare and prosperity of the community, and evenhanded justice was given to all as long as the lives and numbers of these pioneers remained a controlling force in the community. The pioneer and first judges of the territory and state were the best judges the state has ever had. The first governors were also the ablest and most efficient the state has ever had; and both judges and governors took pride in serving the state and laboring for the interests of the people for the honor of the service, and one half of the salary paid such officials at the present day. The lust for money, the pride of station, the rush for business, and the selfishness of competition, had not then eaten out the best that was in mankind, and left the empty shell of outside pretensions. We have vastly more of the conveniences of life; vastly more of the agencies of instruction, and education; and vastly more of productive agencies of business; but we have also in even a greater ratio, all the demoralizing agencies of vice, crime, poverty, and insanity. If our pioneers were not distinguished for the greatness that is now the strife of men and money, they were appreciated for that better part which sought each other's welfare with true and honest hearts:

“Labors of good to man  
Unpolished charity, unbroken faith,—  
Love, that midst grief began,  
And grew with years and faltered not in death.”



## CHAPTER VII.

1818—1844.

### *Joint Occupancy with England—Free Trade to Oregon—No Man's Land—The Hudson Bay Company Plays to the American Settlers—The Provisional Government.*

It does not appear that either the executive department of the government, or the congress of the United States, ever took any official notice of the great achievement of Captain Robert Gray in the discovery of the Columbia river. The action of President Jefferson in sending the Lewis and Clarke expedition to the Pacific coast in 1805, was very largely the act of Jefferson himself. And while congress did make an appropriation for the expedition, it never otherwise sought to secure to the country any positive or immediate benefits therefrom. It was assumed by American business men—Astor, Wyeth, Winship and Bonneville—that because of Gray's discovery, and the Lewis and Clarke exploration, that old Oregon must of right belong to the United States, and therefore it was open to American settlement. And even after Astor's unfortunate adventure, and the loss of his property and the capture of his fort by the British, our congress took no action to assert its paramount rights to this country.

In the treaty with Great Britain made by secretary of state, John Quincy Adams, in 1818, in the third article of said treaty: "It is agreed that any country that may be claimed by either party on the northwest coast of America westward of the Stony (Rocky) mountains, shall together with its harbors, bays and creeks, and the navigation of all rivers within the same, be free and open for the term of ten years from the date of the signature of the present convention, to the vessels, citizens and subjects of both powers. It being well understood that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of the said country; nor shall it be taken to affect the claim of any power or state to any part of said country; the only object of the high contracting parties in that respect being to prevent disputes and differences."

The provisions of the above article were renewed between the two nations in 1827, and continued in force down to the 28th day of April, 1846, three years after the formation of our provisional government at Champoege, when, in pursuance of a resolution of congress, President James K. Polk notified the British government that the period of joint occupancy of the Oregon territory had been terminated.

When the venerable John Quincy Adams, who had as secretary of state under President James Monroe, negotiated the treaty of 1818, and afterwards as president of the United States in 1827, renewed that treaty, was called on as a member of congress in 1846 to explain the treaty, said: (Feb. 9, 1846.)

“There is a very great misapprehension of the real merits of this case, founded on the misnomer which declared that treaty to be a treaty of joint occupation. It is not a convention of joint occupation. It is a convention of non-occupation—a promise on the part of both parties that either of the parties will occupy the territory, for an indefinite period; first, for ten years; then until the notice should be given by the one party or the other that the convention shall be terminated, that is to say, that the restriction, the fetters upon our hands, shall be thrown off which prevents occupation.”

Here then is a treaty that deliberately renounced the right of the American emigrants to come here and establish homes. They might come and catch fish, trap wild animals for furs and trade with the Indians, but they must not hoist the American flag, they must not open farms, they must not build homes or school houses, or do anything to establish a settlement. Oregon was a country for free trade, but not for free settlement. England, Spain, France, Russia, and everybody else had the same rights in Oregon as the Americans. Oregon is thus distinguished as the first and only free trade country that now belongs to the union of states.

And while this treaty of 1818 tied the hands of the respective governments, it did not provide for the arrest of independent movements of traders or settlers. It left the question of occupancy and final disposition of the country right where Daniel Webster, secretary of state under President Tyler, predicted it would be when he wrote to the American minister at London (Edward Everett) in 1840, saying: “*The ownership of Oregon is likely to follow the greater settlement and the larger population.*”

We are thus particular to point out the facts showing the exact legal and political status of the country, so that the reader may get a clear idea of the magnitude of the work achieved by the early Oregon pioneers. Oregon was from 1818 down to 1846 practically and substantially in the position of being.

#### NO MAN'S LAND

and open to the application of

“The good old rule, the simple plan,

That they should take who have the power,  
And they should keep who can.”

And now we reach the point when the pioneers coming in from Iowa and Missouri commence to drive stakes, and settle down to hold fast to something. A little band coming in the autumn of 1842 found here Robert Newell, Joseph L. Meek and a few other Americans scattered around, less than a hundred all told, and twenty-five or thirty Missouri people. This was the nucleus of the American state to be. There was no law except what the Hudson Bay Company chose to enforce through their justices of the peace appointed by the British government in Canada, and their jurisdiction extended no further than enforcing penalties for violation of criminal laws.

These lonely settlers in the far distant wilderness of Oregon were loth to assume the great responsibility of establishing a government to govern themselves; especially when they were opposed by an equal number of Canadians opposed to government, which opposition was backed up by the all-powerful Hudson Bay Company with unlimited resources for effective opposition.

They therefore earnestly sought from the American congress, some recognition, some aid, some encouragement, and the following petition by Lot Whitcomb and thirty-five other American settlers was sent to congress in 1839; says the petition:

“We flatter ourselves that we are the germ of a great state, and are anxious to give an early tone to the moral and intellectual character of our citizens—the destiny of our posterity will be intimately affected by the character of those who emigrate. But a good community will hardly emigrate to a country which

promises no protection to life or property. We can boast of no civil code. We can promise no protection but the ulterior resort of self defense. We do not presume to suggest the manner in which the country shall be occupied by the government, nor the extent to which our settlement should be encouraged. We confide in the wisdom of our national legislators and leave the subject to their candid deliberations."

There were two other memorials like this sent to congress, but the happy well-paid congressmen were deaf to all appeals from distant Oregon.

And what was the position of the Hudson Bay Company all this time? All of its interests lay in the direction of an unsettled country. It was here to trap fur bearing animals, and to trade with the Indians for furs. It did not want the country settled by either Americans or any other people. As long as there were no settlers, the Indians would obey their orders and would be happy and content in the forest with their ways of living. To bring settlers that would convert the country into farms, build towns, start saw mills and establish herds of domestic animals would destroy the business of the fur company and drive it out. It was but natural that the company should oppose emigration and settlements. And in doing so it became the ally of the first American settlers. Whether consciously or unconsciously, cannot now be determined. With its power and influence with the Indians, its wealth and organization, and its knowledge of the country and means for bringing colonists from either Canada or the home country, it could have quickly and easily throttled all attempts to establish American settlements by establishing those devoted to the support of the British claim to the country. But to do so would have put in jeopardy the profits and future existence of the company as a business paying institution. The managers of the company in England undoubtedly expected and relied upon Chief Factor John McLoughlin and others to discourage settlements in Oregon; believing that without business support and encouragement the Americans would be starved out. Fortunate it was for the Americans that John McLoughlin was not built on the narrow gauge pattern of his employers in London. His great heart and humane sympathies would not permit him to view with cold blooded indifference the suffering and destitution of men and women who had risked their lives and everything else in the great struggle to reach Oregon. He helped them as much as he could, and not be unceremoniously kicked out before the first few Americans had secured a foothold on the Willamette valley. As it was, for this open handed aid to the Americans, he lost his position and a salary of twelve thousand dollars a year. With the most hopeful view of the case the Americans had the narrowest chance in the world to secure a foothold and establish an American settlement. Had they not succeeded Oregon would certainly have become a British province. With McLoughlin's opposition exerted against them, as his British employers desired it to be exerted, the Americans, unsupported by congress as they were, could never have succeeded. The tacit support of John McLoughlin given in the name of humanity, undoubtedly decided the fate of Oregon in favor of the American settlers.

We now reach the point where the Americans in Oregon were compelled to act. To retreat, they could not. To go forward and establish a government for mutual protection was the only alternative of common sense and brave men. And when we stop and take a look at the surroundings of this handful of Americans, away out here two thousand miles from any friendly encouragement, and wholly neglected and ignored by the American president and congress, without arms or means of defense, without money or funds of any kind to maintain an organization, their resolution to organize a government and found an American state seems absurd and chimerical to reason. And yet to sentiment and patriotism, it is the grandest chapter in the history of civilization. The region to be claimed and governed for their native land was as large as a dozen states they had left behind them. They were confronted and opposed on one hand by

the-most powerful commercial organization then existing in the world; and on the other hand by eighty thousand savages ready to kill, slay, burn, and utterly destroy them. And as nearly all the meetings, and legislative sessions of the provisional government, which we shall describe, were held within the territory which this history is to record, the history of this government is a necessary part of this work.

The first steps to organize a government came from the Methodist missionaries, who called a meeting of the inhabitants of the Willamette valley to be held at the American mission house, located near the Willamette river a few miles below the site of the state capitol, on February 17, 1841. At this meeting, Jason Lee acted as president and Gustavus Hines as secretary; and resolutions were adopted recommending that a committee of seven be elected to draft a constitution and code of laws for the government of the settlements; and that all settlers north of the Columbia river not connected with the Hudson Bay Company, be admitted to the protection of our laws on making application.

This meeting adjourned over to the next day when a larger meeting was held at the same place, at which David Leslie acted as chairman and Sidney Smith and Gustavus Hines as secretaries. A committee was then chosen to frame a constitution and code of laws; and Rev. F. N. Blanchet, Rev. Jason Lee, David Don-pierre, Gustavus Hines, Mr. Charlevon, Robt. Moore, J. L. Parrish, Etienne Lucier and William Johnson appointed such committee.

That meeting adjourned to meet again on June 1, 1841, at the new building near the Catholic church in French Prairie.

This third meeting met near the Catholic church according to adjournment, and Rev. Blanchet requested to be excused from serving on the committee to draft a constitution and code of laws.

The meeting passed a resolution directing the committee to confer with the commodore of the American squadron, and with John McLoughlin, chief factor of the Hudson Bay Company, about forming a constitution and code of laws; and then adjourned to meet on the succeeding October.

No meeting was held in October, and the subject of organization was dropped until February 2, 1843. Thus far the movement had been managed by the Methodist missionaries. And in the next meeting we see an evident intention to change the management.

The next meeting, called to be held at the "Oregon Institute," a Methodist institution, was held February 2, 1843, ostensibly for the purpose of taking steps to protect the cattle from wild animals. Dr. J. L. Babcock appears as chairman, and W. H. Willson as secretary. A committee of six, consisting of W. H. May, Beers, Gervais, Barnaby, Willson and Lucier, were appointed to call a general meeting on the first Monday of March, next, at the house of Joseph Gervais for the purpose of making war upon bears, wolves, panthers, etc., and report business.

The meeting in March was duly held and well attended and has passed into history as "The Wolf Meeting." The committee appointed at the former meeting, reported a resolution to take steps to destroy the wolves, bears, and panthers; that bounties for scalps be offered as follows: for a small wolf, fifty cents; for a large wolf, \$3.00; for a lynx, \$1.50; for a bear, \$2.00, and for a panther \$5.00; and that no one (except Indians) be paid bounties unless they first subscribe \$5.00 to the bounty fund.

The object of this war upon the wild animals was simply a ruse to get the French Canadians in the valley to join with the Americans in forming a government. The settlers having no religious affiliations had already left the Methodist missionaries in the background in order to coax the French Catholics to come in and help organize.

And after providing for the exterminating of the wolves, the meeting passed a resolution to appoint a committee of twelve persons to take into consideration the propriety of taking measures "for the civil and military protection of this

colony." Here then was the germ of the future state. On this committee was appointed Dr. J. L. Babcock, Dr. White, James O'Neill, Robert Newell, Etienne Lucier, Joseph Gervais, T. J. Hubbard, C. McRoy, William H. Gray, Sidney Smith and George Gay.

Following this meeting, the Canadian citizens of Oregon drew up and signed a memorial, which they delivered to be read at the next meeting for organization May 2, 1843. This next meeting was the turning point in the movement for a provisional government, and we give its proceedings as fully as can be gathered from the imperfect record made of it, and from the statements of those who took an active part in it.

It was now apparent in the proceedings at the time, and from the acts of the men concerned thereafter, that there was somewhere in motion an active irrepressible force in favor of organizing a government. This force, when developed, showed that it was entirely independent of Catholic priests or Protestant missionaries, neither of which was willing to submit to the rule of the other. This independent element was made up of mountain men like Joe Meek and Robert Newell, with whom were co-operating, the sea-rovers, independent trappers and adventurers of all sorts who had drifted into the Willamette valley as a haven of rest from life's failures and troubles in other quarters of the world. But few of them had any book knowledge, but all had a wide experience on the border, before the mast, or in life's struggles everywhere. They had courage, independence and confidence born of dangers and desperation. They would launch the ship of state while others talked and parleyed. And co-operating with these trappers and sailors was a man from the missionary side who was the most active and irrepressible of the whole community, and while not always politic or judicious, was always an agitator—William H. Gray. Gray wanted a government that would oppose the Catholics. Newell and Meek wanted a government that would be independent of all sects and religions. Jason Lee, the prime mover of the whole business, wanted a government with a Protestant, if not a Methodist control. It is intensely interesting to trace out all the diplomatic movements of the rival factions in this little community of a hundred men 2,500 miles distant from any organized county or state. That the Americans earnestly desired the Canadians to go in with them for organization is too plain for dispute. For at the outset the Canadians were freely appointed in the preliminary committees and meetings were held at the houses of the Canadians. But the Canadians, being Catholics, accepted and trusted the leadership of their religious teacher, Blanchet. Blanchet was a subject of Great Britain, and a stipendiary of the Hudson Bay Company. He was therefore legally and in honor bound to support the interests that were opposed to a possible American organization. And the address prepared by him, and signed by all the Canadians, was the most adroit and diplomatic document that could have been constructed for that occasion. It was full of fair dealing, patriotism and good fellowship—yet it was clearly against an American organization. And the harmonious acceptance of the final result, showed that Blanchet was a good citizen, and for peace, no matter who ruled.

The conduct of Jason Lee has been to many persons a puzzle. After inspiring and leading the movement for organization up to a certain point, he suddenly dropped out, and does not appear at all at the Champoeg meeting. There is nothing difficult about this. Lee was himself a native of Canada, and knew better than any other man in Oregon whom he had to deal with. We are warranted in believing that as Blanchet and Lee were the acknowledged leaders of rival, if not hostile, religious movements, it was poor politics for the man, who of all others most desired an American organization, to appear at a meeting where his mere presence would provoke unfriendly opposition. Lee absented himself from the Champoeg meeting for the real purpose of misleading, if possible, the Canadians—or at least to avoid drawing their fire. The Methodist preachers Hines, Leslie and Parrish, and the Congregationalists, Griffin

and Clark were there, but Blanchet did not fear them. How far the absence of Lee abated the activity of the Canadians cannot be known.

The course of another man at that meeting was puzzling to some people. F. X. Matthieu's vote decided the result; and yet Matthieu was the last man to line up with the Americans; although he had fled from British intolerance in his native land, and had advocated American organization to his Canadian countrymen. His course at Champoege was dictated by the hope that by staying with his own people to the last, he might in the end, take over with him to the American side one or more wavering Canadians who were halting between two opinions. If there were any such, and there doubtless was, they had been braced up against just such a crisis, and did not dare to incur the displeasure of their leader.

The Committee made their report, which was read. And thereupon, the Canadian citizens of Oregon who were opposed to organizing a government submitted the following address, which was read.

"We, the Canadian citizens of the Willamette, considering, with interest and reflection, the subject which unites the people at the present meeting, present to the American citizens, and particularly to the gentlemen who called said meeting, the unanimous expression of our sentiments of cordiality, desire of union and inexhaustible peace between all the people, in view of our duty and the interest of the new colony, and declare:

1st. That we wish for laws, or regulations, for the welfare of our persons, and the security of our property and labors.

2d. That we do not intend to rebel against the measures of that kind taken last year, by a part of the people; although we do not approve of certain regulations, nor certain modes of laws, let those magistrates finish their time.

3d. That we will not address a new petition to the government of the United States, because we have our reasons, till the line be decided, and the frontiers of the states fixed.

4th. That we are opposed to the regulations anticipated, and exposed to consequences for the quantity, directions, etc., of lands, and whatsoever expense for the same lands, because we have no direct guarantee from the government to come, perhaps, tomorrow, all those measures may be broken.

5th. That we do not wish a provisional mode of government, too self interested, and full of degrees, useless to our power, and over-loading the colony instead of improving it; besides, men of laws and science are too scarce, and have too much to do in such a new country.

6th. That we wish either the mode of senate or council, to judge the difficulties, punish the crimes (except capital penalties) and make the regulations suitable for the people.

7th. That the same council be elected and composed of members from all parts of the country, and should act in body, on the plan of civilized countries in parliament, or as a jury, and to be represented, for example, by the president of said council, and another member, as judge of peace, in each county, allowing the principle of recalling to the whole senate.

8th. That the members should be influenced to interest themselves to their own welfare, and that of the public, by the love of doing good, rather than by the hope of gain, in order to take off from the esteem of the people all suspicions of interest in the persons of their representatives.

9th. That they must avoid every law loading, and inexpedient to the people, especially to the new arrivals. Unnecessary taxes, and whatever records are of that kind, we do not want them.

10th. That the militia is useless at present, and rather a danger of bad suspicion to the Indians, and a delay for the unnecessary labors; in the same time, it is a load; we do not want it, either, at present.

11th. That we consider the country free, at present, to all nations, till government shall have decided; open to every individual wishing to settle, without

any distinction of origin, and without asking him to settle anything, either to become an English, Spanish or American citizen.

12th. So we, English subjects, proclaim to be free, as well as those who came from France, California, United States, or even natives of this country; and we desire unison with all the respectable citizens who wish to settle in this country; or, we ask to be recognized as free amongst ourselves, to make such regulations as appear suitable to our wants, save the general interest of having justice from all strangers who might injure us, and that our reasonable customs and pretensions be respected.

13th. That we are willing to submit to any lawful government when it comes.

14th. That we do not forget that we make laws only for necessary circumstances. The more laws there are, the more opportunities for roguery, for those who make a practice of it; and, perhaps, the more alterations there will be some day.

15th. That we do not forget in a trial, that before all fraud on fulfilling of some points of the law, the ordinary proofs of the certainty of the fact ought to be duly weighed, so that justice may be done, and no shame given for fraud.

16th. In a new country, the more men employed and paid by the public, the less remains for industry.

17th. That no one can be more desirous than we are, for the prosperity, ameliorations, and general peace of the country, and especially for the guaranty of our rights and liberties; and such is the wish we make for all those who are, or may become, our fellow countrymen, etc., for long years of peace.

Signed by Xavier Laderoute, Antoine Bonenfant, Andre LaChapelle, Pierre Papin, Louis V. Vandalle, Jean B. DuCharme, Fabien Maloin, Luc Pagnon, Etienne Gregoire, Amable Arcouette, Pierre De Lord, Louis A. VanDalle, John Sanders, Pierre Bariseau, Charles Rondeau, David Donpierre, Andre DuBois, Pierre Depot, Moyse Lor, Pierre La Course, Gedereau Sencalle, Thomas Moisan, Pierre Ganthier, H. Laderant, F. N. Blanchet, Joseph Bernabe, Baptiste Deguire, Adolphe Chamberlain, Jean Lingras, Alexis Aubichon, Jean Servans, Michelle Laferts, Jean B. Dalcourse, Louis Osent, Jean B. Aubichon, Antoine Felice, Michel LaFramboise, Joseph Gervais, Jean B. Panpin, Olivier Briscois, Thomas Roa, Louis Boivers, Andre Langtain, Elexis LaPratte, Pierre Belique, Augustin Remon, Joseph Matte, Francois Bernier, M. Charlevon, M. Maitune.

After the reading of this address a motion was made that the report of the committee be accepted, which being put, was lost. Considerable confusion existing in consequence, it was moved by Mr. Le Breton and seconded by Mr. Gray that the meeting divide, preparatory to being counted; those in favor of the object of this meeting stepping to the right hand and those of a contrary mind going to the left. The chairman called upon those present to divide and line up to be counted.

Whereupon more confusion than before resulted; the opponents of organization continuing to mix freely with the friends of organization, and earnestly opposing and arguing against organization, for the purpose of preventing any decision.

This state of indecision and confusion continuing for ten or fifteen minutes, Le Breton and Lucier sought out Joseph L. Meek, and earnestly besought him to do something to divide the wrangling disputants.

Meek proved equal to the occasion. (The following account of what then took place was given to the writer hereof by Col. Meek, at the county fair in Hillsboro, in September, 1867, and then written down in a memorandum book.)

"When the ayes and noes was called for adopting report of the committee the ayes voted weak and scattering, and the noes voted solid and loud, as if

trained and prepared. It looked as if we were beaten, but the chairman being an American did not want to decide that way, and said he was not sure how it was, and proposed a division and counting. The British all opposed division, and mixed up with the Americans, arguing against any organization. This confusion continued for fifteen or twenty minutes, when Le Breton and Lucier came to me and said, 'Joe, we must do something to get this thing decided; you must lead off and get them separated.' I then stepped out, clear outside of the crowd, swung my hat in the air, and sounded the war whoop, and yelled at the top of my voice:

*"DIVIDE! DIVIDE! Who's for a Divide! All in favor of the American flag follow me!"*

"I thought the appeal to the flag would catch them, and it did, for every American lined up after me. The secretaries then acted as tellers and commenced counting. As I looked down the line, it was awful close. Before the counting was half done, Matthieu, who had lined up with the Canadians, left them and walked over to our side and took a position alongside of Lucier. Matthieu's vote decided it, for we had only two majority. The British then mounted their horses and rode away, and we went on and completed our organization."

And so was born the first American government west of the Rocky mountains.

The following are the names of the "immortals" who saved the day for American institutions on May 2, 1843. The fifty-two persons voting for the adoption of the committee's report were as follows: Dr. Ira L. Babcock, W. H. Wilson, G. W. Le Breton, W. H. Gray, Joseph L. Meek, David Hill, Robert Shortess, Dr. Robert Newell, Reuben Lewis, Amos Cook, Caleb Wilkins, Hugh Burns, Francis Fletcher, Sidney Smith, Alanson Beers, T. J. Hubbard, James O'Neil, Robert Moore, \*W. P. Doughty, Rev. J. S. Griffin, George Gay, Geo W. Ebberts, Rev. J. L. Parrish, Rev. Harvey Clark, Charpes Campo, Dr. W. J. Bailey, \*Allen Davie, Joseph Holman, \*John Edmunds Pickernel, Joseph Gale, Russell Osborn, David Weston, William Johnson, W. Hauxhurst, William Cannon, Medorem Crawford, John L. Morrison, P. M. Armstrong, L. H. Judson, A. T. Smith, J. C. Bridges, Rev. Gustavus Hines, Rev. David Leslie, John Howard, William McCarty, Calvin Tibbetts, J. R. Robb, Solomon H. Smith, A. E. Wilson, F. X. Matthieu, Etienne Lucier, Charles McKay."

Now follows the remainder of the proceedings of the meeting that day, according to the "Archives."

"It was then moved and carried, that the report of the committee be taken up, and disposed of article by article.

A motion was made and carried, that a supreme judge, with probate powers, be chosen to officiate in this community.

Moved and carried, that a clerk of the court, or recorder, be chosen.

Moved and carried that a sheriff be chosen.

Moved and carried, that three magistrates be chosen.

Moved and carried, that three constables be chosen.

Moved and carried that a committee of nine persons be chosen, for the purpose of drafting a code of laws, for the government of this community, to be presented to a public meeting to be hereafter called by them, on the fifth day of July next, for their acceptance.

A motion was made and carried, that a treasurer be chosen.

Moved and carried, that a major, and three captains, be chosen.

Moved and carried, that we now proceed to choose the persons to fill the various offices, by ballot.

W. E. Willson was chosen to act as supreme judge, with probate powers.

G. W. Le Breton was chosen to act as clerk of court, or recorder.

J. L. Meek was chosen to fill the office of sheriff.

W. H. Wilson was chosen treasurer.





FRANCIS XAVIER MATHIEU—A CITIZEN OF PORTLAND

The man whose vote to organize the Provisional Government of 1843, under the American flag, most probably gave the territory of Old Oregon to the United States instead of Great Britain. The monument to his left was erected as a memorial to the men who organized the Provisional Government, the names of the fifty-two men voting for organization being engraved thereon.



Moved and carried, that the remainder of the officers be chosen by hand ballot, and nominations from the floor.

Messrs. Hill, Shortess, Newell, Beers, Hubbard, Gray, O'Neil, Moore, and Dougherty, were chosen to act as the legislative committee.

Messrs. Burns, Judson, and A. T. Smith, were chosen to act as magistrates.

Messrs. Elbert, Bridges, and Lewis, were chosen to act as constables.

Mr. John Howard, was chosen mayor.

Messrs. Wm. McCarty, C. M'Roy and S. Smith, were chosen captains.

Moved and carried, that the legislative committee make their report on the 5th day of July next, at Champooick.

Moved and carried, that the services of the legislative committee be paid for, at \$1.25 per day, and that the money be raised by subscription.

Moved and carried, that the mayor and captains be instructed to enlist men to form companies of mounted riflemen.

Moved and carried, that an additional magistrate and constable be chosen.

Mr. Campo was chosen as an additional magistrate.

Mr. Matthieu was chosen as an additional constable.

Moved and carried, that the legislative committee shall not sit over six days.

The meeting was then adjourned.

The question having arisen, with regard to what time the newly appointed officers shall commence their duties, the meeting was again called to order, when

It was moved and carried, that the old officers remain in office till the laws are made and accepted, or until the next public meeting.

Attest:

G. W. LEBRETON.

There has been much discussion of what did actually take place at the Champooeg meeting. It is evident upon the face of it, that what has been printed in "The Oregon Archives" as the proceedings of that meeting, is an imperfect report. The Hon. L. F. Grover was authorized by the territorial legislature of 1849, to collect all the papers and records of the provisional government for publication; and in a note appended to the work, says: "Within the proper depository of the public papers, he has not been able to find entire and satisfactory records of all that he is satisfied has transpired in Oregon of a public general nature, and which would be of eminent historic importance." The fact that the three secretaries of that meeting, were active partizans of the purpose to form a government, and were actively advocating such purpose at the meeting, will explain why a fuller account of the proceedings was not made. The most striking and important event of the meeting was Meek's dramatic appeal for a "division," and yet that is not mentioned in the "Archives," but that it actually took place there can be no doubt. The following persons told the writer of this book substantially what Meek told him, viz., Rev. J. S. Griffin, Medorum Crawford, Robert Shortess, William Doughty, George W. Ebberts, and F. X. Matthieu.

But while much may have been lost of interesting history, there is the printed record of 335 octave pages to show the minds, thoughts, sentiments, and principles of the pioneers as "state builders;" and the state of Oregon is the glorious monument to their memory.

In organizing this provisional government, the Americans did not seek to exclude the Canadians from any part in the work; but on the contrary used all their influence to have them co-operate. At the meeting of February 2, 1843, they adjourned to meet at the house of Joseph Gervais, a Canadian, who voted against organization; and at the "Wolf Meeting," Gervais and Maitune were appointed on the standing committee—both Canadians.

The legislative committee appointed on May 2d, went to work on May 16, 1843, as a legislative body, electing Robert Moore, chairman, and G. W. Le Breton, secretary; and held sessions on May 16th, 17th, 18th, 19th, June 27th and 28th; opening their sessions with prayers. On July 5, 1843, a public meeting of all the inhabitants of "Oregon territory" was held, pursuant to adjourn-

ment to hear the report of the legislative committee, and transact such other business as might come before them. The following proceedings were had:

"The chairman of the meeting being absent, the meeting was called to order by G. W. Le Breton.

"On motion, Rev. G. Hines was called to the chair.

"Mr. Moore, chairman of the legislative committee, presented his report, which was read and accepted.

"Moved by L. H. Judson, the report upon ways and means be accepted.

"Carried.

"Moved by J. M'Loughlin, that the first article of judiciary report be adopted.

"Carried.

"Moved, by L. H. Judson, second article be adopted.

"Carried.

"Moved, by C. M'Roy, that the third article be adopted.

"Carried.

"Moved, by J. Holman, that the fourth article be adopted.

"Carried.

"Section second. Organic laws.

"The first, second, third, and fourth articles, adopted.

"The fifth article amended, as recorded, adopted.

"The sixth, seventh, eighth, ninth, tenth, and eleventh articles, adopted.

"The twelfth article amended, as recorded, adopted.

"The thirteenth, fourteenth, fifteenth, and sixteenth articles adopted.

"The seventeenth article, amended, by inserting the word 'one' for 'three,' adopted.

"The eighteenth article, and nineteenth resolution, adopted.

"Moved and carried, that the committee, for carrying into effect the nineteenth resolution, be chosen, by nomination, from the floor.

"Messrs. Lee, Hines, and Walker, were chosen.

"Moved and carried, that the members of the executive committee be now chosen, by ballot.

"Moved and carried, that the highest number of votes decide the choice.

"Moved and carried that the votes be taken to the table, to be counted.

"Messrs. Hill, Beers, and Gale, were chosen to be the members of the executive committee.

"Moved and carried, that we proceed to elect a justice of the peace, in place of Mr. Burns, resigned.

"Robert Moore was chosen justice of the peace.

"Moved and carried, to adopt the remainder of the judiciary report: viz:— to adopt the laws of Iowa, as recorded, by amending them so far as to retain the fees of New York, for jurors and witnesses, instead of those of Oregon territory.

"Moved and carried, to adopt the military laws. Amended so as to continue the officers in command during good behavior.

"Moved and carried, to adopt the report, districting committee.

"Moved and carried, that no person be allowed to speak more than twice to any one resolution.

"Moved and carried, to proceed to appoint a justice of the peace, for Yamhill district.

"On motion, James O'Neil, Esq., was chosen.

"On motion, A. Cook was appointed constable.

"On motion, Joel Turnham was chosen constable, for Champooick district, in place of Mr. Bridges, left the country.

"The report of committee, upon ways and means, was adopted, as amended and recorded.

"The report of committee, upon land claims was adopted, with the proviso, as recorded.

"Moved and carried, to purchase several law books, of Jas. O'Neil, to be the property of this community.

"Moved and carried, to adopt the report of legislative committee, as a whole.

"Moved and carried, to excuse the legislative committee from further services.

"Moved and carried that the committee chosen to carry into effect the nineteenth resolution, have access to all public records, and also to have authority to call upon any individual for information, necessary to carry out their instructions.

"Resolved:—That the chairman of this meeting, assisted by the Rev. Messrs. Lee, Clark, and Leslie, be a committee to draft, and administer an oath of office, to the civil officers, elected on the third of May, 1843; and that said officers be required to subscribe to the same, and administer the oath to the supreme judge, who shall hereafter qualify all civil and military officers, to be elected by the people.

"Moved and carried, that the committee, to qualify officers, proceed to their duty, as far as practicable, this evening.

"On motion, adjourned.

"A true copy, from original papers.

"Attest.

"G. W. LE BRETON,  
Recorder."

The legislative committee recommended that the territory be divided into four districts: as follows:—

First district, to be called the Twality district, comprising all the country south of the northern boundary line of the United States, west of the Willamette, or Multnomah river, north of the Yamhill river, and east of the Pacific ocean.

Second district, to be called the Yamhill district, embracing all the country west of the Willamette, or Multnomah river, and a supposed line running north and south from said river, south of the Yamhill river, to the parallel of 42° north latitude, or the boundary line of the United States and California, and east of the Pacific ocean.

Third district, to be called the Clackamas district, comprehending all the territory not included in the other three districts.

Fourth district, to be called the Champooick district, and bounded on the north by a supposed line drawn from the north of the Anchiyoke river, running due east to the Rocky mountains, west by the Willamette, or Multnomah river, and a supposed line running due south from said river to the parallel of 42°, north latitude; south by the boundary line of the United States and California, and east by the summit of the Rocky mountains.

The legislative committee also recommend that the above districts be designated as Oregon territory.

Approved by the people, July 5, 1843.

#### REPORT OF LEGISLATIVE COMMITTEE UPON WAYS AND MEANS.

The legislative committee report, that a subscription paper, as follows, be put in circulation to collect funds, for defraying the expenses of the government.

We, the subscribers, pledge ourselves to pay, annually, to the treasurer of Oregon territory, the sums affixed to our respective names for the purpose of defraying the expenses of government—provided that, in all cases, each individual subscriber may, at any time, withdraw his name from said subscription, upon paying up all arrearages and notifying the treasurer of the colony, of such desire to withdraw.

The following are the principal provisions of the original constitution, approved by the people, July 5, 1843.

Sec. 1. We, the people of Oregon territory, for purposes of mutual protection, and to secure peace and prosperity among ourselves agree to adopt the fol-

lowing laws and regulations, until such time as the United States of America extend their jurisdiction over us.

Art. 1. No person, demeaning himself in a peaceable and orderly manner, shall ever be molested, on account of his mode of worship, or religious sentiments.

Art. 2. The inhabitants of said territory shall always be entitled to the benefits of the writ of habeas corpus, and trial by jury; of a proportionate representation of the people in the legislature,—and of judicial proceedings, according to the course of common law. All persons shall be bailable, unless for capital offences, where the proof shall be evident, or the presumption great. All fines shall be moderate, and no cruel or unusual punishments inflicted. No man shall be deprived of his liberty, but by the judgment of his peers, or the law of the land; and, should the public exigencies make it necessary for the common preservation, to take any person's property, or to demand his particular services, full compensation shall be made for the same. And, in the just preservation of rights and property, it is understood and declared that no law ought ever to be made, or have force, in said territory, that shall in any manner whatever, interfere with, or affect private contracts, or engagements, bona fide, and without fraud, previously formed.

Art. 3. Religion, morality, and knowledge, being necessary to good government, and the happiness of mankind, schools, and the means of education shall forever be encouraged.

The utmost good faith shall always be observed towards the Indians. Their lands and property shall never be taken from them without their consent; and, in their property rights, and liberty, they shall never be invaded or disturbed, unless in just and lawful wars, authorized by the representatives of the people; but laws, founded in justice and humanity, shall, from time to time, be made, for preventing injustice being done to them, and for preserving peace and friendship with them.

Art. 4. There shall be neither slavery nor involuntary servitude in said territory, otherwise than for the punishment of crimes whereof the party shall have been duly convicted.

Sec. 2; Art. 1. Be it further enacted, that an election of civil and military officers shall be held annually on the second Tuesday in May, in the several districts at such places as shall be designated by law.

Art. 3. Each officer heretofore elected, or hereafter to be elected, shall, before entering upon the duties of his office, take an oath or affirmation, to support the laws of the territory, and faithfully to discharge the duties of his office.

Art. 5. The executive power shall be vested in a committee of three persons, elected by the qualified voters at the annual election, who shall have power to grant pardons and reprieves for offences against the laws of the territory, to call out the military force of territory to repel invasion, or suppress insurrection, to take care that the laws are faithfully executed, and to recommend such laws as they may consider necessary, to the representatives of the people, for their action. Two members of the committee shall constitute a quorum to transact business.

Art. 6. The legislative power shall be vested in a committee of nine persons, who shall be elected by the qualified electors at the annual election, giving to each district a representation in ratio of its population, excluding Indians; and the said members of the committee shall reside in the district for which they shall be chosen.

Art. 7. The judicial power shall be vested in a supreme court, consisting of a supreme judge, and two justices of the peace; a probate court; and in justices of the peace. The jurisdiction of the supreme court shall be both appellate and original. That of the probate court and justice of the peace, as limited by law—provided, that individual justices of the peace shall not have jurisdiction of any

matter of controversy, when the title or boundary of land may be in dispute, or where the sum claimed exceed fifty dollars.

Art. 12. The laws of Iowa territory, shall be the law of this territory, in civil, military, and criminal cases; where not otherwise provided for, and where no statute of Iowa territory applies, the principles of common law and equity shall govern.

Art. 17. All male persons, of the age of sixteen years and upwards, and all females of the age of fourteen and upwards, shall have the right of engaging in marriage—provided, that where either of the parties shall be under the age of twenty-one, the consent of the parents or guardians of such minors shall be necessary to validity of such matrimonial engagement. Every ordained minister of the gospel of any religious denomination, the supreme judge, and all justices of the peace, are hereby authorized to solemnize marriages according to law, to have the same recorded, and pay the recorder's fee. All marriages shall be recorded by the territorial recorder, within one month from the time of such marriage taking place and being made known to him officially. The legal fee for marriage shall be one dollar, and for recording the same, fifty cents.

Art. 19.—Resolved:—That a committee of three be appointed to draw up a digest of the doings of the people of this territory, with regard to an organization, and transmit the same to the United States government for their information.

#### THE MILITIA.

Art. 1. The militia of this territory shall be arranged into one battalion, consisting of three or more companies or mounted riflemen.

Art. 2. Any person now holding, or hereafter wishing to establish a claim to land in this territory, shall designate the extent of his claim by natural boundaries, or by marks at the corners, and on the lines of such claim, and have the extent and boundaries of said claim recorded in the office of the territorial recorder, in a book to be kept by him for that purpose, within twenty days from the time of making said claim—provided, that those who shall already be in possession of land, shall be allowed one year from the passage of this act, to file a description of his claim in the recorder's office.

Art. 3. No individual shall be allowed to hold a claim or more than one square mile of six hundred and forty acres in a square or oblong form, according to the natural situation of the premises; nor shall any individual be allowed to hold more than one claim at the same time. Any person complying with the provisions of these ordinances, shall be entitled to the same recourse against trespass as in other cases by law provided.

Art. 4. No person shall be entitled to hold such a claim upon city or town sites, extensive water privileges, or other situations necessary for the transaction of mercantile or manufacturing operations, and to the detriment of the community—provided, that nothing in these laws shall be so constructed as to affect any claim of any mission of a religious character, made previous to this time of an extent not more than six miles square.

Approved by the people, July 5th, 1843.

The legislative committee met again at Willamette Falls, June 18, 1844, and daily transacted legislative business until June 27, when it adjourned, to meet again on third Monday of December, 1844. The enacting clause of every law was—"Be it enacted by the house of representatives of Oregon territory." Among the laws passed at this session, was an act to authorize John McLoughlin to operate a ferry at Willamette falls; an act to prevent the introduction, sale or manufacture of ardent spirits in Oregon; an act to prevent slavery, in Oregon. N. H. King applied for a divorce from his wife to this legislature, and it was not granted. John McLoughlin was authorized to construct a canal at Willamette Falls. F. Ermatinger and others sent in a petition to incorporate

Oregon City, which was unfavorably reported upon by A. L. Lovejoy, the only lawyer in the legislature.

An executive committee of two persons, Osborn Russell, and P. G. Stewart, having at some time, not shown in the records, been appointed as a sort of double-headed governor, presents to the adjourned meeting of the legislature, on December 11, 1844, the first executive document or governor's message to the new government which we here copy as follows:

*To the honorable the legislative committee of Oregon.*

GENTLEMEN:—As the expectation of receiving some information from the United States, relative to the adjustment of the claims of that government and of Great Britain, upon this country, was the principal cause of the adjournment of this assembly, from June last to this day, we feel it our duty to communicate such information as we have been able to collect on the subject, and likewise to recommend the adoption of further measures, for the promotion and security of the interests of Oregon.

The subject has again been called up for investigation by the two powers, and a negotiation was begun at Washington in the early part of the present year, but was for the time being suspended, on account of a disagreement between the parties, and notice of the abrogation of the convention of 1827, had not been given by either party, when our latest information left the United States. And we find that after all the negotiations that have been carried on, between the United States, and Great Britain relative to settling their claims to this country, from October, 1818, upto May, 1844, a period of nearly twenty-six years, the question remains in the following unsettled position, viz.: Neither of the parties in question claim exclusive right to the country lying west of the Rocky mountains, between the parallels of 42 deg. and 54 deg. 40 min. north latitude, and bordering on the Pacific ocean. But one claims as much right as the other, and both claim the right of joint occupancy of the whole, without prejudice to the claims of any other state or power to any part of said country.

We have submitted to you this information, gentlemen of the assembly, for two particular reasons:

- 1st, To correct an error that occurred in our last communication to this body, relative to the claims of the United States and Great Britain to this country.
- 2d. That you may bear in mind, while legislating for the people of Oregon, the position in which this country stands, with regard to those claims.

We would advise that provision be made by this body, for the framing and adoption of a constitution for Oregon, previous to the next annual election, which may serve as a more thorough guide to her officers, and a more firm basis of her laws. It should be constructed in such a manner as would best suit the local situation of the country, and promote the general interests of the citizens, without interfering with the real or pretended rights of the United States or Great Britain; except when the protection of life and property actually require it.

We would suggest, for your information, that this government has now in possession, notes given by different individuals residing in the country, amounting to \$3,734.26, most of which are already due. These notes are a balance in favor of the estate of Ewing Young, of Oregon, deceased, intestate, A. D. 1840, after all legal dues, debts, and damages are paid, that have come to the knowledge of the administrator, or probate courts of Oregon up to this date. We would therefore advise that those demands should be collected, and appropriated to the benefit of the country; the government being at all times responsible for the payment of them, to those who may hereafter appear to have a legal right to the same.

We would again call your attention to a measure recommended in our last communication, to wit: The expediency, of making provision for the erection



of a public jail in this country. Although the community has suffered very little as yet, for the want of such a building, and perhaps another year might pass without its being occupied, which it is hoped might be the case; yet we are assured that it is better policy to have the building standing without a tenant, than a tenant without the building. And, in order to promote industry, and the peace and welfare of the citizens of Oregon, this government must be prepared to discountenance indolence, and check vice in the bud.

We would recommend to your consideration the propriety of making provision for filling public offices which are now, or may become vacant, by resignation or otherwise, previous to the next annual election.

We would recommend that the act passed by this assembly, in June last, relative to blacks and mulattoes, be so amended as to exclude corporal punishment, and require bonds for good behavior in the stead.

We consider it a highly important subject that the executive of this government should have laws which may direct them in settling matters relative to lands reserved by Indians, which have been, or hereafter may be, settled upon by whites.

We would also recommend that provisions be made for the support of lunatics and insane persons, in Oregon.

With regard to the state of the treasury, we would refer you to the treasurer's report to this assembly.

We are informed that the number of emigrants who have come from the United States to this country, during the present year, amounts to upwards of 750 persons.

We would recommend that the act passed last June, defining the northern boundaries of Twality and Clatsop counties be so explained as not to conflict with the act passed in this assembly, in June, 1843, extending the limits of Oregon to 54° 40' north latitude.

And we would suggest, in conclusion, that to preserve the peace, good order, and kind feelings which have hitherto existed among the inhabitants of this country, depends very much upon the calm and deliberate judgment of this assembly. And we sincerely hope that Oregon, by the special aid of Divine Providence, may set an unprecedented example to the world, of industry, morality, and virtue.

And although, we may now be unknown, as a state or power, yet we have the advantages, by united efforts of our increasing population, in a diligent attention to agriculture, arts, and literature, of attaining, at no distant day, to as conspicuous an elevation as any state or power on the continent of America.

But, in order to carry this important measure and arise to that distinguished station, it becomes the duty of every citizen of this country, to take a deep interest in its present and future welfare.

As descendants of the United States, and of Great Britain, we should honor and respect the countries which gave us birth; and as citizens of Oregon, we should, by a uniform course or proceeding, and a strict observance of the rules of justice, equity, and republican principles, without party distinction use our best endeavors to cultivate the kind feeling not only of our native countries, but of all the powers or states with whom we may have intercourse.

(SIGNED)

OSBORN RUSSELL,  
P. G. STEWART,

Executive Committee of Oregon.

(DATED)

Willamette Falls, December 16, 1844.

At this meeting of the legislature the territorial treasurer W. H. Willson, presented the first report on the treasury, as follows:

## REPORT.

Received of collector, in taxes .....	\$313.31
for license, for two ferries .....	40.00
one fine .....	5.00
	<hr/>
Total .....	\$358.31
Expended for stationery .....	20.38
Mr. Hathaway's house .....	15.00
Judge Babcock's salary .....	60.00
Services of secretary in house .....	20.00
	<hr/>
Total .....	\$115.38
Balance remaining in treasury .....	\$242.93

On December 20, 1844, Representative Lovejoy reports to the legislature that John McLoughlin had donated a lot in Oregon City, on which to build a jail.

The bill to incorporate Oregon city was read a third time and passed on December 24, 1844, making Oregon city the oldest incorporated town on the Pacific coast, and the only town holding its charter from the provisional government.

The next session of the legislature was begun and held at Oregon City, June 24, 1845. New men now begin to appear in the government, and for the first time the members of the legislature take an oath of office as follows:

"I do solemnly swear that I will support the organic laws of the provisional government of Oregon, so far as the said organic laws are consistent with my duties as a citizen of the United States, or a subject of Great Britain, and faithfully demean myself in office, so help me God."

One of the first resolutions at this session was offered by W. H. Gray, authorizing the appointment of a committee of five to draft a memorial and petition to the congress of the United States, setting forth the condition, situation, relation and wants of this country.

J. W. Nesmith appears in the government for the first time and before the legislature as "Judge of Oregon," but there is no record of his appointment or election.

On June 28, 1844, Representative Garrison offered the following resolutions: "Resolved: That whereas, the people of Oregon assembled en masse, did on the 2d day of May, 1843, resolve, that no tax should be levied upon this people, confirming the same by the adoption of the report of the committee of ways and means, adopted by the legislative committee, and referred to the people en masse, and by them enacted July 5, 1843; therefore,

*Resolved:* That this house has no right to levy a tax of any kind without the consent of the free voters of this territory, previously obtained.

*Resolved:* That all acts and parts of acts on that subject, passed by the legislative committee, were contrary to the express resolution and action of the people."

So we see that Oregon started out in favor of the referendum on taxation.

And on the same day the memorial to congress was presented by G. W. Gray, and signed by the two governors, Osborn Russell, and P. G. Stewart, by Judge Nesmith, Mr. Speaker, and all the members of the legislature, and then delivered to Dr. White, Indian agent to be conveyed to congress at Washington, D. C.

On July 5, 1845, the legislature passed a resolution that the members should receive two dollars a day for their services, and then adjourned to meet again at Oregon City on August 5, 1845.

The legislature met again at Oregon City, August 5, 1845, the following members being present: Applegate, Foisy, Garrison, H. A. G. Lee, B. Lee, W. H.

May, Robt. Newell, David Hill, Sidney Smith, M. M. McCarver, McClure and Straight. An election being taken to select a speaker—Gray received 8 votes, H. Lee, 2, and McCarver, 1. McCarver then questioned the propriety of electing Gray, claiming to be himself still the speaker. Whereupon the legislative body requested Mr. McCarver to resign. But McCarver did not resign, and proceeded to appoint a committee on ways and means, claims, judiciary, private land claims, roads, Indian affairs, and education.

Mr. Gray now inquired if, in the opinion of the speaker, the house was properly organized; and the "chair" decided in the affirmative. Whereupon, Gray appealed from the decision of the speaker to the house, when the decision of the "chair" was reversed, and a resolution passed to remove McCarver from the office of speaker, and Robert Newell was elected chairman in his place."

So the reader can see that this was a real flesh and blood legislature, the strife for public station starting early in Oregon, and as trifling as this incident was, it, with other resolutions copied hereafter decided the future course of an able and energetic man, and impelled Mr. McCarver to leave Oregon and cast in his fortunes with Puget Sound.

By the 9th of August, 1845, Meek had secured more offices than any other citizen, having been appointed by the legislature sheriff, marshal, and collector of the revenue.

On the 9th of August, the legislature passed resolutions declaring that it had not the power to set aside or annul contracts made and entered into by the officers of the government.

And also a resolution calling upon Joseph L. Meek to report the amount of revenue he had collected in the year 1844, and how he had disbursed the same.

On this day, J. W. Nesmith, resigned the office of "Judge of Oregon," and the legislature proceeded to elect a successor in the office. The choice resulting in the election of Nineveh Ford, of Yamhill County, which then included what is now Polk. Ford declined the office. And Ford is hardly to be regarded as a public benefactor. As it is related of him, that, when he and his good wife were about starting from Missouri to Oregon, Nineveh remarked that it was likely there was nothing growing in that country that was good for "greens;" and that as they could not get along without "hogs jowl and greens" they had better take some seed and roots with them, which they did, by bringing the "dandelion" to this country; where it did not exist before, and planting it in the virgin soil of Oregon, turned loose an unmitigated pest to all pastures, lawns, gardens, and orchards.

On August 15, the legislative assembly shows its pronounced sentiment on two subjects by resolutions as follows:

*"Resolved:* That M. M. McCarver has been opposed to the organic law, as adopted by the people of Oregon, and contrary to the voice of this house in regular session, clandestinely, and in a manner unworthy the confidence reposed in him, placed his name to a copy of those laws transmitted to the United States, thereby conveying a false impression, and did, also, sign his name to two resolutions contrary to a direct vote of this house; therefore

*It is further Resolved:* That we disapprove of the course he has pursued, and feel ourselves under humiliating necessity of signifying the same to the United States government by causing a copy of this resolution to accompany those documents."

Mr. Hill introduced the following:

*"Resolved:* That no person belonging to the Hudson Bay Company, or in their service, shall ever be considered as citizens of the government of Oregon, nor have the right of elective franchise;" which resolution was rejected.

From these proceedings it can be seen that the pioneer lawmakers could not only deal with a stern hand with those who trifled with the interests of the people, but they could also be just and magnanimous to those who did not support the provisional government.

On August 16th, a bill was reported "to prevent litigation." If such a measure was proposed to the legislature of the present day, the lawyers and judges would be paralyzed.

On August 18th, the house went into secret session to fill the office of supreme judge of Oregon, which resulted in choosing Peter H. Burnett for that position.

Mr. Burnett accepted the office, and so far as is known, discharged its duties to the satisfaction of the people and credit of himself. After the United States assumed control, and organized the territorial government, Mr. Burnett removed to California and became governor of that state.

The following are the proceedings for the ensuing session of the legislature for August 19, 1845:

"On motion of Mr. B. Lee,

*Resolved:* That when this house adjourns tomorrow night, it adjourn sine die.

On motion of Mr. Hill,

*Resolved:* That all resolutions and other proceedings of this house calculated to cast censure upon the speaker, be expunged from the journals, and the clerk is hereby authorized to erase the same; which, after some discussion, was laid upon the table.

The house proceeded to the election of district judges, for the Clackamas district, which resulted in the choice of P. G. Stewart for district judge for three years; Fred Prigg for two years, and F. W. Pettigrove for one year; and William Holmes was elected sheriff for Clackamas county.

The house then proceeded to the election of district judges for Clatsop district, which resulted in the choice of W. T. Perry for three years; Robert Shortess for two years, and Calvin Tibbits for one year; and Thomas Owens was duly elected sheriff for Clatsop county.

The house proceeded to the election of district judges for the district of Vancouver, which resulted in the choice of James Douglas for three years; M. T. Simmons for two years, and Charles Forrest for one year. John R. Jackson was elected sheriff for Vancouver district. The house adjourned to 9 o'clock tomorrow morning."

Governor Abernethy sent in his annual message, but it has been lost, as well as his first message. So far in this history of the legislature, bills on all sorts of subjects had been proposed but very few of them adopted; and very few of these old provisional laws can now be found. To determine the character of the legislation, we have to depend on the journal of the legislature printed in the "archives."

It is to the honor of W. H. Gray, whose daughter, Mrs. Jacob Kamm, resides in this city, and other descendants at Astoria, that he prepared and introduced, December 13, 1845, into the first legislative body west of the Rocky mountains, the first law to provide for the education of all children by common public schools.

On December 16th, Mr. McClure introduced a bill to provide for postoffices and post-roads. On the same day the committee of the whole reported a bill to authorize Sam K. Barlow to construct the wagon road over the mountains south of Mt. Hood, and which is the same road the Portland automobilists are now using for "joy rides" to the mountains. A large part of the immigration to Oregon passed over that road to reach Portland and Oregon City.

On Friday, December 19, W. G. T'Vault was elected postmaster-general of Oregon. T'Vault, "old T" as everybody called him, was a rare gem. Coming from Arkansas, he had all the vernacular of the colored population, with an odd cargo of miscellaneous information and a limited amount of book education. Dryden might have had "old T" in mind when he wrote:

“A man so various that he seemed to be  
Not one, but all mankind’s epitome!  
Stiff in opinions, always in the wrong,  
Everything by starts, and nothing long.”

He had an ambition to be an editor, and did conduct several newspaper enterprises, which were more entertaining to his fellow craftsmen even than to his patrons. Punctuation of his editorials was one of his strong points. And in a brilliant description of a gorgeous sunset in Rogue River valley, he attempted to tell his readers that he was seated on the hill back of the old town of Jacksonville, and made the opening sentence read: “Seated on the eminence of an evening, etc.” All his exchanges copied the line with ribald remarks about “Eminence of that evening,” but fortunate for the comfort of Oregon’s first and last postmaster-general, he did not see what the boys were laughing about.

At the next annual session of the legislature, commenced and held at Oregon City, December 1, 1846, we get hold of the first governor’s message to any legislature west of the Rocky mountains. George Abernethy whose portrait appears on another page, had been elected governor at the previous election. We give below the proceedings introducing the message and the document itself:

“The speaker announced a communication from the governor. The reading of the communication was called for, when Mr. Newell moved that the secretary of the territory read the communication. The speaker decided the motion out of order; whereupon Mr. Newell appealed from the decision of the chair. The house sustained the decision of the speaker. Mr. Newell moved that the rules be suspended. Mr. T’Vault demanded the yeas and nays, which were as follows: *Ayes*—Messrs. Chamberlain, Looney, McDonald, Newell, Peers, Straight, and Tolmie, 7. *Nays*—Messrs. Hall, Hembree, Lownsdale, Meek, Summers, T’Vault and Mr. Speaker, 7. So the rules were not suspended.

The communication from the governor was then read as follows:

*“To the Honorable the Legislative Assembly of Oregon,*

FELLOW CITIZENS: The duty of addressing you at the opening of your session, again presents itself.

The duty of legislating, for the welfare and happiness of the community, again devolves on you.

May we be guided and directed by that wisdom which never errs.

The boundary question—a question of great importance to us as a people—there is every reason to believe, is finally settled. The following is an extract from the *Polynesian*, a paper published at the Sandwich Islands, of the 29th August last:—

‘The senate ratified the treaty upon the Oregon question, by a vote of 41 to 14.’

This the *Polynesian* credits to the *New York Gazette*, and *Times*, of the 10th of June; showing that a treaty had been entered into, and probably concluded, between the two governments. The provisions of the treaty are not yet known to us in Oregon, farther than what we can gather from the letter of Mr. Geo. Seymour, the British commander-in-chief in the Pacific, to the agent of the Hudson Bay Company at the Sandwich Islands, being an extract of a private letter from A. Forbes, Esq., consul at Tepic, to Geo. Seymour:

‘I send you an American newspaper, which Mr. Bankhead has requested may be forwarded to you, and which shows that the Oregon question is entirely settled; the 49th degree is to run on to the Straits of Fuca; the whole Island of Vancouver being left in possession of England; and the said Straits of Fuca, Puget’s Sound, &c., remaining free to both parties. The Columbia river is also to remain free to both parties, until the expiration of the charter of the Hudson’s Bay Company,

when the whole to the south of the 49th degree, is to belong to America, with the exceptions mentioned.'

Should this information prove correct, we may shortly expect officers from the United States government, to take formal possession of Oregon, and extend over us the protection we have longed and anxiously looked for.

The notice that the joint occupancy of Oregon would cease, after twelve months, was given, by the president of the United States, to the government of Great Britain.

The president in his message of 1845, before the notice was given, speaking of Oregon, says:

As yet, we have not been made acquainted with any action of congress, that would extend the jurisdiction of the United States over us, but from the feeling which prevailed in congress, with regard to this country, and the sentiments set forth by the president, previous to the notice being given, there can be no doubt that, now the notice being given, the boundary line is, in all probability, finally settled.

We shall, in a few months at the farthest, be again living under, and enjoying the protection of, the stars and stripes of our loved country, and, ere long, we may reasonably hope, be added to the brilliant constellation of states.

The law establishing the postoffice department needs altering, very materially. It was found, after being in operation but a very short time, that the rates of postage were altogether too high, amounting to a prohibition. Very few letters passed through the office; the revenue arose almost entirely from the postage on newspapers, but fell so far short of the expenses, that the postmaster general, at the close of the third quarter, stopped sending the mails. I would recommend that the rates of postage be reduced to five cents on each single letter, double letters and packages in proportion, and one cent on each newspaper. A mail route should be kept up between the principal sections of the territory; and I have no doubt, if the postage is reduced, the revenue, arising from the receipts of the office, will nearly or quite pay the expenses.

The act passed at the last session of the legislature, entitled "An act to prevent the introduction, sale, and distillation of ardent spirits in Oregon," is one I should recommend for revision; there are several points that are thought to be defective. The organic law provided that the legislature shall have power to pass laws to regulate the introduction, manufacture, or sale of ardent spirits. It is held that the power to prohibit the introduction, manufacture, or sale is not granted by the organic law. Another objection is that the fines collected under the act shall go, one half to the informant and witnesses, and the other half to the officers engaged in arresting and trying; in fact, making the witnesses and judges interested in the case. The 4th section makes it the duty of any officer, or any private citizen to act whenever it shall come to their knowledge, that any kind of spirituous liquors, are being distilled, or manufactured, in Oregon. It would be much better if it were made the duty of the sheriff of each county to act, whenever he should be informed that any liquor was being made or sold in his county, and authorize him to raise a sufficient posse to aid and assist him in enforcing the law. We have, as a community, taken a high stand in the cause of temperance; among our earliest efforts may be found the abolishing of ardent spirits from our land, and to this, in a great measure, may be attributed our peace and prosperity. No new country can be pointed out where so much harmony prevailed in its first settlement as in this—laws, we had none, yet all things went on quietly and prosperously. I have no doubt if ardent spirits are kept within their proper bounds, we shall continue prosperous.

It is said by some, we have no right to say what a man shall make, or what he shall not make; yet, we find in all large cities, certain manufactories are forbidden to be carried on within the limits of the city, because they annoy the inhabitants, and hence are declared to be public nuisances, and by law are compelled to be removed; and, if the city increase and extend to the place where they are re-

located, they are removed again. Intoxicating drink is an enormous public injury, and private wrong; its effects, in every way, shape, and form, are evil, and therefore should be restrained within proper limits by law. It deprives the wife and children of the inebriate, of the support and protection they have a right to expect from him; it deprives community of the labor which constitutes a nation's wealth, for it is a well-known fact that a nation's wealth is made up of individual labor; and every day, therefore, lost by the laborer, caused by the effects of alcoholic drink, is a loss to the community at large. Persons who have become habitually addicted to ardent spirits, hearing that we had excluded that poison from our land, and, believing they never could be free if they remained near its influences, have left their homes and crossed the Rocky Mountains to escape the ruin that threatened them. Shall they be disappointed? During the last year, persons, taking advantage of the defect in our law, have manufactured and sold ardent spirits. We have seen the effects (although the manufacture was on a small scale) in the midnight carousals among the Indians in our neighborhood during their fishing season while they had property to dispose of. And, let me ask, what would be the consequences if the use of it should become general in the country, and among the different tribes of Indians in the territory? History may hereafter, write the page in letters of blood! And, what are the consequences, as presented to us in the history of older countries, of an indiscriminate use of ardent spirits? Almshouses, hospitals, prisons, and the gallows. I would therefore recommend that but one person, and that person a physician, be authorized to import or manufacture, a sufficient quantity to supply the wants of the community for medicinal purposes; to dispose of no liquor, except when he knows it to be necessary, or on an order from a regular physician, stating that the person applying stands in need of it for medicinal purposes, and to physicians to be used in their practice. The person so empowered to import, manufacture, and sell, to keep a record of the quantity manufactured, or imported; also a record of the quantity sold, or disposed of, and to whom, and name of physician, on whose certificate given. This would be attended with but little trouble, and might be required to be given under oath. Many articles require alcohol to dissolve them; this could be done by taking the article to the person appointed, and having the alcohol put into the ingredients in his presence. Section 5th, I would recommend to be altered, so that the fines should go one half to the informer, and the other half into the treasury. I would recommend that the penalties be increased. If the indiscriminate sale of liquor be admitted an evil, no good citizen can wish to be engaged in it. Why should the majority suffer, to benefit a few individuals?

I have said more on this subject than I should have done, did I not fear an attempt will be made to break down the barriers raised by the early settlers of this land. Much of our prosperity and happiness as a community depend upon your action in this matter.

There will be several proposals laid before you, in regard to locating the seat of government; but under the present aspect of affairs, I think it best to postpone the subject for the present.

A subject of great importance to us, as a people, presents itself in our commercial regulations. That this will be a commercial nation there can be no doubt in the mind of any person acquainted with our location; it, therefore, is our duty to commence preparing the way for shipping to enter our harbors.

The first requisite for the mouth of the Columbia river, is a good pilot or pilots. Many ships employed in the whale fishery would, no doubt, enter our river, and remain with us during the winter, if they were sure of obtaining a good pilot to bring them in safely over the bar, and conduct them out when ready for sea. Vessels can, without doubt, enter and depart from the mouth of the Columbia river, with as much safety as they can the majority of the seaports in the United States; and it needs only a careful pilot, well acquainted with the currents, landmarks, and shoals, to make it perfectly safe for vessels to enter our port. I, therefore, recommend that a branch be established at the mouth of the Columbia

river; and that a board of commissioners be appointed, whose duty it shall be to examine all persons applying for a license to act as pilots, as to their capability so to act.

Connected with this is the means to prevent seamen from deserting. If seamen are at liberty to leave their vessels, and secrete themselves among the inhabitants, or be provided for and protected by them until their vessels leave, we can never hope to see vessels frequent our ports, for the purpose of refitting and obtaining supplies. I, therefore, recommend that a heavy penalty be imposed on any person who shall entice a seaman to leave his ship, or who shall harbor, secrete, or employ, or in any wise assist a deserter.

This may appear severe, but when, on reflection, we consider that these men voluntarily entered into a contract to perform certain duties, and that the safety of the vessel they belong to, and the lives and property on board, depend on their faithfully fulfilling their contract, the severity vanishes at once. We should consider that a vessel lightly manned (which must be the case if part of the ship's crew desert, as there are no seamen here to supply their places, runs great risks in working out of our harbor—a risk that shipmates and ship-owners will not be likely to run. Unless regulations be made that will prevent desertion, owners of vessels will avoid our ports, and without vessels, the produce of the farmer must remain on his hands, and in this way work an injury all around, and one that will be felt by all classes in the community.

Our courts, as at present regulated, have not answered the expectations of the framers of the law; but, as the jurisdictions of our courts will soon cease, it will probably be not worth while to enter into any new arrangement.

I regret to be compelled to inform you that the jail erected in Oregon City, and the property of the territory, was destroyed by fire on the night of the 18th of August last, the work no doubt, of an incendiary. A reward of \$100.00 was immediately offered, but as yet, the offender had not been discovered. Should you think it best to erect another jail, I would suggest the propriety of building it of large stones, clamped together. We have but little use for a jail, and a small building would answer all purposes for many years I have no doubt, if we should be successful in keeping ardent spirits out of the territory.

There is one subject which I would lay before you, in reference to the Indian population; and that is the extent the law intends to allow the whites in their villages. Complaints are made by Indians, that they are encroached upon by the whites. Cannot some method be devised by which their villages can be surveyed, and stakes set, inside of which the whites may not be permitted to enter and build. The Indians inhabited their villages previous to our arrival, and should be protected by us. The time is, no doubt near at hand, when the agent of the United States government will be here, and these matters will be arranged by him; but, until he arrives, I deem it necessary that some provision be made by you, as it may save trouble and difficulty.

Another emigration has crossed the Rocky mountains, and most of the party has arrived in the settlements. About 152 wagons reached this place very early in the season, via Barlow's road, for which a charter was granted him at your last session. About 100 wagons are on their way, if they have not already reached the upper settlements, by a southern route. They have, no doubt, been detained by travelling a new route. The difficulties attending the opening of a wagon road are very great, and probably will account, in some measure for their detention. The emigration falls very far short of last year, probably not numbering over one thousand souls. This is accounted for by a great part of the emigration turning off to California.

We trust that those coming among us may have no cause to regret the decision that brought them to Oregon. I would call your attention to the subject of education, without which no country can be prosperous; it, therefore, becomes the duty of the legislature to provide liberally for the education of the rising generation. I am happy to say that the past year has amply repaid



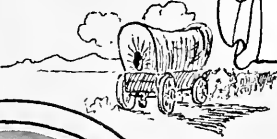
NEW YORK  
PUBLIC LIBRARY  
ASTOR LENOX TILDEN FOUNDATION  
1900



GEORGE ABERNETHY,  
Governor



JOSEPH L. MEEK,  
Marshal



SAMUEL R. THURSTON,  
Delegate to Congress



W. G. T'VAULT,  
Postmaster General

PRINCIPAL OFFICERS OF THE PROVISIONAL GOVERNMENT, AND FIRST  
TERRITORIAL DELEGATE TO CONGRESS

the tiller's toil. Our harvest has been abundant, and the season for gathering in the crops was dry, enabling the farmer to secure the reward of his labor free from injury. During the past season we have enjoyed, throughout the territory, the blessings of health; these blessings and mercies call for our gratitude. May we ever feel our dependence on the Divine Being, through whom we receive them, and our prayers continually ascend to him for wisdom to guide us in the important duties to which we are called.

GEO. ABERNETHY.

Oregon City, Dec. 1, 1846."

On motion of Mr. T'Vault, the governor's message and accompanying documents, were referred to committee of the whole, and made the special order of the day for tomorrow."

This pioneer governor's message not only shows the character of the questions which the pioneer law makers and state builders had to wrestle with, but it shows also the common sense, great responsibility and patriotic conscience which these men brought to the discharge of their duties.

On December 5th, 1846, representative T'Vault reported from the judiciary committee a bill to regulate the writ *ad quod damnum*; which was sufficiently learned and profane to suit the most fastidious member of the Oregon Bar Association.

On December 9, the legislature passed the following resolution:

"*Resolved*: That the select committee on the National railroad, be instructed to memorialize the congress of the United States on that subject." There was at that time not a mile of railroad within three thousand miles of Oregon City; but Oregon was not to be behind on this subject, and got its first railroad connection across the continent thirty-seven years later by the hands of Henry Villard, via the Columbia river and Spokane and St. Paul.

On December 17th, 1846 Governor Abernethy vetoed a bill to regulate "the manufacture and sale of wine and distilled liquors;" and as this is a live issue in Oregon politics today, we give the message in full:

OREGON CITY, Dec. 17, 1846

"GENTLEMEN: I return to your honorable body the act entitled, 'An act to regulate the manufacture and sale of wine and distilled spirituous liquors,' with my objections to the same.

Previous to our organization as a provisional government, public sentiment kept liquor from being manufactured or sold in this territory. Heretofore, every act of the legislature has been, as far as ardent spirits were concerned, prohibitory in character. The act laying before me is the first act that has in any manner attempted to legalize the manufacture and sale of ardent spirits. At the session of the legislature in June, 1844, an act was passed to prevent the introduction, sale, and distillation of ardent spirits in Oregon; and as far as my knowledge extends, the passage of that act gave satisfaction to the great majority of the people throughout the territory. At the session of December, 1845, several amendments were proposed to the old law, and passed. The new features given to the bill by those amendments did not accord with the views of the people; the insertion of the words 'give' and 'gift' in the first and second sections of the bill, they thought was taking away their rights, as it was considered that a man had a right to give away his property if he chose. There were several objections to the bill, which I set forth to your honorable body in my message. I would recommend that the amendments passed at the December session of 1845, be repealed; and that the law passed on the 25th of June, 1844, with such alterations as will make it agree with the organic law, if it does not agree with it, be again made the law of the land. It is said by many

that the legislature has no right to prohibit the introduction or the sale of liquors, and this probably the strongest used in defense of your bill. But do you not as effectually prohibit every person who has not the sum of one, two, or three hundred dollars to pay for his license, as does the law now on the statute book? Are not your proposed fines and penalties, as great or greater than those of the old law? Where, then, is the benefit to the people? There is no doubt in my mind, but that the law will be evaded as easily, and as often, under the new law, as it was under the old, and, in addition to this, there will be the legal manufacturers, importers, and sellers, who will be able, under the sanction of law, to scatter all the evils attendant upon the use of alcoholic drink. We are in an Indian country; men will be found who will supply them with liquor as long as they have beaver, blankets, and horses to pay for it. If a quantity should be introduced among the Walla-Wallas, and other tribes in the upper country who can fortell the consequences—there we have families exposed, cut off from the protection of the settlements, and perhaps at the first drunken frolic of the Indians in that region, they may be cut off from the face of the earth. But we need not go so far; we are exposed in every part of our frontier, and when difficulties once commence, we cannot tell where they will cease.

It has been proved before the house of commons, that one-half of the insanity, two-thirds of the pauperism, and three-fourths of the crimes of Great Britian, may be directly traced to the use of alcoholic drink. The testimony of our most eminent judges in the Unites States, shows that the same proportion of crime is attributable to ardent spirits in that country. Statistics might be produced, showing the enormous evil and expense of an indiscriminate use of liquor.

As to revenue, the small amount received for licenses, instead of being a revenue, would be swallowed up in the expenses attending trials for crimes, &c., caused by the crime of these licenses.

But, leaving all other countries out of view, let us consider our own state. Surrounded by Indians, no military force to aid the executive and other officers in the discharge of their duties, not a solitary prison in the land, in which to confine offenders against the law, and consequently no way of enforcing the penalties of the law. I think these things should call for calm and serious reflection, before passing your final vote on this bill. My opinion is, the people are opposed to legalizing the introduction and sale of liquor in this land. I may be mistaken, and therefore should be in favor of the old law, or something similar should be adopted, of referring the whole matter to the polls at the next general election. If the people say 'no liquor,' continue to prohibit; if they say, through the ballot box, 'we wish liquor,' then let it come free, the same as dry goods, or any other article imported or manufactured; but, until the people say they want it, I hope you will use your influence to keep it out of the territory,

It is with regret that I return any bill unsigned, but I feel that we both have duties to perform and when we think duty points out the way, I trust we may always be found willing to follow it.

GEO. ABERNETHY."

TREASURER'S REPORT.

State of the Treasury, December, 1846.

*Funds in hand.*

Amount due by George Abernethy, per account .....	\$81.54
Amount due by John H. Couch .....	16.92
Amount due by F. W. Pettygrove .....	11.27
Amount due by H. B. Comp (Fort Vancouver).....	16.42
	<hr/>
	\$126.15

*Liabilities.*

Amount due H. B. Comp (Oregon City).....	\$140.94
Amount collected of estate of Ewing Young.....	2,815.00
Scrip outstanding at this date, not paid.....	1,879.64

\$4,835.59

*Receipts since December 1, 1846, to date.*

Taxes from John R. Jackson, sheriff, Lewis county.....	\$24.58
Taxes from John R. Jackson, sheriff, Vancouver county...	57.73
Taxes from William Holmes, sheriff, Clackamas county...	115.00
License paid by R. K. Payne.....	100.00
License paid by H. N. Winslow.....	100.00
Absentee tax, paid by John R. Jackson (Vancouver).....	10.00

\$407.31

Taxes from John R. Jackson (error).  
The receipts since December 1, 1846, have been paid me  
wholly in scrip.

Interest paid on scrip, December 9..... 3.59

\$403.72

Balance liabilities .....\$4,431.86

JOHN P. BROOKS, Deputy Treasurer.

December 9, 1846.”

MESSAGE.

Of the Governor of Oregon Territory, December 7, 1847.

*“To the Honorable the Legislative Assembly of Oregon Territory:*

“FELLOW CITIZENS: Contrary to the expectation of all who reside in this territory, you are again convened under the provisional government of Oregon. After learning that the boundary line question was settled, there was hardly a doubt resting in the mind of any individual with regard to the extension of the jurisdiction of the United States over this territory. We have been sadly disappointed, and hope, which was so fondly cherished, begins to sink into despair in the hearts of many.

Our situation is not a pleasant one, on account of the uncertainty of it. We may be in less than six months under the laws and government of the United States; and we may, on the other hand, exist in our present state several years. This uncertainty will, no doubt, embarrass you in your proceedings. If we remain as we are for any length of time, ways and means must be devised for raising a more extensive revenue. The laws should be published in a convenient form; a fund set apart for treating with Indians, and many other things provided for that we have thus far dispensed with, but which must be attended to in order that we may carry out the principles under which we have associated.

This being the first session of the present congress, they will have more time to devote to the formation of a government for this territory, than at the last session. The probability is that peace between the United States and Mexico will have been restored, and relieve congress from the cares and anxieties attendant upon a war, and also relieve the government from the very heavy expense which must necessarily attend the carrying on of a war. These things

lead to the hope that among the first acts of congress will be the passage of an act to establish a territorial government in Oregon.

This will release us from our present embarrassments and place us under a permanent form of government. Hoping that this may be the case, I will call your attention to such subjects as are most pressing in their character, and which cannot well be dispensed with. The judiciary, as now regulated, answers every purpose required of it, and proves to be a far better system than the old one. There is one thing, however, needed very much in connection with it, and that is a prison. Should an offender be sentenced to imprisonment by the judge, there is no place in the territory to confine him, and consequently he escapes the punishment his crimes justly merit. This should not be so, and I hope you will provide means during your present session for the erection of a jail.

In my message of 1845, I recommended that in addition to gold and silver, wheat should be the only article used in the country as a legal tender. The legislature added treasury drafts and orders on solvent merchants. I would recommend the repeal of that part of the act which makes treasury drafts and orders on solvent merchants a lawful tender—receiving treasury drafts, however, in payment of taxes and debts due the government. Gold and silver are much more plentiful in the territory now than two years ago, and could be made the only lawful tender without detriment to the community; still, I think wheat had better remain in connection with gold and silver; it is a staple article, and can always be disposed of to merchants and others.

I would recommend an alteration in the law relating to the recording of land claims. The organic law requires that claims be recorded in the office of the territorial recorder. This answered very well while our population was small and nearly all living in one district, but our population is increasing rapidly and spreading over a large extent of country; new counties have been formed, and probably in a short time others will be set off and lands taken up still further from the territorial recorder's office than at the present time. In view of this, I think it advisable that you propose an amendment to the organic law making the clerk of the county court recorder of all land claims located within his county, and dispense with the office of territorial recorder.

Our relation with the Indians becomes every year more embarrassing. They see the white man occupying their land, rapidly filling up the country, and they put in a claim for pay. They have been told that a chief would come out from the United States and treat with them for their lands; they have been told this so often that they begin to doubt the truth of it; at all events, they say he will not come till we are all dead, and then what good will blankets do us? We want something now. This leads to trouble between the settler, and the Indians about him. Some plan should be devised by which a fund can be raised, and presents made to the Indians of sufficient value to keep them quiet until an agent arrives from the United States. A number of robberies have been committed by the Indians in the upper country, upon the emigrants, as they were passing through their territory. This should not be allowed to pass. An appropriation should be made by you, sufficient to enable the superintendent of Indian affairs to take a small party in the spring, and demand restitution of the property, or its equivalent in horses. Without an appropriation, a sufficient party could not be induced to go up there, as the trip is an expensive one.

The emigration the past season has been much larger than any preceding one, amounting to between four and five thousand souls. They have all arrived in the settlements, unless a few families should still be at The Dalles and Cascades, and scattered themselves over the territory. The most of them are farmers and mechanics; they will add much to the future welfare and prosperity of Oregon.

During the past year we have been visited by a number of vessels, some of them drawing more water than the vessels which have usually visited us. I

am happy to say, they received full cargoes on board and crossed the bar in safety. The provisions of the pilot law have been carried out, and its good effects are already visible. The able pilot at the mouth of the river has made himself thoroughly acquainted with the channels and currents, thus diminishing the dangers formerly attending vessels coming into the river. The time is not far distant when our river will be entered with more ease and facility than many of the ports in the United States on the Atlantic coast; and captains will wonder why the entrance was so much dreaded, forgetting that they are reaping the benefits of experience.

The cause of education demands your attention. School districts should be formed in the several counties, and school houses built. Teachers would be employed by the people, I have no doubt, and thus pave the way for more advanced institutions.

In closing, allow me to unite with you in expressions of gratitude to that Being who has preserved us during the past year, and granted us the blessing of health, peace and prosperity. May we continue to merit his mercies by acknowledging our dependence on Him and keeping His law before us.

GEO. ABERNETHY."

Oregon City, December 7, 1847.

Joseph Meek was appointed messenger to carry the news of the Whitman massacre to Washington City, and lay it before congress, and resigned his seat in the legislature and made that remarkable trip by horseback across the continent in the middle of the winter of 1847-8.

The following extract from the letter of Hugh Burns, commissioner of the currency, to the legislature, dated Oregon City, February 8, 1849, will show the troubles of that officer in financing the treasury of Oregon, in fighting the Indians at that date:

"On the 28th of March last, or near that time, the commissary general told me that when he was at The Dalles, it became necessary for him to take wagons and oxen, the property of Phelaster and Philemon Lee, to the amount of \$250. I consented to give bonds to that amount and did so, but in a few days I was called upon by different persons for bonds for a very large amount. I refused to execute bonds to them until I could see the other two commissioners, and when we met together it was thought best not to give any more bonds for any property, as we knew nothing about it; so, for these reasons we refused to give bonds for any more of the property taken at The Dalles by the commissary general.

There is another matter I wish to explain; it is this: When I commenced to collect funds, I was not able to obtain any money except orders on the stores in Oregon City; in consequence of this, it was impossible for the commissary general to obtain articles for the use of the army.

He told me he could get axes and spades, and these articles were very much wanted to make roads for wagons to pass up the Columbia river. Philip Foster had subscribed \$50, to be paid on the stores, and John B. Price \$25, to be paid also on the stores. These gentlemen told me if I would give them twenty-five per cent premium, they would let me have cash, and I told them I would do so. Mr. Foster gave me \$37.50, and I gave him a bond for \$50. Mr. Price gave me \$18.75, and I gave him a bond for \$25. This I did for the best. But should your honorable body think otherwise, I am ready to pay to this government out of my own funds, the amount of premium that I found at that time necessary to allow. I bring this to your particular notice, because it was noticed at the time by one of the presses of Oregon City. Whatever your decision on this point may be, I alone am responsible, as my two associates know nothing of the matter. The commissary general or his agent. A. J. Hembree, Esq., obtained a loan of \$196.50, or thereabouts, from Thomas Justins, for which they agreed to get him a bond for \$216.33. I first refused to give the bond for that

amount, but the commissary general being very much in want of cash, and upon consideration, sooner than the money should be returned, I executed the bond to Thomas Justins for \$216.35. All bonds issued by us bear interest at the rate of 10 per cent per annum, and all signed by the governor and countersigned by the secretary of this territory. All the books and papers belonging are hereby transmitted for your examination.

Owing to the resignation of Gen. A. L. Lovejoy as one of the commissioners, and the absence of Dr. W. H. Wilson, this document will appear with but one signature.

(Signed) HUGH BURNS, Commissioner."

Oregon City, February 8, 1849.

On February 10, 1849, some enterprising real estate agent applied to the legislature for a "charter" to enable him to get into the real estate business in the great northwest "on the ground floor." The legislature turned him down in the following resolution:

"Resolved: That it is not in the power of this house to grant a charter to any individual or company for treating for wild lands in this territory, or for holding treaties with the Indian tribes for the purchasing of lands."

On February 14th, 1849, the legislature amended the oath of office of the provisional government from the form set out on a preceding page to the following:

"I do solemnly swear that I will support the constitution of the United States and the organic laws of the provisional government of Oregon, and faithfully demean myself inoffice, so help me God." Thus after recognizing the citizenship of the British subjects in the government for six years, they shut the doors to any further courtesies in that direction.

The last acts of the legislature and officials of the provisional government are dated February 16, 1849. On that day the legislature divorced John P. Brooks from his wife, Mary Ann; passed an act for the relief of Jason Wheeler; an act providing for weighing, assaying, melting and stamping gold coin. Against which last, act, Representative W. J. Martin filed a protest "because the act was a violation of the constitution of the United States," and made this territory a shaving machine by only allowing \$16.50 for an ounce of gold dust.

The legislature then adjourned *sine die*; and passes into history as the first and only state forming and successfully carrying on a provisional government on the American continent. And having during its existence of six years, two months of twenty-eight days, established courts, administered justice, punished crime, coined money, raised military forces and made war on the Indians, granted titles to land, and made laws which all obeyed, provided for common schools, education, religion and the public welfare.

The record now given of this pioneer legislature seems sufficient to show the character of the man and measures of the pioneer Provisional government of Oregon, every session of which was held within the territory this history is to cover.

The real pioneers were the men and women who came here before 1846. They did not know from any act of the United States whether this would be American or British territory. But they came to make it American. Those who came after 1846, took no chances. It was then decided to be United States territory. They came to reap where others had sown. They wanted security before they would move. The real pioneers put up the security and ran all the risks of the investment. The rooms of the Historical society furnish mute but incontestable evidence of the plain and simple lives of our pioneers. The ancient wagon, the primitive spinning wheel, and the rude weaving loom, all testify stronger than words, the slow advance from purely hand work to that of the hand made machine, taking the place of the hands.



The pioneers took little thought of wealth or station. They passed over millions of gold in Baker, Union and Grant counties, and on to the Willamette valley, to found a state on just laws, that should honor and bless mankind, after all the gold has been worn into impalpable dust.

When the king of Spain was anxious to found a state in the new world, of which Oregon was then an unknown fraction, he dispatched a royal decree in 1778, to his governor, Don Pedro Piernas, at old St. Louis, as follows:

"The source and origin of all empires has been the refuge and kind usage which men find in the gentleness of the laws. The evil administration of them is the greatest impediment to the building of a government; for not only are those who are present and exposed to them exasperated, but others are prevented from coming. Hence as our laws are extremely mild, they ought not to be obscured by ambition and self-interest."

Had our illustrious pioneers who set up a government at Champoege on May 2nd, 1843, had a copy of this royal message before them, they could not have proceeded with more thought and consideration, for that piece of kingly wisdom, than they did.

All the actors in this temporary government were unpretentious plain men, men who were busily engaged in opening farms or establishing pioneer business interests. Not a single man from first to last in the whole six years existence of the provisional government, was found to be actuated by selfish motives or aspirations for power and place. The welfare of each and all of the little state was the ambition of every man who served the state. It is but a natural desire to praise the work of unselfish men. But a careful examination of their whole record, in comparison with the state governments, we have had, since the provisional government passed into history, will show, that the pioneer government was, all things considered, the best government that ever ruled the destinies of Oregon.

From his longer service to the provisional government, the governor, George Abernethy, was the most prominent member of it, and his name will go down to future ages as the best governor Oregon has had to this date. A plain unpretentious citizen, with common sense for talent, and unswerving integrity for motive power, he faithfully, steadily, courageously, and conscientiously steered the little craft through all the dangerous rocks and shoals and buffeting storms of rival sectarianism, Indian wars, British intrigues and opposition, until the infant state was safely housed within the aegis of the great republic.

The greatness of these brave pioneers and the grandeur of their great achievement, has been yet scarcely recognized or appreciated. But as time rolls on and this city swarms with its hundreds of thousands, and its commerce covers the great Pacific, the genius and justice of the laws and institutions which these men founded will be seen to be far greater than any possible material prosperity. And then the lengthening shadows of their colossal work and fame, will cover the whole land, and place their names among the greatest and best of mankind.

"O strange new state, that yet was never young,  
Whose youth from thee by gripping need was wrung;  
Brown foundling of the woods, whose baby bed  
Was prowled round by Injuns crackling tread,  
And who grew strong through shifts and wants and pains;  
Nursed, defended by men with empires in their brains,  
Who saw in vision, more states in their train;  
With every hand upon a vassal oceans mane;  
Thou, skilled by freedom, and by great events,  
To pitch new states, as old world men pitch tents,  
Thou, taught by fate to know Jehovah's plan,  
That man's devices can't unmake the real man.

## CHAPTER VIII.

1774—1846.

*The Title to the Country—Titles by Discovery—Paper Titles of Spain, France and England—Title by Contiguous Settlement and Possession—The Question in Politics and in Congress—The Treason of President Polk—Oregon Saved by American Settlements.*

The vast region west of the Rocky mountains fronting on the Pacific ocean from the northern boundary of California up to Alaska became known to the world under the name of "Oregon," about the year 1770. And the first tangible acts to obtain title to this vast country, date back to the voyages of Spanish explorers in 1774; followed by the English navigator, Cook, in 1776, the year the American Colonies declared themselves independent of Great Britain. Sixteen years after the Englishmen filed a discovery claim to the country, Captain Robert Gray, the American trader, discovered the Columbia river, which practically drains the whole region and laid the foundation for the claim of the United States.

Here then are the claims of the three nations—Spain, England, and the United States—mere paper titles, founded on the trifling incidents of landing on the sea coast of a vast country of then unknown extent. Neither of these parties had contributed anything whatever to the value of the country, or, to any extent worth mentioning, made known to the world its resources, population or boundaries. The law, or custom, upon which any shadow of title to the country could be founded by either of these parties was nothing more than the comity or courtesy conceded among the maritime nations down to that period; a right, comity, or courtesy, which was always ignored and repudiated by the strongest, whenever it was their interest to do so.

The Indians were the original possessors of the country, and held their title from occupancy for unknown thousands of years. But all three of these so-called civilized nations united to deny and overthrow the title of the native barbarian. To deny the title of the Indian, because he was ignorant, superstitious and a barbarian or savage, was to found rights on educational opportunities rather than upon the foundation set forth by the American Declaration of Independence. To deny the right of the Indian, and then concede his humanity by offering him the teachings of the Bible, was an inconsistency too absurd for argument. And so the moralist and publicists were forced to take grounds with the defenders of African slavery and boldly proclaim the doctrine that neither the red man nor the black man had any rights which the white man was bound to respect.

And so this conclusion gives a clear field to consider what nation had the title to the vast region of old Oregon of which the city of Portland is the commercial metropolis.

For clearness of understanding, we will state, that on the 25th of January, 1774, about two and a half years before the American Declaration of Independence, the Spanish sloop of war Santiago, sailed from San Blas, Mexico, under command of Lieut. Juan Perez. The Spanish viceroy in Mexico directed Perez to sail northward along the Oregon coast up to sixty degrees of north latitude; which would be a few miles above the extreme southern limit of the present United States territory of Alaska. And from that point survey the coast southward to Monterey, (now in California), and landing at convenient places and taking possession of the same in the name of the King of Spain. Under these orders Perez sailed with the king's ship, and the king's men on June 16th, 1774. On the 13th of July, he made the land in fifty-four degrees north (now known as Queen Charlotte's Island), and named the point, Cape Santa Margarita—the Cape North of our geography—then rounded the north point of the island and sailed into Dixon's Channel. From this point Perez turned south, coasting along the shore and trading with the natives. On the 9th of August, he made the land on the west coast of Vancouver Island at the point known as Nootka Sound. From Nootka again coasting southward, the pilot claimed to have seen what is recognized now as the opening to the Straits of Fuca; and still further south made out, and named Mount Olympus, passed Cape Mendocino and the Oregon coast August 21st, and reached Monterey on August 27, 1774.

On the return of Perez, the Mexican viceroy decided to send another expedition to the north, and made preparations to send the schooner Senora, along with the Santiago, giving to Captain Bruno Heceta, the command of the Santiago, and to Angala, the command of the little schooner. This expedition sailed from San Blas for the north, and on June 10, 1775, made a landing on the coast in an open roadstead at forty-one degrees, ten minutes north, a little below the present south boundary of Oregon. Here they spent nine days and claimed the country for Spain. Again sailing north, the expedition made land the second time at forty-eight degrees, twenty-six minutes north, which is a little south of the entrance to the Straits of Fuca. From this point they cruised southward looking for the Straits. On the 14th of July, in latitude forty-seven degrees, twenty minutes north, which is a little north of Grays Harbor in the state of Washington, seven men of the crew of the Senora in their only boat, landed on the mainland to get fresh water and were overpowered by the natives, and all killed; and the schooner itself was surrounded by hundreds of Indians in canoes who made unsuccessful attempts to board her. Here Heceta desired to return to California, but was overruled by Perez, Bodega, and Maurelle, and the expedition again sailed northward, making their next landing at forty-nine degrees, and thirty minutes north, which is thirty miles north of the present north boundary of the United States; but being on the west coast of Vancouver Island, is still on British territory. From this point Heceta turned southward, and at about forty-six degrees, and ten minutes, discovered a great bay, July 17th, 1775. On account of the currents and eddies, setting out seaward, he could not enter it with his ship, but recorded the event in his log book, as, "The mouth of some great river, or a passage to another sea." This was the mouth of the Columbia river, and we see how close the Spaniard came to making the discovery, which has made Robert Gray famous. The Spaniard kept on south and made Monterey on August 30th, 1775, a few days after the never to be forgotten battle of Bunker Hill.

We have been thus particular to set out the facts constituting the rights of Spain to claim the Old Oregon country from the California line clear up to Alaska. According to the theories of the European nations in vogue one hundred and fifty years ago, the King of Spain had done everything necessary to give his nation a good title to the Oregon country; for according to this historical record, the Spanish naval officer and ships, flying the flag of Spain, in lawful exploration of the high seas, were the first discoverers of the Oregon country.

It was doubtless the fact that Captain Francis Drake had been on the Oregon coast before the Spaniard. But he was here, as has been before stated, as a free-

booter or pirate, plundering Spanish merchant vessels, and as such, his acts could not confer any title on the English government; and for that reason his government never took advantage of any discoveries he made.

And notwithstanding the fact, that the Spaniards were the first discoverers of the Oregon coast, for some reason, never explained, they did not make these discoveries known to the world at that time; but waited until after Captain James Cook, as the representative of Great Britain, made his famous voyage to the Oregon coast in 1778. Cook sailed from Plymouth, England, eight days after the American Declaration of Independence had been signed up by the Continental Congress; a fact which could not have been at that time known in England. These dates are given to show that the new born nation of the United States, had not, at the time the Spanish and English claims to Oregon were set up, yet achieved a national organization, existence or recognition before the world; and was not therefore bound by the comity laws of nations which gave away great countries on rights of discovery.

But Captain Cook saw no part of the coast of America on this voyage, which had not been previously seen by the Spanish navigators, Perez, Heceta and Bodega.

The question was raised later on by England, that Spain had negotiated away its rights to Oregon, by a treaty entered into October, 1790; which provides that Spain should restore to Great Britain, the possession of property and ships taken from the British by force at Nootka Sound, by the Spanish Captain Martinez, in May, 1779. And as this incident has figured prominently, not only in the history of those times, but also in the diplomacy and treaty rights of the United States and England, a resume of the facts therewith connected, will now be given.

From a trifling incident of Captain Cook's voyage to the west coast of Oregon in 1778, the attention of all the trading nations was attracted to this country. Cook got from the Indians, and carried away to China, a small bale of furs, which on being offered for sale, at once dazzled the eyes of all traders in Chinese ports for their superiority to anything of the kind ever seen before, and the vast fur trade to northwest America started right there.

But when the British sea-rovers and independent traders sought to go into the fur trade, they were handicapped by the regulations and franchise grants of their own country. In pursuance of its immemorial policy of granting special privileges to royal favorites, the British government had divided up the earth between two chartered companies, and had granted to the South Sea Company the sole right to trade in all seas and countries westward of Cape Horn; and to the British East India Company, the sole right to trade in all seas and countries east of the Cape of Good Hope; and by these grants all British subjects, not connected with either one of these great monopolies, were prohibited from trading in all seas, territories and islands in that vast portion of the world lying between the Cape of Good Hope eastward to a line drawn north and south through Cape Horn, or vice versa, westward from the meridian of Cape Horn to the meridian passing through the Cape of Good Hope; and British subjects desiring to engage in Pacific ocean commerce or Pacific coast fur trade in America, or in the China or East India trade, were obliged to obtain permission of one of these great companies and fly their flag, or not trade at all. If old England has not set the pace for monopolies, where did they begin?

Of course, these monopolies could not prevent the Chinese, as an independent nation, from trading here; or from granting ships rights to trade. But old China was not slow at a bargain, and put up the price of grants and port charges to excessive prices on everybody except the Portuguese.

To evade these exactions of the Chinese, and the prohibitions of these British charters, several British merchants residing in India, desiring to engage in the rich fur trade to America, associated themselves together under the name of a Portuguese merchant, and procured from the Portuguese government of

Macao a license for two ships—the Felice and Iphegenia—to sail under the Portuguese flag to the northwest coast of America. To further carry out their enterprise, these British merchants procured Lieut. John Meares, of the British navy, on leave, to command this fur trading expedition. Meares' character in the venture was further complicated by the fact that he was at that time in the British East India Company service as an English subject, which company held the sole right to trade in these parts, and which company had given Meares the license of its company to make a trade venture to the Oregon coast on his own account. To further complicate matters, the adventuring merchants took out the papers of the two ships in the Portuguese language, and in the name of Portuguese captains, who were to go along as figure heads, and who were referred to in Meares' reports as "second captains."

And in the letter of instructions issued to Lieut. Meares by these merchants, they tell him: "That if any Russian, English or Spanish vessels attempt to seize him or his ships, or to carry him out of his way, you must prevent it by every means in your power and repel force by force; and should you, in such conflict, have the superiority, you will then take possession of the vessel that attacked, as also her cargo, and bring both, with the officers and crew to China, that they may be condemned as legal prizes, and their crews punished as pirates."

And thus officered and authorized, the two ships—Iphegenia and Felice—sailed for the Oregon coast and reached Nootka Sound on the west coast of Vancouver Island May 13, 1788. A few days after their arrival, the Indian chief Maquinna, who claimed the island as his real estate, granted to Meares "a spot of ground in his territory whereon a house might be built for the accommodation of the people intended to be left there, and promised also the assistance of his Indians in building houses, and the protection of the Indians for the people who were to remain during the absence of the ships. In return for this permission to build the house, Meares presented Maquinna with a pair of pistols; and to secure the further attachment and protection of Maquinna, he was promised that when the people of those ships finally left the coast, he should enter into the full possession of the house and all the goods belonging therewith."

This was the first house built on all the vast region of old Oregon, and these were the circumstances under which it was erected. It was a mere temporary shelter from the weather, with some stockade defense against an attack from the Indians.

Hearing of these operations of the fur traders, great uneasiness was aroused in Spain. And in 1789, the Spanish viceroy in Mexico dispatched two ships to the north with instructions to proclaim and enforce the rights of Spain to the country. These ships—the Princesa and San Carlos—commanded by Lieut. Martinez, reached Nootka Sound, May 5, 1779, and found there the American ship Columbia; and the ships Iphegenia and the Felice, with Captain Meares, arriving a few days afterward.

The Spaniard promptly announced his business, and the American as promptly recognized the rights of Spain to the country. The captain of the Iphegenia gave an evasive and untruthful reply, saying he had put in there in distress to await the arrival of Captain Meares. But the Spaniard hearing that the Iphegenia carried orders to capture any Russian, Spanish or English vessel, he seized the ship, and subsequently the Northwest America, another ship in the same service as the Iphegenia.

Captain Meares, not returning on account of a reorganization of the adventuring merchants, which had replaced Meares with Captain Colnett, also holding a commission in the British navy, now off on leave, events dragged until Colnett came into Nootka off the ship Princess Royal. Colnett's instructions directed him "to establish a factory to be called Fort Pitt, for the purpose of permanent settlement, and as a center of trade around which other stations may

be established." And he informed the Spanish captain, Martinez, that he should take possession of Nootka Sound in the name of Great Britain and hoist the British flag. The Spaniard replied that possession had already been taken in the name of Spain, and that he would resist any attempts to take possession in the name of Great Britain. The Englishman inquired if the Spaniard would object to building a house; the Spaniard said, "Certain, I will object; you can erect a tent to get wood and water, but no house." The Englishman replied that he would build a block house; whereupon the Spaniard arrested the British captain and all his crew, and seized the ships—Princess Royal and Argonaut—and sent them down to San Blas, Mexico as prizes.

Here, then, was a veritable "tempest in a teapot." Consider, for a moment, the surroundings of these men and the future weight given to their acts. Here they were in a little pocket of a bay on Vancouver island; the Americans twenty thousand miles from their home port; the English-Portuguese merchant adventurers no better than pirates, as they were sailing under false colors, six thousand miles from their base of operations, and the Spaniard three thousand miles from his governor; with an onlooking audience of hundreds of savages, and not a single civilized man within thousands of miles. The Spaniard bravely asserts the rights and authority of his king, and the bluffing British captain tamely submits to arrest.

It was ten months after the capture of the British ships before the news reached Europe; whereupon England demanded of Spain immediate reparation for the insult to her flag, and thus assuming responsibility for all the crookedness which had set afloat the so-called Portuguese merchant fur trading ships. To the outburst of England the king of Spain issued a proclamation to all other nations on June 4, 1790, temperately reciting the rights of Spain to the continents and islands of the South Sea, concluding with: "Although Spain may not have establishments or colonies planted upon the coasts or in the ports in dispute, it does not follow that such coast or port does not belong to her. If this rule were to be followed, one nation might establish colonies on the coast of another nation—in America, Asia, Africa and Europe—by which means there would be no fixed boundaries—a circumstance evidently absurd." Such were the hard facts of the case down to the beginning of the dispute between Spain and England, as to the title of old Oregon.

And now we reach the chapter of diplomatic negotiations between these two nations to settle that dispute. Spain opened the negotiations with a proposition to refer the dispute about the insult to the British flag to the sovereign of some European nation, and England declined the proposition. Then Spain appealed to France for assistance in resisting the power of England should war ensue out of these matters. But France declined to commit her government to any assistance. Down to this period, England had not set up any claim to or ownership of Vancouver Island covering the spot where Captain Martinez seized the ships. Hope of assistance from France being abandoned, Spain was forced into a treaty with England, October 28, 1790, whereby the buildings and tracts of land on the northwest coast of America, of which British subjects had been dispossessed in 1789 by Martinez, were to be restored to the British subjects; and the ships and other property of British subjects were to be returned with compensation for any losses sustained by reason of the acts of the Spanish officer. In addition to these provisions, a right in common with Spain was to be enjoyed by the subjects of both Spain and England to navigate the Pacific ocean and the South Seas; and to land on places on the coast thereof not already occupied; to carry on commerce with the natives, and to make settlements with the following restrictions: "The king of Great Britain agreed to prevent navigation or fishery in those seas being made the pretext for unlawful trade with the Spanish settlements. No British subject was to navigate or carry on a fishery in said oceans within ten leagues of any part of the coast

occupied by Spain. When settlements were made by subjects of either power, free access to, and full privilege to trade were confined without molestation."

Such was the treaty between Spain and England about old Oregon. At the very most, it was only a treaty of joint occupancy for trade; no provisions having been made by either party for the policing or government of the country. Spain did not renounce the sovereignty of the country, and neither of the parties or both combining could make an effective treaty to bar out other nations while themselves pretending to hold the country in common. It is a fundamental principle of the law of nations, that the territorial boundaries and limits of sovereignties shall be definite and fixed, so that the nation claiming jurisdiction over any country can be held to accountability for conduct within or proceeding from such country. Joint occupancy defeats that principle of law, and is, therefore, absurd and nugatory.

And to show that Spain never intended to surrender the sovereignty of the country, the reader has only to follow the history of that treaty and see how its provisions were carried out.

The British government appointed Captain George Vancouver commissioner to receive the personal property seized by the Spaniards, and carry out the provisions of the treaty on the part of England; and Spain appointed as Spanish commissioner Senor Bodega y Quadra, and the two representatives of their respective countries met at Nootka Sound on August 28, 1792. After haggling and negotiating over the matter for two weeks, the Spaniard refused absolutely to deliver possession of any land except the ground on which the British house had been erected, probably about an acre. The ships and personal property had been returned to the Englishmen more than a year before, and the Spanish commissioner now refused to give up more land than what was used with the one temporary house, and would not permit the English commissioner to raise the British flag over even that. This, the English commissioner refused, and sailed away. The English were never put in possession of a foot of the Pacific coast by Spain, and its territory was never surrendered to England in any manner whatever.

Spain's title to old Oregon by the right of prior discovery, whatever that amounts to, and continuous possession and assertion of that right, as against England, is therefore found to be perfect and indefeasible.

But this was not all of Spain's title. In the year 1763, thirteen years before the American colonies threw off their allegiance to Great Britain, England entered into a treaty with Spain, defining the boundaries of the respective territorial rights and possessions in North America. And by that treaty, the Mississippi river, flowing from north to south in a direct course for fifteen hundred miles, was declared to be the perpetual boundary between the possessions of Spain, and the possessions of Great Britain in America; *and the entire country west of that river was declared to be the territory of Spain.*

There was, after the disagreements of Quadra and Vancouver, a subsequent effort to settle the matter at Nootka, in which, according to the British version, General Alava, on the part of Spain, surrendered the ground on which the British buildings stood to Lieut. Pierce of the British navy. But the English never took possession or occupied the place. And commenting on these facts, the British historian, William Belsham, says:

"But though England, at the expense of three millions, extorted from the Spaniards a promise of restoration and reparation, it is well ascertained: First, that the settlement in question was never restored by Spain, nor the Spanish flag at Nootka ever struck; and secondly, that no settlement had been subsequently attempted by England on the California coast. The claim of right set up by the court of London, it is therefore plain, has been virtually abandoned."

And now having set out the historical facts which conclusively show that Spain had, according to the law of nations, a good and sufficient title to the

whole of old Oregon, from Mexico clear up to the Russian possessions of Alaska at fifty-four degrees and forty minutes north latitude, we will give the record showing Spain's transfer of that title to the United States. On February 22, 1819, the United States made a treaty of amity settlement and limits with Spain in which the king of Spain ceded to the United States all the rights of Spain to all the territory on the American continent east of the Arkansas river, and all north of the forty-second parallel of north latitude; and the United States ceded to Spain all claims and pretensions to territory west of the Arkansas river and south of said parallel of north latitude. This gave to the United States all of Spain's rights to old Oregon; being all the territory west of the Rocky mountains lying north of said parallel of latitude and up to fifty-four degrees and forty minutes north.

In a treaty with the Russian empire signed at St. Petersburg, April 17, 1824, Russia recognized this right of the United States in the third article of said treaty, which reads:

"Article 3. It is, moreover, agreed that hereafter, there shall not be formed by the citizens of the United States, or under the authority of the said states, any establishment on the northwest coast of America, nor in any of the islands adjacent to the *north* of fifty-four degrees and forty minutes of north latitude; and that in the same manner, there shall be none formed by Russian subjects or under the authority of Russia *south* of the same parallel."

No nation has ever been more careful of its treaty obligations or better informed of the boundary rights of other nations than the empire of Russia; and it is not to be thought of for a moment, that Russia would in this manner recognize the rights of the United States to make settlements up to its own south boundary on the Pacific, if we did not possess such right.

In addition to the grant from Spain, the United States had the further grant from France in the sale of Louisiana in 1803. By that purchase from France the United States acquired the rights founded on the doctrine of continuity, the right arising from holding contiguous unclaimed lands. In the treaty of Utrecht, made between England and France in 1713, France was confirmed in all the territory from the Mississippi line westward to the Pacific ocean. By that treaty England received Canada and Illinois, and renounced to France all west of the Mississippi and from the heads of all streams emptying into Hudson's Bay clear over to the Pacific ocean, subject, of course, to any claims of Spain. For the integrity of this principle of continuity of territorial rights, Great Britain waged the war of 1763 against France, and by the treaty which ended that war, Great Britain transferred to France whatever rights or benefits that might accrue from the recognized doctrine of continuity, and forever barred England from asserting any claims to anything west of the north and south Mississippi line. And when the United States made the treaty with England in 1783, at the close of the Revolutionary war, this country became the successor of Great Britain to all territorial rights west of the Mississippi line, and in purchasing out the rights of France in 1803, in the Louisiana purchase, this country furthermore became the sole owner of all rights of both England and France to all the region west of the Mississippi. So that the only tract of territory that there could be any possible dispute about, was that part of old Oregon west of the Rocky mountains, north of the 49th parallel of north latitude up to Alaska. And that, as we have shown clearly, belonged to Spain and was transferred to the United States by Spain in the Florida treaty of 1819.

But notwithstanding this clear record title, when our government came to deal with the actual possession of the country, when American citizens wanted to come in for settlement and trade, it made a sorry mess of the business. When President Thomas Jefferson purchased Louisiana of France, and hastily sent out Lewis and Clarke to explore the country, he unquestionably believed the United States had a right to colonize the country. As has been stated be-



fore, his mind had for a long time been studying the future of the far west. Captain Gray had discovered the great "river of the west," and his discovery had been hailed by our people as settling the title to a vast and important territory. And the same spirit which had taken possession of and held the Ohio and Mississippi valleys, was ready to move on to the Pacific when the advance was necessary. The report of Lewis and Clarke had electrified the whole nation with the wonders of the far west they had made known to the world. The Napoleonic commercial spirit of John Jacob Astor leaped across a continent, and without national recognition or protection, founded the semi-military post at the mouth of the great river, and flung the stars and stripes to the world in claiming for his adopted country its most valuable and grandest national outpost.

And while England made a pretense that Captain Gray did not really enter the Columbia river, but had only sailed into a bay into which the river emptied, and that an English ship had, subsequent to Gray, sailed up the Columbia a hundred miles, and therefore the English discovered the river, yet that pretense had to be abandoned when actual sea-faring men proved that the Columbia was a real irresistible river clear down onto the ocean bar.

And England never disputed the right of Lewis and Clarke as a government expedition to explore this region in 1805; nor did the British object to the founding of Astoria until the war of 1812 gave them an excuse to rob American citizens of their property wherever they could find them; and so they robbed Astor of what his treacherous partners had not already stolen. But this gave England nothing but a robbers title to Astoria, which they surrendered after the close of the war.

President Jefferson attempted to get the northern boundary line settled with England in 1807; and because the English negotiators attempted to insert a paragraph in the treaty that would make Spain believe that the United States and England intended to claim Spanish territory west of the Rocky mountains, Jefferson rejected the whole business as an unfriendly intimation to Spain.

In 1814, after the close of the war of 1812, President Madison renewed the effort to have the northern boundary line settled, and offered the proposition of 1807, to wit: that the boundary should run west from the most northern point of the Lake of the Woods (at the head of the Mississippi river) to the summit of the Rocky mountains, but, "*that nothing in the present article be construed to extend to the northwest coast of America, or to the territory claimed by either party westward of the Rocky mountains.*"

The British ministry offered to accept this article, provided, England was granted the right of navigation of the Mississippi river from British America to the Gulf of Mexico. And this, of course, was rejected by the Americans.

In 1815 our government notified the British that immediate possession would be taken of Astoria and the mouth of the Columbia river, and ordered the sloop of war, Captain James Biddle, to make ready to sail for the Columbia. The British minister at Washington objected and remonstrated, but finally agreed to the unconditional surrender of Astoria by the British, and that the *status quo* before the war should be restored; and that in treating about the title to old Oregon, the United States should be in possession.

And again for the third time, 1817, negotiations were renewed to establish the boundary line, President Madison offering to extend the 49th parallel of north latitude boundary from the Lake of the Woods through to the Pacific ocean, but without prejudice to the rights or claims of Spain. But to this proposition the British would not agree unless they could have free navigation of the Mississippi river. And this was again rejected by the Americans.

And again for the fourth time, 1818, negotiations were renewed to settle the northern boundary, James Monroe having become president, he appointed the two able statesmen, Albert Gallatin and Richard Rush to manage the business. The whole history of the discovery and exploration of the North Pacific

coast was gone over, and every argument and consideration that could be produced or invented was brought forward. Agreement was impossible, and the negotiations brought to an end by the treaty of October 20, 1818, which determined the boundary line of the United States *westward to the Rocky mountains*, but no further; and then adopting the following third article of the treaty: "It is agreed that any country that may be claimed by either party on the northwest coast of America, westward of the Stony (Rocky) mountains, shall, together with its harbors, bays and creeks, and the navigation of all rivers within the same, be free and open for the term of ten years from the date of this treaty to the vessels, citizens and subjects of the two powers. It being well understood that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of said country." This is the treaty of joint occupancy.

Immediately after the treaty of joint occupancy with England, President Monroe renewed negotiations with Spain, and on February 22, 1819, concluded the treaty by which the 42d parallel of north latitude from the meridian north of the head of the Arkansas river, west to the Pacific ocean, was made the boundary line between Spain and the United States, and in the same article *Spain ceded to the United States "all rights, claims and pretensions to any country north of the said forty-second parallel."* And this gave to the United States all the rights of prior discovery to all the country west of the Rocky mountains and north of California, clear up to Alaska; *and made perfect the title of the United States to the whole of old Oregon.*

The ten years of joint occupancy expiring in 1828, the effort was renewed by our government to secure a settlement of the boundary line west of the Rocky mountains. The Russian government had by treaty, conceded the rights of the United States up to fifty-four degrees and forty minutes north. John Quincy Adams had become president and made Henry Clay secretary of state. Clay now renewed the negotiations for a settlement of the northern boundary line with England, being the fifth attempt by the United States to get the vexed question settled.

In an able letter to the American minister at London, Richard Rush, Mr. Clay points out that, "our title to the whole of the coast up to the Russian possessions is derived from prior discovery and settlement at the mouth of the Columbia river, and from the treaty which Spain concluded on the 22d of February, 1819. The argument on this point is believed to have conclusively established our title on both grounds. *Nor is it conceived that Great Britain has, or can make out, even a colorless title to any portion of the northern coast.* By the renunciation and transfer contained in the treaty with Spain of 1819, *our rights extended to the sixtieth degree of north latitude."*

No conclusion having been reached by these negotiations, the joint occupancy treaty was extended indefinitely, with a proviso that it might be terminated by either party on giving twelve months' notice to the other party to the treaty. And on this indefinite, uncertain position Oregon was left by our government from 1828 to April 28, 1846, when, by direction of congress, President James K. Polk was instructed to notify the government of Great Britain that the treaty of joint occupancy would be terminated in twelve months from that date. And thus we see that for twenty-eight years the legal position and sovereignty of this Portland townsite was up in the air; and the people did not know to whom, or to what government their allegiance was due, or what government, if any, would protect their rights.

The title to Oregon was carried into the political arena of 1844. The national democratic convention meeting at Baltimore on the 27th of May, 1844, adopted a resolution that the democratic party and its candidate for president would make good their claim of the United States for the whole of Oregon territory up to fifty-four degrees and forty minutes of north latitude. Upon that platform, James K. Polk was nominated for president, and in accepting the

nomination, promised if elected, to make good the claim to Oregon as set forth in the platform. He was elected over the Whig candidate, Henry Clay, by a majority of sixty-five votes in the electoral college. Before Polk's nomination or election, the Oregon question came up in the United States senate for discussion, and on January 4th, 1844, James Buchanan afterwards president, declared in the senate:

"I will never agree to relinquish one foot of Oregon. If we rested our claim on discovery, it would not extend beyond the valley of the Oregon. But our claim is good as this book shows (referring to Greenhow's history) for it rests on the old Spanish claim. Here in this book are translated copies of old Spanish voyages and documents, proving their title; and thus also ours, by abundant testimony up to fifty-four degrees and forty minutes to a certainty.

Senator Thomas H. Benton speaking at the same time said:

"As to the character of our title to Oregon, there was a much broader and clearer claim than any mentioned by Senator Buchanan.. We settled that territory. The settlement of it was the basis of our claim. The British never saw or heard of Oregon till we discovered it and put a badge of our sovereignty on it. Then Great Britain jumped down on Oregon, and now she was going to fight us for it. He would assure the gentlemen that we are not going to have another Massachusetts and Maine boundary question. There was to be no trembling and yielding in this case, as there was in the former one. No trembling hearts were to be found in the west. This was a western question, and the west had a regard for the national honor."

Much more could be given of the same quality showing the temper of the western people, and the right of the nation to the whole of old Oregon. The presidential campaign of 1844 was fought out on the democratic cry of,

"FIFTY-FOUR, FORTY OR FIGHT."

The writer of this book remembers distinctly seeing those words emblazoned on the democratic banners; and the hue and cry of the campaign orators denouncing the British in their attempt to steal a part of old Oregon, and appealing to the voters to rally to the support of Polk and drive the British out of the Oregon wilderness, root and branch.

The democratic convention which nominated James K. Polk for the presidency, proclaimed one of its party principles that "our title to the whole of Oregon is clear, and unquestionable, and its re-occupation at the earliest practicable period is a great American measure, to be recommended to the cordial support of the democracy of the Union." And after Polk was selected, and in his inaugural address on March 4th, 1845, he repeated the declaration of his party that nominated him in the very words of the platform on which he was elected. And then after being thus overwhelmingly elected on this very issue, on a direct referendum to the people, he hauled down the national colors and made the treaty of June 15th, 1846, which gave away to the British all the territory now included in British Columbia.

The surrender of the northwest Oregon territory to the British was the most humiliating and disgraceful piece of diplomacy that ever disgraced any nation. Fortunate that it is, it stands alone in the history of the republic. Cowardly, truckling, and damaging, alike to national interests and national honor, the reason and excuse for it was even more infamous. The whole north and west was so outraged and incensed beyond any words to describe the public sentiment that Robert J. Walker, secretary of the treasury under President Polk was compelled to give an excuse for the great wrong; and in doing so, admitted that the southern slave state president and senators (with of course their northern dough-face supporters) had given up northwest Oregon to England, for the reason, it might at some future time come into the Union as anti-slavery state.

We can have no conception now of the bitterness of the fight against Oregon, by the slaveholders on one hand, and the British on the other; and of the tremendous odds and forces the friends of Oregon in congress and the pioneers

on the trail had to overcome. As a sample of the public sentiment in large portions of the eastern states we give two extracts from speeches of United States senators. Senator W. L. Dayton of New Jersey in the senate on February 23, 1844, said:

"What there is in the territory of Oregon to tempt our national cupidity, no one can tell. Of all the countries on the face of the earth, it is one of the least favored of Heaven. It is the mere riddling of creation. It is almost as barren as the desert of Africa, and quite as unhealthy as the Campania of Italy. We would not be subjected to all the innumerable and indescribable tortures of a journey to Oregon for all the soil its savage hunters ever wandered over. All the writers and travelers agree in representing Oregon as a vast extent of mountains, and valleys, of sand dotted over with green, and cultivable spots. Russia has her Siberia, and England has her Botany Bay, and if the United States should ever use a country to which to banish its rogues and scoundrels, the utility of such a region as Oregon will be demonstrated."

And then the wise senator from Jersey ventilates his wisdom on the possibility of a railroad to this "riddling of creation," and says:

"The power of steam to reach that country has been suggested. Talk of steam communication—a railroad to the mouth of the Columbia! a railroad across 2500 miles of desert, prairie and mountains! The smoke of an engine through those terrible fissures of that great rocky ledge, where the smoke of the volcano has rolled before! Who is to make this vast internal—rather external improvement? All the mines of Mexico and Peru, disembowelled would scarcely pay a penny of the cost."

Dayton lived long enough to become the candidate for vice-president on the ticket with Fremont in 1856, and died in Paris in 1864, after the railroad had started across the deserts of Kansas and Nebraska towards Oregon; and if he could arise from his grave and see the two railroads on the Columbia river daily carrying more freight than is produced in the State of New Jersey in a year, he would give up the delusion that Oregon was a desert.

But Dayton was not alone in the opposition, from the northern states to securing the territory of Oregon. As great a man as Daniel Webster made open as well as secret opposition to the acquisition of Oregon. In a public address on November 7, 1845, at Faneuil hall in Boston, in discussing the Oregon question said "that the vast importance of peace with England, he took for granted; but the question that now threatened that peace, and was causing great alarm, was of forty years standing, and was now coming to a crisis. It is a question that is a fit subject for compromise and amicable adjustment, but one which in my opinion can be settled on an honorable basis by taking the forty-ninth parallel of north latitude as the boundary line, the two countries would then keep abreast on that line to the Pacific ocean."

Later on Mr. Webster declared that the title and government of Oregon would go to the people which had the greatest population in the territory. And still later on, in the United States senate, as showing his position generally, he declared in a speech on March 1st, 1847:

"In the judgment of the whig party, it is due to the best interests of the country, to declare at once, and proclaim now, that we want no new states, nor territory to form new states out of us, as the end of conquest. For one, I enter into this declaration with all my heart. We want no extension of territory, we want no accession of new states. The country is already large enough."

This shows why Dr. Whitman could not move Webster, while secretary of state, to help Oregon. And shows the undercurrent of apathy, not to say disloyalty to the west, with which Benton, Lynn Semple and other western statesmen had to contend to save Oregon to the nation.

Now, sixty years after that disgraceful surrender to England the commercial interests, and all the people of this city and the Pacific coast can see the damage wrought to national interests by having a British state sandwiched in between

the state of Washington and our territory of Alaska. Here is our old inveterate and historical enemy with all its forts, and harbors and battleships, and trans-continental railroads, ready to harbor the Japansese and combine against American interests, and Oregon commerce, and do us more damage from these advantages cowardly given away by the Polk administration, than any army of a hundred thousand men could do attacking us from any point east of the Rocky mountains. If our government had courageously held on to all of Oregon, as the people told them to do in the presidential election of 1844, and as senators Benton and Linn vainly besought them to do, we would have had all of old Oregon today, and the Pacific ocean with all its vast commercial advantages would be practically an American lake. And for just retribution of this great wrong, some day the American people will raise up and place another Andrew Jackson in the presidential chair, and then look out, if the British flag is not pulled down from New Foundland to Vancouver island, and the Canadians told to go it alone, or come in under the stars and stripes.

And now after reviewing the history of the country for over sixty years, and considering the desperate and horrible course of the slave states in plunging the nation into all the horrors of the civil war, and putting the life and existence of the nation at stake, there can be but little doubt that had it not been for the American settlements in the Willamette valley, and the organization of the provisional government, which had declared against slavery, the pro-slavery president and his supporters would have given up the whole of Oregon to England to prevent the addition of another free state to the union.

## CHAPTER IX.

1842—1848.

*The Oregon Hall of Fame—Who Saved Oregon, Thomas Jefferson, Thomas Benton, Hall J. Kelley, Lee, Whitman, McLoughlin, Meek—Abernethy, Matthieu, Saved by All the Settlers Pulling Together.*

The first great name naturally associated with the Oregon country is that of Thomas Jefferson. His place in the history of the United States, in the estimation of the great mass of the people is next to that of Washington. But had it not been for his far-seeing statesmanship which added the Louisiana territory to that of the thirteen original states, his position would certainly have taken rank after that of Franklin, Hamilton and Madison. His fortunate connection with the Declaration of Independence, while no special evidence of statesmanship, secured for him early recognition, and kept his name to the front at the annual celebration of the great event throughout the length and breadth of the whole country. His part in the actual struggle with the foreign king for national independence amounts to very little. In the making of the constitution, where Washington, Hamilton and Madison each towered above all the statesmen of their day, Jefferson took no part. And while recognized as a man of versatile talents, of genius and ability, he barely held the place he achieved in the continental convention by his persistent advocacy of popular rights. He became early known as the advocate of popular as distinguished from constitutional government. And it is a sharp commentary on the weakness of his original propositions of government, that almost the very first of his acts as president of the United States was admitted by himself to be an infraction of the letter of the constitution he had sworn to support, and of his own ideas of the proper mission of the republic. In a letter to John Breckenridge, August 12, 1803, speaking of the purchase of Louisiana, Jefferson says:

"The treaty, of course, must be laid before both houses. They, I presume, will see their duty to their country in ratifying and paying for it (Louisiana), so as to secure a good which would otherwise probably be never again in their power. The constitution has made no provision for our holding foreign territory, still less for incorporating foreign nations into our union. The executive, in seizing the fugitive occurrence which so much advances the good of their country, has done an act beyond the constitution. The legislature in casting behind metaphysical subtleties, and risking themselves like faithful servants, must ratify and pay for it, and throw themselves on their country for doing for them unauthorized, what we know they would have done for themselves had they been in a situation to do it."



THOMAS JEFFERSON





And to show further the hazy ideas of this remarkable statesman, when it comes to forming a concrete and persistent nation, take another extract from the same letter:

"The future inhabitants of the Atlantic and Mississippi states, will be our sons. We leave them in distinct but bordering establishments. We think we see their happiness in their union, and we wish it. Events may prove it otherwise, and if they see their interest in separation, why should we take sides with our Atlantic rather than our Mississippi descendants. God bless them both, and keep them in union, if it be for their good, but separate them if it be better."

And when the great Jefferson comes to consider the Pacific coast sons of the republic, he wanders still farther away from a union which must for all time make us a homogeneous nation. In a letter to John Jacob Astor, May 2, 1812:

"I considered as a great public acquisition the commencement of a settlement on that point (Astoria) of the western coast of America, and looked forward with gratification to the time when its descendants should have spread themselves through the whole length of that coast, covering it with free and independent Americans, unconnected with us by the ties of blood and interest, and employing, like us, the rights of self-government."

And in another letter to Mr. Astor, November 9, 1813, Jefferson says:

"I learn with great pleasure the progress you have made toward an establishment on the Columbia river. I view it as the germ of a great free and independent empire on that side of our continent, and that liberty and self-government spreading from that as well as this side, will insure their complete establishment over the whole. It must be still more gratifying to yourself to foresee that your name will be handed down with that of Columbus and Raleigh, as the father of the establishment and founder of such an empire. It would be an afflicting thing indeed should the English be able to break up the settlement. Their bigotry to the bastard liberty of their own country, and habitual hostility to every degree of freedom in any other will induce the attempt; they would not lose the sale of a bale of furs for the freedom of the whole world."

This letter shows vividly the three predominant characteristics of Jefferson's public life; intense devotion to personal liberty, expansion of the American idea of popular government, and intense hostility to everything British. Had Thomas Jefferson lived to read of the formation of the Oregon provisional government, he would have hailed it as the embodiment of his life-long principles. As it was, he was emphatically the father of Oregon. Although admitting he violated the constitution to get control of this vast region, and carry out his long cherished desire to explore the depths of its wilderness and show to the world its vast riches, he put the stamp of his genius and love of liberty on its original government through the brains and labor of the pioneers who had imbibed Jeffersonian principles with their mothers' milk. Slavery, he considered a moral and political evil, and declared in reference to it that "he trembled for his country when he remembered that God was just." And one of the first acts of the legislature of the provisional government of Oregon was to declare that slavery should never have a foothold in this state.

Thomas Jefferson was as accessible to the plain every day farmers, as to the highest dignitary of his own or any foreign government. All titles of honor were distasteful to him, and he lived and died as the popular incarnation of equality, justice and democracy. And it is to Jefferson that the country is indebted for that necessary enterprise in sending out the Lewis and Clarke expedition to explore the unknown country of Oregon, and place the stamp of American title on its whole extent, from the mountains to the sea. Judging from the history of the country, there is not a president since the days of Washington that had the push and enterprise, as well as the American spirit, to expand the nation's boundaries as did Jefferson; and if it had not been for his action

in seizing what he termed the "fugitive opportunity," the United States would have been, in its western extension, limited to the boundary of the Mississippi, and Oregon would have been as British as Canada. It is therefore justly due that the name of Thomas Jefferson should top the scroll of Oregon's hall of fame.

The next prominent character in the long contest for the American title to Oregon was Senator Thomas H. Benton of Missouri. Benton was not alone in the battle, but was ably supported by his colleague, Senator Lewis F. Linn. Linn was a physician by profession, and a forceful, aggressive man, serving two terms in the senate. But Benton was there for thirty years, always a commanding figure, resolute and courageous far beyond the great majority of men who have risen to that high position. Benton, next to Jefferson, early comprehended the great importance of the west to the nation. Living at St. Louis, which was in his day the great gateway not only to the south and southwest, but also to the real west beyond the mountains, he saw the national necessity to seize every point of vantage and hold on for the future. And although representing a slave state in the senate, he was far too large a man not to see that free territory to the west was a thousand times more important to St. Louis and to the nation than more slave states. And when the issue came, whether there should be territory added on that would make free states beyond the mountains, and thus disturb the equilibrium between slave and free states, he promptly cast in the whole force of his great influence in the senate and with the people on the side of the free territory of Oregon. For this act for justice and humanity, for national honor and defense, he was discredited by the slave-holding leaders of the south.

No man understood better the wants and aspirations of the pioneer settlers of Oregon. And no man comprehended as well the future national importance of taking and holding the whole of old Oregon for settlement by American citizens. His prophetic words, picturing the future greatness of this country, and the great commerce which would ebb and flow through this city, and the Columbia gateway, has been given in the introductory chapter of this book, and we have lived to see it a veritable reality. For long years, and through good and evil report, and in the face of all sorts of misrepresentation of the value of this country by the pigmy men who had gotten into the senate by some sort of accident, he stood the "Lion of the West" making the battle for Oregon. And some day, when this city or some of its merchant princes shall fully comprehend the great work which Thomas H. Benton did to "save Oregon" to the nation, and make Portland an American city and the imperial commercial metropolis of the great Pacific, there will arise on some commanding point in the city the heroic statue in bronze of "Old Bullion," friend of Oregon, with the uplifted right arm of his commanding figure pointing to the west to emphasize the apothegm that made him famous, "There's India, there's the East!"

And now we come to a man who "saved Oregon" who is wholly unlike every other man connected with Oregon history. Unappreciated and misunderstood, by some called a fanatic, by others a crank, and by the Hudson Bay Company treated as a horse thief, the ghost of Hall J. Kelley appears and disappears through the shifting scenery of Oregon's strenuous history with such kaleidoscopic presentment as almost utterly baffles description.

Hall Jackson Kelley was born at Northwood, N. H., February 24, 1790. At the age of sixteen the boy left home and taught school at Hallowell, Maine. He studied the classics and graduated with honor at Middlebury college in 1814, and married the daughter of the Rev. Thomas Baldwin, April 17, 1822. After leaving college, Mr. Kelley devoted his time to teaching, the preparation of elementary school books, the introduction of blackboards in public schools, the study of the higher mathematics, and making a discovery of an improved method of topographical and geographical surveying which President Jackson promised to introduce in government work.



*Thomas H. Benton*



As early as 1817, while teacher in one of the grammar schools of Boston, Kelley conceived the idea of leading a colony for the exploration and settlement of Oregon, then practically an unknown country. In his memoir he says: "I began first to converse with friends about Oregon, then to lecture and write books and tracts in order to give the widest publicity to my plans and purposes." In 1824, he publicly announced his intention to settle Oregon and propagate Christianity beyond the Rocky mountains. Here is a definite and indisputable statement that Hall J. Kelley's missionary enterprise antedated that of Jason Lee by ten years, and that of Marcus Whitman by twelve years, and that of the Catholic priests by fourteen years.

And while it is true that Kelley never did come to Oregon to preach the gospel, it is also true that he, more than all others, by his public lectures, letters, pamphlets and circulars, informed and enlightened the people of the Atlantic states as to the character and value of the territory of Oregon. And it was on the public sentiment created and built up by Kelley that the Methodists and Presbyterians were enabled to organize their missionary expeditions to Oregon and to get the first money to pay their expenses. And on this point the following statements are quite satisfactory proof:

"Boston, January 30, 1833.

"In the year 1831, I was editor of *Zion's Herald*, a religious paper sustaining the faith of the Methodist Episcopal church. In the above year I published for Mr. H. J. Kelley a series of letters addressed to a member of congress developing his plans for the settlement of Oregon territory. At other times Mr. Kelley made appeals, through our paper, with a view to excite the minds of the Christian community to the importance of founding religious institutions in that territory. He was one of the first explorers of that region, and to his zeal and efforts is largely due the establishment of missionary operations in that country.

WM. C. BROWN."

Rev. David Green, secretary of the American Board of Foreign Missions, bears similar testimony, and says: "The welfare and improvement of the Indians of that territory, and the introduction there of the blessings of civilization, and the useful arts, with education and Christian knowledge, seemed to be his leading object. Much of the early interest felt in the Oregon country by the New England people was probably the result of Mr. Kelley's labors."

In 1829 Kelley procured from the legislature of Massachusetts an act to incorporate "The American Society for Encouraging the Settlement of the Oregon Territory," and in 1830 he published a "Geographical Memoir of Oregon," accompanied by a map of Oregon, drawn by himself, and also a "Manual of the Oregon Expedition," for the information and guidance of emigrants to Oregon.

Then Kelly went to Washington city and spent the winters of 1830 and 1831 in explaining his scheme to members of congress and high government officials with a view of securing the action of the government and aiding or encouraging emigration to Oregon.

And then after many rebuffs and disappointments he left Boston for Oregon in 1832, two years before Jason Lee started for Oregon; and on his way west stopped at Washington city, where he was the recipient of many favors, as he says, and encouraged by public officers to go west and explore the country. Leaving Washington, he traveled by the way of the Cumberland wagon road to the Ohio river, and thence down the Ohio and Mississippi to New Orleans, and from thence by sailing vessel to Vera Cruz in Mexico, and from thence by stages to Jalapa and the City of Mexico. From the capital of Mexico by mule-teer pack trains he made his way to San Blas, and from thence up the coast in a little schooner to Monterey, California. Here he offered his services to the

Mexican governor of California to make a survey of the Sacramento valley, which being declined, he made a reconnoissance of the valley on his own account and made a map of the valley. Here he fell in with Ewing Young, whose estate without heirs, was afterwards urged as a reason for organizing a provisional government in Oregon. Young was an American trader from New Mexico, and Kelley persuaded him to undertake a trading venture up to Oregon with horses. And gathering up a party of adventurers and deserting sailors, with a lot of cheap horses, one hundred and fifty or more, they all started for Oregon. Getting as far as the mountains of southern Oregon, Kelley was taken sick. And here he fell in with the Frenchman fur trader, Michael La Framboise, who seeing Kelley's unfortunate condition in the grasp of a racking ague fit at once proceeded to alleviate his distress with quinine and hot venison broth. Kelley remained with and traveled with the Frenchman for several days, until overtaken by the Young party, when they all came down to Fort Vancouver. Here, weary and worn out, sick from a relapse, he finds the gates of Vancouver closed against him. He is informed that the Mexican governor of California had sent word to Dr. McLoughlin that Young and his party were a gang of horse thieves, and cautioning McLoughlin against the whole company. In vain does the sick man, a scholar and educated gentleman, and a christian, protest his innocence. McLoughlin says: "When Kelley arrived he was very ill, and out of humanity I placed him in a house, put a man to nurse him, the surgeon of the establishment attended him, and his victuals sent him every meal until he left in 1836." But the facts were, that Kelley while remaining at Vancouver was housed in a hut outside the fort, and treated as a mendicant or worse, and debarred the recognition of an honest man, or a gentleman, in the the country he had done so much to advertise to the world.

Kelley was undoubtedly greatly embittered against the Americans he found in Oregon, and, as he said, induced to come here by his representations of the country. He did not hesitate to charge the trader Wyeth with having gone over to the support of the Hudson Bay Company. Wyeth personally knew that Kelley was an educated man in good standing in Boston, and not to be thought of for an instant as a horse thief; and the neglect of Wyeth to assist a fellow countryman in such straits shows him to have been a coward and ingrate. And neither did the Methodist missionaries come to the rescue of the man who had so largely contributed to their undertaking their noble work in Oregon. But as McLoughlin had posted the letter of the Mexican governor up in the Willamette valley, and was all-powerful against everybody at that early day, the missionaries evidently concluded that "prudence was the better part of valor," and left their fellow christian patriot to sink or swim as best he could.

But after all his pains and heart-aches, he staggered once more to his feet, and in a most wretched, ragged and dilapidated condition, he commenced to look around in the land he had so extensively advertised as the best in the world. He had brought some surveying instruments with him, and on the peninsula between the Willamette and the Columbia rivers, where we have in our day seen but little but burnt out dead trees and stumps, with impassable scrub underbrush, Kelley walked under magnificent groves of tall firs, and made survey of the site for the great city he had proposed and which is noticed with the plat thereof on another page. This plat of Kelley's city was surveyed and located in about 1835 about where Francis I. McKenna's University Park addition is now located, and was the first surveyed location of a town north of California, west of the Rocky mountains. After surveying out his town site Kelley proceeded to make a survey of the Columbia river from Vancouver down to Astoria, and when he returned to the eastern states turned his survey over to the U. S. navy department. The Englishman, Lieut. Broughton, had made a survey of the river prior to Kelley's survey, but the Americans got no benefit of that as it was given only to the Hudson Bay Company and British war ships.



HALL JACKSON KELLEY





That town site, and river survey, connects for all time, the name of Hall J. Kelley with the history of this city.

After completing this work, Kelley left the country in March, 1836, on transportation via the Sandwich Islands, furnished by Dr. McLoughlin, and which was acknowledged by Kelley in his narrative of his journey to Oregon, saying McLoughlin kindly furnished him comforts to start home with, and some money, which he felt very grateful for. On his return to Boston by a whale ship from the islands, Kelley published the first satisfactory report of the Willamette and Columbia river valleys, ever made, giving far more information about the climate, soil, timber and other natural resources of wealth upon which to found a prosperous state than was given by Lewis and Clarke. And notwithstanding his failure to enlist public support of his colonization schemes, or to get aid from congress, or even decent treatment in the wilds of Oregon, Kelley continued his agitation of the Oregon question, and advocacy of congressional aid, and settlement of the country as long as he had financial means to do so. He had gone through trials, disappointments, and severe labors, in traveling through foreign countries to reach Oregon to be received not only with distrust but with slander and persecution, such as would have crushed most of men. Yet his hopeful and unwavering spirit of promotion and adventure did not desert him, and on his return to his old home, he immediately engaged with others in erecting a cotton mill at Three Rivers, Massachusetts. And after losing the last remnant of his fortune in this venture, he retired to private life, and lived as and was known as "The Hermit," of Three Rivers, finally passing away at the advanced age of eighty-five years.

The work that Hall Kelley did to save Oregon to the United States was that of an educator and agitator. He wrote and published more about Oregon than all others put together prior to the formation of the provisional government. His writings were all characterized by noble thoughts, and directed to the promotion of the uplift and welfare of his fellow-man. Not a line can be found in all his voluminous writings, that is not educational and reformatory. His labors for spreading knowledge and interest about Oregon were not fitful and spasmodic, but were persistently and energetically carried on for more than forty years. And the result of it all was to secure and hold the attention of men in congress, in public stations, and in the newspaper world, so that a public sentiment was created in favor of holding on to Oregon as a Pacific outpost for national development and defense. But for Kelley's labors, the whole of the New England states, New York, Pennsylvania and Virginia would have been practically without any information about Oregon further than the report of Lewis and Clarke. And that this labor of Kelley's was effective and of great service, the letter of U. S. Senator John Davis of Massachusetts, is here given. Davis was a man of such great integrity and high character that he achieved the distinction of being known as "Honest John Davis."

"June 6th, 1848.

"Hall J. Kelley,

DEAR SIR: Having learned that you are about to leave Washington city for your home without having obtained an act of congress in your behalf, the subject not having been acted upon, I beg leave to say that I consider you as entitled, in equity and good conscience, to a liberal grant of land from the government for your meritorious services in promoting the settlement of Oregon, and I by no means despair of obtaining such a grant.

Respectfully yours,

JOHN DAVIS."

And among the many distinguished supporters of Kelley's claim for recognition by congress was the eminent historian, George Bancroft. And in addition to his work in creating public opinion in congress and the eastern states

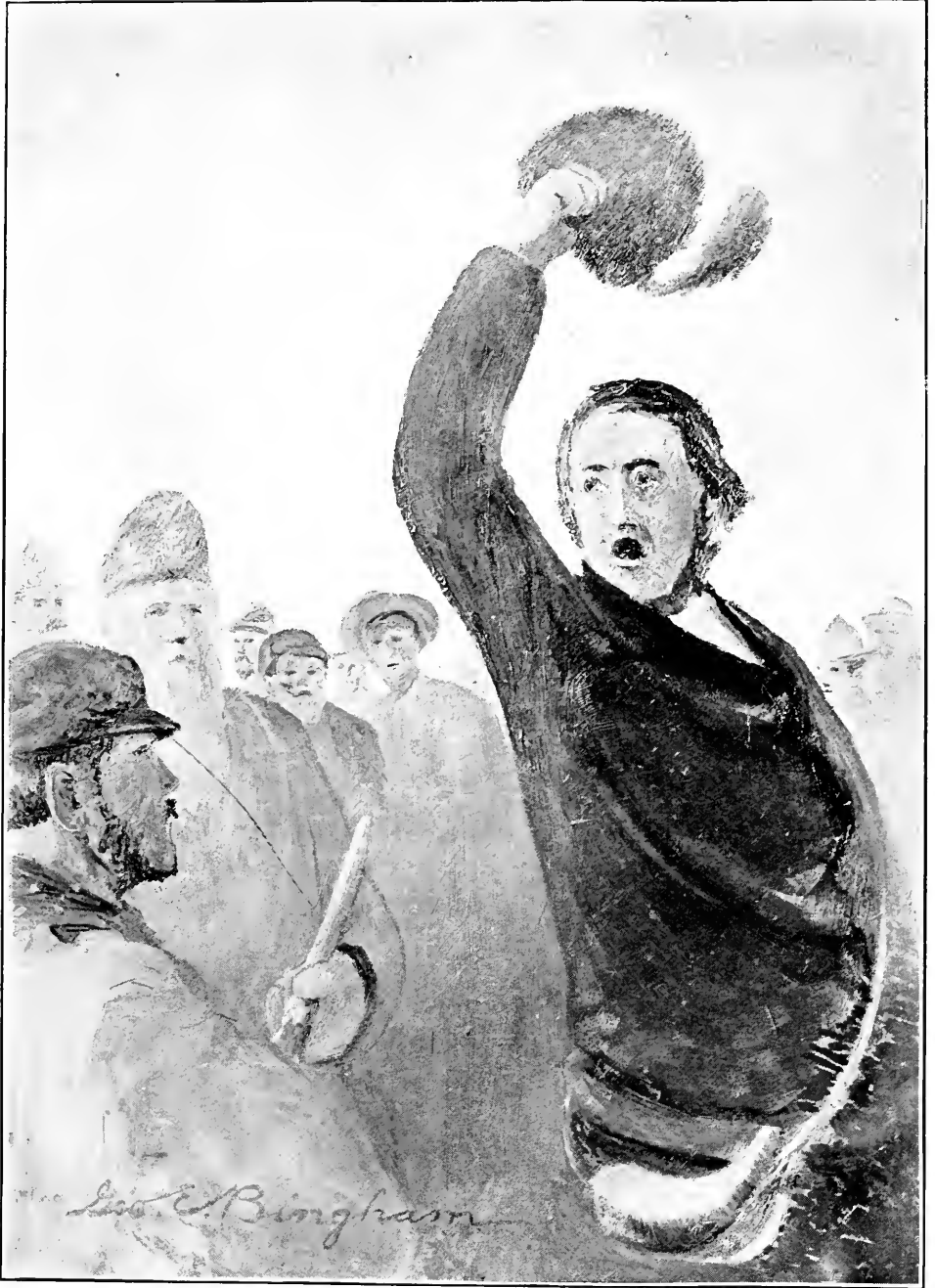
in favor of holding Oregon, he is entitled to no small amount of credit in sending the first missionaries to Oregon. Prior to the movement that sent them out here, Kelley had collected and published all the facts and information about Oregon that was then available, and had laid the foundation for practical efforts, and proved that Oregon was a good country to settle and people with American citizens. It was from Kelley's labors that the missionary board got their facts which justified them in sending Lee and Whitman to Oregon.

Besides his work for Oregon, Kelley surveyed and planned a canal from the Charles river to the Connecticut, and for a ship canal from Barnstable to Buzzard's bay, Massachusetts, and located and engineered the construction of several railroads in the state of Maine. He never made any money for himself, but he did much to make fortunes for other people. He was not a crack-brained theorist, pursuing unsubstantial chimeras, as some writers have sought to make out, but a clear-headed, far-seeing enthusiast patriotically seeking the honor and prosperity of his country. And, if like Jefferson and Benton, he could see in the future the great importance of this great country of the Pacific slope, when the timid great men and cowardly little men of the United States could not, or would not see it, it is to his honor and not his discredit. And for these reasons, Hall J. Kelley is justly entitled to have his name enrolled among the greatest of those who saved Oregon to the people of the United States.

And now, in the order of their acts in point of time, following down the line, is found another man of entirely different character, from any that has preceded him, that at the "psychological moment" (to use a modern expression,) rendered a service which seemed to be an inspiration, and that turned apparent defeat into glorious victory.

When all the circumstances of the settlement and occupation of Oregon are considered in the light of the strength and facilities of the contending and competing powers, the success of the handful of scattered Americans seems little short of a miracle. On one side was the most perfectly organized, and for the purpose of settlement and holding the country, the most powerful commercial organization then in North America. Possessed of all the money necessary for any venture or enterprise, equipped with ships for immigration as well as commerce, semi-military in its organization, with trained and perfectly obedient servants ready to obey any order, with forts and military supplies defended by light cannon located at every strategic point, and able to call to its assistance ten thousand Indian warriors, and backed by the whole power of the British government if necessary, the Hudson Bay Company was able to crush at any moment the feeble efforts of the Americans to protect themselves by any kind of an organization. Was it divine prophecy, or common sense reliance on the courage and happy luck of the men who had sent him to congress, that inspired Tom Benton to say in the United States senate: "Mere adventurers may enter upon it, (Oregon) as Aeneas entered upon the Tiber, and as our forefathers entered upon the Potomac, the Delaware, and the Hudson, and renew the phenomenon of individuals laying the foundation of a future empire." And on the other side, pitted against this powerful company and the imperial power of Great Britain, were, what Benton has intimated—"mere adventurers," recklessly proclaiming their intention to found a new state. Two opposed ideas—monarchy and special privileges on one side, and republicanism and equal rights to all, meet and clash once more. Neither Bunkers Hill or New Orleans is forgotten, but here at a lonely cabin on the banks of a peaceful river, two thousand miles from the outpost of all civil government, 102 men meet to decide whether the union jack of old England, or the stars and stripes of young America shall float over the four great states to be.

Behold the picture; the bishop of his flock, with centuries of training and culture in his face, holds the volatile children of the distant St. Lawrence on one side with steady poise, while over against them are turbulent spirits from



“Divide! Divide! Who’s for a divide!  
All in favor of the American flag, follow me!”



Kentucky, Tennessee, Missouri, the plains and the rovers of the sea, men inured to dangers and trials from boyhood to manhood, and ranged behind them missionaries of the cross, who, like the great Puritan, could "trust God and keep the powder dry." And surrounding all, the sullen red man, swathed in his fiery blanket, silently beholding the strange scene in wondering awe as to which of these must be his future master. To portray the scene demands the genius of a Michael Angelo, and when it is done true to history, the canvas will immortalize the painter.

We get a glimpse of the contending forces as they rally in coonskin caps and buckskin trousers on the banks of the Willamette May 3, 1843, to try out the momentous issue. The leaders of the rival forces are rallying every man for the fray, enthusing them, with the patriotic maintenance of their principles, and with courage to maintain their rights. The fateful hour has come; the chairman calls for order; the committee reports a plan of organization; the ayes and noes are called for and against a government; the Americans vote scatteringly, hesitatingly and ineffectually. Then comes the vote against a government, and the Hudson Bay Company men trained for the occasion, fire a solid shot, voting loudly and as one man, and—everything seems lost for the Americans. A few brave spirits refuse to be beaten, will not admit defeat, and call for a division and polling the men. The division is ordered by the chairman and pandemonium breaks loose. The Hudson bay men and Catholic Canadians rapidly mingle with the Americans to prevent division and bitterly remonstrate against any government organization. Neighborhood friendships, peace of the community, every consideration is recalled to prevent any action; when suddenly, as if leaping out of the earth, springs forth the stalwart form of Joseph L. Meek, and shouts above the din of contending voices:

"Divide! Divide! Who's for a divide!  
All in favor of the American flag, follow me!"

Instantly, the commotion is silenced. The Americans line up after the natural born leader of men, and as the lines lead out to the banks of the beautiful river, the decision hangs in the balance. The secretaries go down the lines of determined men, resolutely facing each other with that grim courage which betokens the real heroes of a great cause, and it looks fearfully like a drawn battle. Suddenly a Frenchman—the Frenchman has always helped Americans out when they most needed him—a Frenchman steps out from the ranks of those of his native land, conquers the greatest trial of his life, and Francis Xavier Matthieu slowly crosses over to the American side and takes rank with his fellow-countryman, Etienne Lucier—and Oregon is saved to the nation—fifty-two votes for organizing the provisional government of Oregon, and fifty votes against.

Now it will not be claimed that Colonel Joe Meek was a great man. It is not necessary to set up for him any claim to great talent or statesmanship. It was not an occasion that required that. A decision had to be snatched from doubt and indecision. Men had to be rallied to the greatest event not only of their lives, but in the life of a great national movement, and the founding of a new state. The actors in the dramatic scene could scarcely have comprehended the tremendous consequences of their acts, and of the unfolding scheme big with vast results to two great nations. But this chief actor, at the vital moment, had the inborn imagination, the bumptious dare-devil courage and dramatic talent, to seize the only point left him for effect, and make an appeal for the flag. He had heard in old Virginia, as every American boy has heard, the slogan of every battle cry—"Rally around the flag boys." Meek saw the chance; it might have been an inspiration from boyhood days; but he caught it instantly, used it most effectively; won the victory and secured organization, union and combination, and by that means enrolled his name among the *savers of Oregon*.

(Joseph L. Meek was a native of Washington County, Virginia, born in 1810. He grew up without education on a Virginia plantation, and being troubled because his father contracted a second marriage, ran away and joined a party of fur traders going to the Rocky mountains, and drifted into Oregon in 1840. He married a Nez Perce woman, and they raised a very respectable family; his daughter, Olive, is a woman of education, talent and refinement, and his son, Stephen, was a member of the Oregon legislature. Meek had a splendid physique, a magnetic presence, wit, courtesy, and generous to a fault, and if he had been afforded the advantages of an education, would have reached high official station.)

But not all the heroes and savers of Oregon rage the battle field, or pace the forum in the limelight of popular acclaim. Every man at that historic meeting at old Champoege, proved his title to true worth and honorable mention. Victor and vanquished proved their worth in the founding of a new empire. Those who were defeated, promptly and quietly withdrew, showing neither faction or opposition, and proved their real worth as men and citizens in yielding cordial obedience to the new government.

Of Francis X. Matthieu, the only one of that band of immortals, still living when this history of the events is recorded, too much cannot be said in his praise. Born and reared under the flag that on that day he reluctantly discarded, with all his educational bias, and all his personal associations with the policy and men who were defeated, it must have been a soul-trying ordeal to cast in his lot with the Americans. But being convinced that it would be better for those men and their families, and the future of the country, to be ruled by the United States than by England, he sacrificed all personal feeling and the associations of his life time, and voted unselfishly for what he conceived to be the greatest good to the greatest number. On his vote depended the hopes and fears of both sides—the whole mass. Had he remained with the Canadians the vote would have tied evenly, and no decision. The future of the community might have drifted helplessly, or broken out into faction and violence. At the least sign of dangerous strife the great commercial company backed by England, would have intervened, and British immigration and settlement would have followed, and Oregon would have been lost to the United States. And well we may conclude, that the single vote cast by the far seeing and patriotic heart of Francis Xavier Matthieu, solved a momentous question at a critical moment, and enrolled the name of this true man among the *savers of Oregon*.

(Francis Xavier Matthieu was born at Montreal, Canada, 1818, and in 1837, at the time of the Canadian rebellion, was clerk in a store in Montreal. Being a rebel, he employed his leisure in purchasing and shipping arms to the centers of rebellion, and was obliged at last to quit Canada to save his life, and come over to the United States, which he did in 1838. Going first to Albany, New York, and thence to St. Louis, he joined a party of the American Fur Company to trap and trade up into the Yellowstone region. But the Indians being furnished with rum, which Matthieu did not approve of, he left the party and joined a party of immigrants on their way to Oregon. Reaching Oregon he went to Champoege, and hired out to Etienne Lucier for two years as a carpenter and farmer. Married a good woman in 1844, and settled at St. Paul in French Prairie as a farmer. He is the only survivor of the 102 men taking part in the Champoege meeting to organize a new state; and now resides with a daughter in East Portland, enjoying life and his friends at the age of 92.)

But as "Peace hath her victories no less renowned than war," so we find that after the hazardous and strenuous contest to establish the provisional government, and launch the frail ship of state on the unsounded seas of inexperience, that the right man finally came to the helm. Sooner or later, the right man always comes to a good cause; and when plain, modest citizen George Abernethy was elected the first governor of Oregon, the good people of the new born state



FRANCIS XAVIER MATTHIEU





had insured the success of their great enterprise. A spark of genius may strike out a great idea,—a dashing general may win a great battle for a noble cause, and a close student may solve a great scheme of government; but the even tempered, patient, tireless, honest, practical man of common sense is absolutely necessary to utilize the great idea, the great battle, or the great scheme. So also with the Oregon provisional government. From its very inception there were ambitious men thirsting for glory and anxious to lead, but had not the necessary brains or ballast. A dual executive was tried and found inefficient. Impatience for results, the jealousies of little men, and petulant tempers of bigger men, all conspired to threaten the governmental experiment with failure. The final success of the effort was only secured by the majority of citizens who asking nothing for themselves but peace and safety, determined that their efforts should not be wrecked by incompetency or lack of conscientious effort. And so after more than two years of careful consideration of every name in the whole country, favorable to the government, Abernethy was chosen to pilot the ship of state, and continued at the helm until the United States government assumed all responsibility and relieved him of the great duties he had discharged with singular integrity and efficiency.

To raise money to support a government in a country where half the people did not want any government, and where there was not even the power to enforce taxation, and where the legal tender was wheat, beaver skin, etc., and serve the government for years without salary or pay, was not half a list of the trials and difficulties Governor Abernethy had to contend with and overcome.

That he was able to keep the little craft afloat, and steer clear of the opposition of open enemies, and the petty annoyances of backbiting rivalry, until he finally reached the secure harbor of national protection, is a marvel of good management, patient forbearance to all criticism and patriotic devotion to the welfare of his fellow-men. Where all Americans were ardent patriots, and many were captious critics, the slightest deviation from the straight and narrow way of strict rectitude, and even self sacrifice, would have lost him the confidence of the little commonwealth and plunged the community into that anarchy that would have wrecked the whole effort to found a new state. And to have succeeded as Governor Abernethy did, was to save and strengthen the entire movement from day to day, until from infantile weakness it reached the vigor and capacity to defend itself from foreign intrigues and Indian wars. And thus saving the organization was in fact making the state, and the labor and success of the achievement places the name of George Abernethy among those who really in truth and fact *saved Oregon to the United States*.

George Abernethy was a native of Aberdeen, Scotland, though reared in New York city. Left New York in 1839, and arrived in Oregon in 1840, coming with a missionary party. He was an ardent Methodist, but smooth and politic in a marked degree, and able to manage Catholic and Protestants with equal facility. He was actively supported by his Methodist brethren for the office of governor and made a good executive. On his canvass for re-election, he had serious opposition, and it is said that a majority of the voters preferred General Lovejoy, but put aside their preferences rather than disturb an existing order of administration. He went actively into business after the expiration of his official duties. He was not successful in mercantile affairs, and after losing most of his fortune, removed from Oregon City to Portland, and resided here for sixteen years, passing away in May, 1877.

No record of the strenuous times in which the foundations of civil government were laid in Oregon would be just, or complete, that failed to recognize the united efforts of all the men and women to organize society and promote good works here from 1840 to 1848. There were leaders as there must be in all forward movements, which the turn of events or characteristic abilities brought to the front. But the record and the results show, that while individuals stoutly contended for their opinions, and for their policies of government, yet on the one

purpose in view, there was more harmony and united action than is generally found in small communities. It was *all the people* who united in the provisional government, and manfully pulled together through good and evil report, that saved Oregon to the United States.

Of all these, three men have secured great prominence, and one at least, a national reputation, in the work of saving Oregon. And of these three, one was not for a time, a citizen of the United States.

The work of John McLoughlin in co-operating to organize society and establish the institutions of education, religion and civil government, is unique and unexampled in the history of the west. The work of Marcus Whitman, cut off in the midst of his career by the treacherous hands of those he vainly sought to bless, has not, and probably never will be fully known or comprehended. There can be no doubt that Whitman was one of the first to divine the plans of the Hudson Bay Company as the representative of Great Britain in Oregon, and probably the first man to personally appeal to the government for that support which was so long and so wrongfully withheld. The work and career of Jason Lee was in many respects different from that of McLoughlin and Whitman. Lee himself, a native Canadian, was able to command the friendship of McLoughlin from his first appearance in Oregon. But being a citizen of the United States, all his aims and ambition were enthusiastically enlisted with his adopted country. And he was withal an intensely practical man. He passed over the country that Whitman settled in. He sized up the native red man from some observation of him in Canada. He saw at a glance that the Willamette valley offered a better and broader foundation for a missionary station than the more rugged regions east of the Cascades. The characteristics of these three great men were entirely dissimilar. Their work, careers and influence in Oregon and in saving Oregon has been the subject of a great controversy for a quarter of a century. Books have been written, each covering four hundred or more pages, proclaiming the good work of these men for Oregon. And that the work of each of them may be fully and justly presented, and preserved in this history, it has been deemed best to have their careers sketched by friends who have made a special study of their lives. And in pursuance of that arrangement, Mr. Frederick V. Holman, has prepared the monograph on Dr. John McLoughlin; Joseph R. Wilson, D. D., has rendered a like service for Dr. Whitman, while Mr. John Gill has given us the career of Jason Lee. These sketches will be found at the end of this chapter.

If the publisher had given more space it would have been a pleasant duty to have noticed at length such men as W. H. Gray, John S. Griffin, Robert Newell, Robert Shortess, James W. Nesmith, Peter H. Burnett, John Minto and others all of whom did valiant and effective work in saving Oregon to the United States. Gray was practically the lieutenant of Whitman. Energetic, omnipresent and courageous to the limit, he lost no opportunity in his determined purpose to do all, and say all, that could be done or said for Protestantism and the provisional government. And besides this, Gray's work lives after him in a history of Oregon, which contain many facts and phases of life in pioneer times that cannot be found in other works on Oregon. Peter H. Burnett one of the judges of the provisional government did useful work for the new state, attained prominence here and going to California was made the first governor of that state. James W. Nesmith was also one of the judges of the provisional government, colonel in the Indian wars, and United States senator. John S. Griffin (Father Griffin) was for many years a pioneer preacher of usefulness, giving his services freely to all, and living to the honored old age of 92. Robert Newell was the wit and philosopher of the whole community, and the peace-maker in all petty contentions for office or precedence. He was the diplomatist that could "sooth the savage breast" and bend the red men to his will. What "Dr. Bob Newell" could not plan, and successfully carry out, to promote the public welfare and peace of the community, sixty-five years ago, is not worth mentioning.

But heroes and heroines, all of them, all gone but one; and we will never see their like again. Peace to their ashes and honor forevermore.

“Oh, bring us back once more  
 The vanished days of yore,  
 When the world with faith was filled;  
 Bring back the fervid zeal,  
 The hearts of fire and steel,  
 The hands that believe and build.”

JASON LEE.

Father of American Oregon (Scott); Founder of American Institutions and Civilization on the Pacific Coast (Bancroft). By John Gill.

A tale so improbable that it has been doubted by historians, and regarded as a myth by many critical readers, has been attested as truth by the veracious testimony of Miss McBeth, missionary among the Nez Perces for thirty years.

Let us begin with this link of evidence. In her “Story of the Nez Perces since Lewis and Clarke,” Miss McBeth says: “There are two events in Nez Perces history so well known that even children can tell about them. These are the coming of Lewis and Clarke in 1805 and their return from the coast in 1806, and the going out of the four about the truth of God twenty-five years later.” She gives the names of these four messengers. One of the names corresponds with that given by Catlin, who met the two surviving members of this band of four Nez Perces in 1832 in St. Louis, and traveled two thousand miles with them on their journey to their country in northern Idaho. Another of the names given by Miss McBeth is evidently but a slight variation of the name applied by Catlin to the same man.

Two old men of the four had died before Catlin met the survivors. They had been sent out upon their quest of the white man’s God in 1831, by mandate of a grand council of their tribes.

If any testimony were required to confirm Miss McBeth, that of George Catlin, the artist and traveler, the greatest authority who ever wrote upon the Indians, is sufficient; he says: “When I first heard the report of this extraordinary mission, I could scarcely believe it, but on conversing with General Clarke (William Clarke of the great exploring expedition) I was fully convinced of the fact.” Catlin painted the portraits of over five hundred Indians, which are now in the National Museum at Washington, and among them are the portraits of the two Nez Perces spoken of. Catlin traveled with these Indians for weeks on the first steamboat that made the voyage from St. Louis to the upper Missouri. This was in the spring of 1832.

General Clarke was probably the first American who took a deep interest in the quest of these Nez Perces. He received them into his own house and was most hospitable and helpful to them. When Keepeelee, the old man of the three remaining, upon their arrival at St. Louis, was mortally sick, Mrs. Clarke ministered to him. She was herself in feeble health, and died, it is stated, of miasmatic fever, December 25, 1831. Keepeelee was buried in St. Louis. His epitaph reads: “Keepeelee, enterree October 31, 1831, Nez Perce de la tribu des Choponeck, appele Tete-plate.”

Conquest, Mrs. Eva Emery Dye.)

Some have stated that General Clarke was a Roman Catholic. He was in fact a communicant of the Episcopal church. General Clarke upon first receiving these messengers directed them to Rev. John York of the M. E. Church then a resident in St. Louis. In 1876 Mr. York, was pastor of the M. E. Church of Corvallis, Oregon.

An eloquent speech made at St. Louis by He-oh-kste-kin, one of these Nez Perces, is recorded by Dr. Hines. It too has been considered mythical; not more so than the earliest claims that these "Flathead" messengers were Nez Perces, probably. This speech tells of the regret of the messengers that "they must return empty-handed to their people." They returned home disappointed, but their errand was not in vain. Three years after the meeting of the council that sent them forth, Jason Lee and his companions passed through the Nez Perces country, seeking for the "Flathead Indians" who had borne the message and the tribes that sought the light. It was for their sake that Lee undertook the mission, though his work was destined to be in a field far to westward.

The appeal of the Nez Perces was carried swiftly from St. Louis to the Atlantic states. It stirred the missionary spirit of the churches wonderfully. Dr. Wilbur Fisk, president of Wilbraham academy, (Mass.,) was one of the earliest and most active to respond. "*Zion's Herald*," of Boston, in issue of March 22, 1833, contained a rousing address to the Methodist churches, in part as follows:

A GREAT PROCLAMATION.

*Missionary Intelligence.*

Hear! Hear!

"Who will respond to the call from beyond the Rocky mountains? The communication from Brother G. P. Disosway, on the subject of the deputation of Flathead (Nez Perces) Indians to General Clarke, has excited intense interest. We are for having a mission established there at once. . . . Money shall be forthcoming. I will be bondsman for the church. All we want is the men. Who will go? Who? I know one young man who, I think, will go, and I know of none like him for the enterprise. . . . Were I young and unencumbered, how joyfully would I go! But this honor is reserved for another. Great will be his reward; glorious his crown."

WILBUR FISK.

Wesleyan academy, March 9, 1833."

On March 20, 1833, the missionary board of the M. E. church in session in New York city received the above communication from Dr. Wilbur Fisk, urging the sending of a missionary to the Indians. Through the bishops of the church inquiries were made and a correspondence with General Clarke followed. From him the board received valuable information of the tribe and the country, and the result was a resolution of the board to establish a mission among the Indians west of the Rocky mountains. The church had then a single mission, recently established in Liberia. Dr. Fisk, who was the president of Wilbraham academy and a great leader in the church was asked to name a man to take the proposed mission in charge. He replied: "I know but one man, Jason Lee." On July 17, 1833, Lee was appointed to the superintendency of the mission west of the Rocky mountains.

BOSTON'S PART IN THE EARLY OCCUPATION OF OREGON.

New England was alive with the spirit of colonization in the early years of the last century. From Massachusetts and Connecticut large colonies traveled to the territories of Ohio, Indiana and Illinois, and especially to the "Western Reserve." The sons and grandsons of some of these Yankee settlers moved westward again in the forties to the Oregon country.

In Massachusetts the idea of American occupation of Oregon first took a certain shape. This was naturally due to the discovery of the Columbia by Captain Robert Gray, a Boston sailor in the "Columbia," owned by Boston mer-

chants trading furs along the north Pacific coast. Other Boston ships also traded along these shores. Even before the Astoria enterprise, three brothers named Winship, residents of Boston, and others, formed a company for settlement and trade on the Columbia, and Nathaniel Winship sailed upon this enterprise in 1809 in the "Albatross." This ship entered the Columbia in 1810, and ascended the river to Oak Point (on the Oregon side) nearly north of the village of Marshland.

Here Winship planted a garden and began the building of a fort or trading station; but the June rise of the Columbia, swept away the foundation, destroyed the garden, and caused Winship to abandon his efforts. These New England ventures doubtless inspired Astor's expedition of the following year.

Hall J. Kelley, a Bostonian, became an active advocate for the occupation of Oregon. For many years he wrote extensively in New England publications upon the subject and in 1829 he organized, in Boston, the "American Society for Settlement of the Oregon Territory." This society sent to congress in 1831, a memorial urging that troops be sent to Oregon for the protection of its proposed settlement, and setting forth reasons for immediate occupation. Congress paid no heed to the memorial, but Kelley was still undismayed. He did much more to awaken interest in the settlement of Oregon, and through Kelley's efforts Wyeth, a Bostonian also, undertook an enterprise of settlement for trading purposes in 1831, and came to Oregon in 1832 and established a trading station on Sauvies island near the mouth of the Multnomah (or Willamette), a name which might well have clung to the river, and likewise been given to the city which has grown to such eminence on the banks of the Multnomah. This name this city should bear, and even now the change might be made with advantage.

#### THE STUDENT AND HIS LINEAGE.

At the time when Kelley was most active in his exhortations for the settlement of Oregon, a young Canadian giant came down from Stanstead, a border town of the Vermont line, to study at Wilbraham academy. This was Jason Lee, then twenty-four years old. He had been recently converted and determined upon entering the Methodist ministry. Though born in Canada, Jason Lee was of one of the old New England families, his father, Daniel Lee, having moved to Stanstead in 1800 to join a colony of New Englanders who were settling that township which they believed would be included in American territory when the international boundary was finally settled. Daniel Lee was of Connecticut, and his wife also. John Lee, the English progenitor of the family, was of Colchester, Essex, and came to America in 1634 in the ship "Francis" of Ipswich. He lived in Cambridge and was one of the company of Rev. Thomas Hooker which settled and founded the city of Hartford. Subsequently he was one of the eighty-four proprietors who bought a tract of land comprising two hundred and fifty square miles from the Tunnis Indian tribe, and on this territory are located, besides the town of Farmington, the original settlement, the cities and towns of Bristol, Southington, Berlin, New Britain and Kensington. Some direct descendants of John Lee still live on lands received in the original apportionment over two hundred and fifty years ago. John Lee was a soldier in the expedition against the Pequots in 1637. He lies in the cemetery at Farmington. His descendants were soldiers in the French and Indians wars, and fought at Concord, Lexington, Long Island, Valley Forge and Bennington. Colonel Noah Lee equipped a regiment and fought with Ethan Allen. Captain Nathan Hale, Washington's scout, was a descendant of Tabitha, youngest daughter of John Lee, and Rev. Edward Everett Hale is of the same lineage. Such were the ancestors of Jason Lee.

This young student was six feet, three inches in height, and of corresponding Herculean proportions. His complexion was ruddy, his eyes gray-blue; an

Anglo-Saxon in type, full of the strong, virile elements of that race. He attracted the especial attention and care of Dr. Wilbur Fisk, then president of Wesleyan academy, and when the Methodist church determined upon sending a mission to the Indians of the Oregon country, Dr. Fisk recalled Jason Lee, who had returned to Stanstead and by authority of the missionary board of the church he wrote to Lee, offering him the superintendency of the mission. The young man had already offered his services to the Wesleyan missionary society of London as a missionary to the Canadian Indians, and when Dr. Fisk's letter reached him he was expecting the appointment from London. Up to this time Jason Lee had been a member of the Wesleyan church of Canada.

Jason Lee was born in 1803 at Stanstead, and his life was that of a backwoodsman, with limited means of education. It was in 1827 that he entered Wilbraham academy as a student, at the age of twenty-four. He was born in Canada, but upon the border line of Vermont. Eastern Canada and northern Vermont in 1800 were but thinly peopled. New England was more populous than Oregon is today. Jason Lee's father, Daniel Lee made his home in Stanstead with a large colony of New Englanders who believed their farms were really within the boundaries of the United States. In 1842 the adjustment of border lines threw these farms partly within Canadian territory.

The Lees for two hundred years had been captains and leaders among their American comrades, and the young student of Wilbraham must have been inspired by his gallant father, who had served as a soldier in the Revolutionary war, with love for the land and home of his ancestors. Had the Lees been tory in sentiment, doubtless Jason would have sought his education at McGill or some other Canadian college. He chose instead a famous American academy in the heart of the Connecticut valley, and from the hill above Fisk hall he could see the country about Hartford which had been the home of his fathers for two centuries.

Wilbraham was the great Methodist academy of New England in the time of Jason Lee. There were many young men at that school who rose to high distinction in the church. One of his fellow students, Rev. Jefferson Hascall, was well known to the writer. Other students of Lee's time were David Patten, Moses Hill, Miner Raymond, and Osmon C. Baker. From such first rate material Dr. Fisk, when asked to name the man to be sent upon the mission to the Flatheads, selected wisely. "I know but one man—Jason Lee," was his answer. The choice was warmly approved, and July 17, 1833, Lee was appointed by the board of missions to be missionary to Oregon.

Jason Lee was received into the New England conference in the spring of 1833, and set about the preparation for his mission at once. As his assistant in the duty of the new field he chose Rev. Daniel Lee, his nephew, then a minister in New Hampshire. As a teacher, Cyrus Shepherd, of Lynn, was engaged. The board appropriated \$3,000 for fitting out the mission and a progress of the missionaries was planned, to take them through the eastern states as far as Washington, with the hope of receiving the aid and cooperation of the eastern churches in the enterprise. They held a farewell meeting in New York in the Forsyth street church, November 20, Bishop Hedding presiding. At Washington papers of authorization were given them by the president and secretary of state, to aid as such documents might in the neutral land to which they were going.

Captain Wyeth, at this time, was planning a second expedition to Oregon, and was to start overland in the spring of 1834. The opportunity was thus offered for our missionaries to cross the plains and mountains with men who had become acquainted with the route, and the Methodist mission took its departure early in March, to pass via Pittsburg, and the Ohio river and Mississippi to St. Louis, and fell into the train of Captain Wyeth at Independence, then the last town westward, on the last day of April. From St. Louis to Independence, Jason and Daniel Lee had ridden horseback across Missouri. At Independence

Mr. Lee engaged P. L. Edwards as a teacher and Courtney M. Walker as an assistant.

ACROSS THE PLAINS WITH CAPTAIN WYETH.

The young evangelist found himself in strange company. There were nearly two hundred of Wyeth's men, and they were a tough lot of mountaineers and trappers, accustomed to hard life and scant ceremony—winters spent in St. Louis and the river towns in wild orgies, then back to the fur country. This company was expecting to compete with the Hudson's Bay establishment for the fur trade of the northwest, and it is not likely that Captain Wyeth engaged any class-leaders for the enterprise. The Lees were sick of their strange surroundings at first, but soon found themselves none the worse. They bore their proper share of the toils and dangers of the journey through the Indian country and won the friendship and good will of the party. Jason Lee kept a journal, and extracts from it on the early days of the Wyeth expedition show a pathetic homesickness and longing for the gentle life he had been wont to lead, but also full of determination to stay with the train and his task. It was better very soon. He entered into the freer life of the open, new world around him and found hope and gladness. A line from his diary. Out beyond Laramie, in as hopeless looking country as he had ever seen, he says: "Awoke just at daylight after a night of sweet repose and found all safe. Roasted buffalo meat and pure water was our rich repast. Am persuaded that none even in New England ate a more palatable meal. We do not feel the want of bread, and I am in better health than for years."

On June 15, the Wyeth company met the great body of trappers and mountaineers of the inter-mountain region at the "summer rendezvous," a summer gathering of these semi-wild men, at a time when they were footloose. This time the rendezvous was on Ham's Fork, a stream which enters Green river, a branch of the Colorado, at a point near the site of Fort Bridger, two days' journey by the old emigrant road west from Green river. Some of the trappers in the motley crowd promised to make trouble for the missionary party, but as soon as Jason Lee was informed of their threats he sought the men out and had a frank talk with them, which quite removed their hostile ideas and gave them a wholesome respect for the young preacher.

Mr. J. K. Townsend, ornithologist, who was making the journey to the Pacific with Captain Wyeth's party, says: "Mr. Lee is a favorite with the men, deservedly so, and there are few to whose preaching they would have listened with such complaisance. I have been amused and pleased by Mr. Lee's manner of reproofing them for their coarseness and profanity. The reproof, though decided, clear and strong, is always characterized by the mildness and affectionate manner peculiar to the man, and it is always treated with respect."

At the rendezvous Lee encountered certain Indians of the Nez Perces tribe who had heard of Christianity, like their neighbors, the Flatheads, and the young chief who was at the head of this party of Nez Perces invited him to come to the country of his people and establish his mission among them. This chief was the celebrated leader of his tribe, subsequently known as "Lawyer," and is remembered by many of our pioneers.

On July 10th, the expedition passed over the divide, from which the waters flow west into the Shoshone, and three days later they reached that river at the mouth of the Port Neuf. Here Wyeth's party remained some time, procuring provisions from the Indians and establishing the trading post station known as Fort Hall. Here Lee preached the first sermon ever uttered in the Oregon country, July 27, 1834.

His audience consisted of Indians, half-breeds, Canadian trappers, etc. Among the listeners was the famous Captain Tom McKay, who acted as guide for Wyeth's party from this point west, and two years later he performed the

same service for Dr. Marcus Whitman, whom he also escorted from Fort Hall to Vancouver.

On the first day of September they emerged from the Blue mountains, and before night of September 2, they reached Fort Walla Walla, a post of the Hudson's Bay Company at the mouth of the Walla Walla river, where Wallula stands today. Here Jason Lee remained a guest of the company for a few days, and seriously considered the establishment of his mission at this point. It was the most desirable for an interior mission, as there was a numerous Indian population. Whitman subsequently established his mission a few miles farther east, at the place now known as Whitman, where he was killed in the Whitman massacre. But Lee concluded to go on with the Wyeth party, and they set out in flatboats, making the journey of 200 miles to Vancouver without serious difficulty, arriving there September 17th. Mr. Townsend, Prof. Nuttall (also a naturalist) and Mr. Lee's party of missionaries came on to Vancouver in the care of Captain McKay and John McLeod, who were in the service of the Hudson's Bay Company under Dr. McLoughlin. Wyeth and his party remained at Fort Hall. The missionaries had been placed under obligations for the food they ate to Captain McKay and the Indians of the country. Lee says in his diary: "The Indian women would bring food, and putting it down return without saying a word, as they speak no language we can understand." This season of scant fare was in their passage from the great basin of the Salt lake to the Snake river valley.

That night the missionaries slept in beds, in houses, for the first time in 150 days. They were the guests of a prince among men, Dr. John McLoughlin, chief factor of the Hudson's Bay Company, master of a territory that stretched from California to the Arctic and from the Pacific to Saskatchewan.

#### McLOUGHLIN—VANCOUVER—THE HUDSON'S BAY COMPANY.

It is proper here to give some facts and perhaps some personal opinions of the Hudson's Bay Company, and its governor, and their relations to the enterprise of which Jason Lee was the leader.

The Hudson's Bay Company had been granted its charter "to trade, hunt, and fish in the waters of Hudson's straits, and all rivers tributary, and all lands and territories not already granted to other subjects of the king, nor possessed by the subjects of any other Christian prince or state." This charter was granted by Charles II in 1670. In the long term of years succeeding there were frequent conflicts between the Hudson's Bay servants and the French of Canada in the region of the great lakes and Saskatchewan, and a bitter struggle was going on in the beginning of the last century between the Hudson's Bay Company and the Northwest Fur Company, a Canadian enterprise. Many pitched battles occurred between the trappers of these rival concerns, but in 1821 their differences were accommodated and the business was merged under the old name.

Dr. John McLoughlin had been an active partisan of the Northwest Company. He came to this coast as a factor or governor for the Hudson's Bay company in 1824, and founded Fort Vancouver as his central post and headquarters the same year, but not then upon the site subsequently occupied, but north of it at a distance of nearly a mile from the river. It will be remembered that the Northwest Fur Company had bought out Astor's post at Astoria during the last war with Great Britain. Dr. McLoughlin found the post at the river's mouth too remote from interior posts, and determined upon Vancouver as the most desirable site. His selection was most prudent, and the centralization of the business of the Columbia and Willamette valleys at Portland, separated only by the Columbia from the site chosen by Dr. McLoughlin, attests the sagacity of the great factor. To Fort Vancouver the trappers of the lower and upper Columbia, Cowlitz, Nisqually, Walla Walla, Spokane and more remote points, as



well as from the Willamette and Umpqua, brought their furs annually, by boat and canoe. A vessel or two came annually from England around Cape Horn and up the Columbia to receive the furs and deliver to the post the supplies required. The business had been continued many years at the time of Jason Lee's arrival. Winship, Astor, Bonneville, and Wyeth had sought to establish themselves in this country as rival traders, but all had lost their ventures. Wyeth was making his second attempt when he crossed the plains in '34 in the company which the missionaries joined. These enterprising American rivals were treated more courteously and hospitably by the Hudson's Bay traders at Walla Walla and Vancouver than they had any right to expect. Certainly if the circumstances had been reversed we could not expect established American fur traders to have shown greater kindness to Canadian or Russian competitors. So long as they remained at the forts they were always the welcome guests of the officers of the Hudson's Bay Company, and when they embarked on their own business in the territory which had so long been in possession of the older concern, they could not have expected the Hudson's Bay Company to accord them exceptional facilities for acquiring a foothold in the Oregon country. That Dr. McLoughlin went far beyond any claim of hospitality to strangers in his treatment of all comers is a matter of record. Jason Lee was not the first nor the last to make the statement.

The country was esteemed much as Kamchatka and the seal rookeries of the north Pacific by ourselves now. The handful of white men scattered between the Rocky mountains and the sea had no idea of "settling" the country. It was to them a great preserve of fur-bearing animals, and they intended to keep it so. No greater menace to their interests was possible than the occupation of the country by settlers, of whatever origin; and yet they put no obstacles in the way of the stream which had its beginning in Jason Lee's party, and increased in volume year by year thereafter. Put John Jacob Astor in McLoughlin's place, and let us ask whether, being an American fur trader, he would have lent seed for fields, plows to break the land, cattle and sheep to Canadian settlers who would shortly interfere with or ruin his business. Would he or Wyeth have entertained with princely hospitality and kindness a score or more Canadians or Scotchmen, who presented themselves at Fort William or Astoria with the evident purpose of settling up a competing trading establishment, or settling the country? Yet this is just what Dr. McLoughlin did for Wyeth, Lee and Whitman. Until long after Lee's arrival the Oregon country was a no-man's-land—a debatable ground, the intrinsic value of which was unknown alike to both America and England. Dr. McLoughlin was the governor of the country, acting for the only civilized people within its borders, who by existing treaties had at least an equal right in it with the only other contestant, and by possession and vested interests a better than any then existing.

At Vancouver the Hudson's Bay Company had built the extensive warehouses, fort and quarters for its people and business, and a dock for its commerce. The factor or governor, Dr. McLoughlin, had built a mill, planted a large farm, imported cattle and taken the other natural means to support the fort's employees and supply the Indians and trappers trading there. These buildings, the farm, mill, cattle, etc., were incontestably the property of the company.

The harshest critic of the Hudson's Bay Company relates his arrival with a party of missionaries at Vancouver in 1836. He says: "As the boats neared the shore two tall, neatly dressed, well-formed gentlemen waved a welcome, and in a moment all were on shore. Rev. Mr. Spalding and lady were introduced, followed by Dr. Whitman and lady, to the two gentlemen. One, whose hair was then nearly white, stepped forward and gave his arm to Mrs. Whitman. The other, a tall, black-haired, black-eyed man, gave his arm to Mrs. Spalding. By this time McLeod had appeared, and bade the party a hearty welcome, and accompanied them to the fort. *We began to suspect the cause of so much display.* We were led upstairs into a room on the right of the hall, where the ladies were

seated, as also six gentlemen, beside the tall, white-headed one." The narrator was the clerk of the visiting missionaries. He was invited to the quarters of the company's clerks, and makes unfavorable comment upon the discrimination. He gives us description of the fort, which was as Jason Lee found it and knew it for many years, and is worth repeating:

"Fort Vancouver was a stockade, built with fir logs about ten inches diameter, set four feet in the ground and rising twenty feet above, enclosing at that time two acres of ground. The storehouses were all built of hewn timber. Floors were mostly rough boards, except the governor's house and office, which were planed. The doors and gates were all locked from the inside and a guard stationed over the gate. In front of the governor's house was a circular double stairway leading into the main hall. In the center of the semicircle was a twenty-four pound cannon mounted on a ship's carriage, and two smaller pieces, with shot piled in order about the guns, which were pointed toward the main entrance.

"At noon the fort bell rang; clerks and gentlemen all met at the common dinner table, which was well supplied with salmon, potatoes, wild fowl, and usually with venison and bread. Dinner over, most of the gentlemen passed a compliment over a glass of wine, and then retired to the social hall to smoke their pipes, sometimes filling the room full as it could hold with smoke. At one o'clock the bell rang again and all went to business.

"The party had no sooner arrived than the carpenter was ordered to make an extra table, which was set in the governor's office. Usually one or two of the head clerks or gentlemen traders were invited to dine at this table with the ladies, for whom it had been specially prepared. . . . The utmost cordiality was manifested, the kindest attention paid, and such articles as the missionary party wanted were supplied. These goods were to be paid for at *double the cost in London.*" (The italics are Mr. Gray's, and go to show how small a matter became in his eyes an extortionate robbery. Even now English goods sell for more than double their London value in Vancouver or Portland.)

A point of which Mr. Gray makes much complaint is the "oppressive monopoly," exercised by the company in its terms regarding cattle and stock, of which there were none in 1834 save those belonging to the Hudson's Bay Company, and in 1836 the few additional head which had been driven across the plains by the party of Spalding and Whitman, and in 1834 by Jason Lee. These hard terms are given in Mr. Gray's statement: "Dr. Whitman concluded that more cattle than the mission had were necessary, and that a few cows were wanted. The proposition was made to Dr. McLoughlin. 'Certainly, you can have what cattle you want on the conditions we supply them to the company's servants and the settlers in the Wallamet.' 'What are those conditions?' asked Dr. Whitman. 'Why, in case of cattle,' said McLoughlin, 'you can take what you want from our band, break them in, and when the company requires them return them. Cows we will let you have, that you may be supplied with milk. When you return the cows you also return any calves.'" The question was asked also what would be expected in case any of the borrowed stock was lost or killed, and Dr. McLoughlin replied that they could be paid for or replaced by cattle from the missionaries' herd. These terms are considered most oppressive by Mr. Gray. The company had, it is true, more cattle than the missionaries, and required more. The cattle were their own, and evidently the company might have made harder terms in these circumstances. Probably there is not a wealthy stockman in Oregon today who will make as liberal arrangements with a poor neighbor. No compensation for the use of the cattle was mentioned.

This digression may be excused because the conditions Jason Lee met at Vancouver were identical. He was received as hospitably as man could be, and with the respect and deference due him as a clergyman. He was not quite sure that his mission met Dr. McLoughlin's approval at first, but his frank kindness soon won Mr. Lee's confidence. The appeal of the four Indians who had gone to St. Louis still rang in his ears, and he counseled with the Doctor about going

back into the Clearwater country to find their people, but Dr. McLoughlin advised the establishment of the mission in the Willamette valley in the neighborhood of French prairie, where a number of former employes of the Hudson's Bay Company were settled on farms, and where many Indians gathered. This advice ought to set at rest any idea that Dr. McLoughlin was opposed to Lee's enterprise, for it would have been easy enough to second his own desire to go far into the interior, where the difficulties in the way would have been perhaps insurmountable. McLoughlin was a Catholic indeed, and his hearty concurrence in Jason Lee's plan to Christianize the Indians marks the liberal, magnanimous gentleman.

When Lee determined to visit the locality proposed by Dr. McLoughlin, the company offered him every facility. Boats, boatmen and provisions were freely given him, and on September 29, 1834, the two Lees started upon their quest. The brig "May Dacre," which had left Boston months before with Wyeth's trading outfit and that of the mission, had arrived in the Columbia and lay near Warrior rock, perhaps because the river was low and navigation difficult—perhaps because Wyeth preferred not to intrude upon the Hudson's Bay people at Vancouver. The Lees dropped down the river to the brig and spent a few days there, looking over the country where Warren now stands and the lowland meadows at the mouth of Lewis river to consider those localities as possible sites for their mission. Much of that beautiful region is unchanged even to our day. The same oaks which Jason Lee saw on the Scappoose plains and on the velvet sward of Sauvie's island stand there to this day, and the cottonwoods that fringe the Columbia and the deep, quiet channel of the Multnomah, as Willamette slough was called, have sprung from the grand ancestral trees that grew in the same spots. Proceeding up the river they entered the greater Multnomah, and there, too, the willow-fringed shore below St. Johns, the grand oaks of Swan island, the laurel-crowned promontory at University point and the green meadows and islands at the north of the site of Portland must have been much as they are in our day. Probably the remarkable Indian houses visited by Captain Clarke near St. Johns were still as Clarke saw them; but where now this city stands was a dense forest of firs and spruce and hemlocks that stretched from the river shore to the mountain-tops west. The impression the virgin wilderness and sweet, sylvan shores of the Multnomah made upon these wanderers must have been amazing and delightful. The Columbia, until within a few miles of Vancouver, is solemn, tremendous, appalling in its majesty; the Willamette—the "Green Water"—is inviting, tranquil, arcadian.

This journey was made by way of the Columbia westward to the lower end of Sauvie's island (then called Wapato) and to Wyeth's trading station where lay the brig "May Dacre" which had brought out the mission freight along with Captain Wyeth's trading stock. The island was encompassed by the journey up the inland or western channel of the Multnomah, upon which Wyeth established his fort, on the southwestern point of Wapato island, now included in the Jonathan Moore claim. A stock of necessary articles for immediate use was taken with the boat at Wyeth's place, and the party of missionaries, Jason and Daniel Lee and P. L. Edwards, in a Hudson's Bay boat and manned by servants of the company, proceeded up the Multnomah. They remained two nights at Wyeth's and camped two nights on the way to the falls. Here Indians assisted in the portage of the boat and goods, and the journey to the site of the mission was completed October 6th.

The season was already too far advanced for beginning such an undertaking as the construction of a mission house, but Jason Lee was resolved upon its completion for winter use as a house for himself and his companions, and as a school and chapel. Dr. McLoughlin had sent up oxen and a number of cows for the mission. Jason Lee was a New England frontiersman and handy with the axe and care of cattle, and the management of the clearing, hauling, and building were his personal care and labor. He was a colossal man, eight inches above

average height, and powerful in accord. The building first constructed was 18x32 feet and one story high. It was occupied four weeks after their arrival on the spot, though not yet completed. This was the first American home built on the Pacific coasts or on the western side of the Rocky mountains.

Before the completion of the building, Indian children of the prairie were receiving instruction and care. October 19th, Jason Lee preached his first sermon near the mission, in the house of Joseph Gervais, of French prairie, as a large tract of land between the Willamette and the present town of Gervais was called. The location chosen was in some ways unfortunate, but all considerations of comfort or future advantage were properly set aside by Lee in his determination to perform the work to which he was called. The half-breed children of the prairie were numerous, and many Indians traveled the river and lower trails or made their homes near French prairie. Here was the most favorable place for reaching the people, and so the mission site was chosen near the river, on land too low, as it proved later, being subject to inundation in river floods, and peculiarly miasmatic.

#### THE PEOPLE OF THE VALLEY.

It was the intention of the church to Christianize the Indians; the message of the pilgrims to St. Louis had evoked a remarkable response from the eastern churches, and it was doubtless intended that Jason Lee should establish himself among the "Flatheads." The people who sent him knew nothing of Nez Percés, and Lee overshot the actual mark five hundred miles by coming to the Willamette valley, but the Indians of our vicinity were flatheaded as any, and as fit subjects of missionary aid as could be found anywhere. They were not the most hopeful subjects, but the first great missionary of Christianity seems not to have balanced very carefully the advantage of preaching to Greeks or Romans rather than to Hebrews.

Among the resident Indians of the Willamette were Chinooks, Multnomas, Clackamas, Calapooias, Mollallas, and other tribes, whose names in some instances still pertain to the land they lived in. These Indians, like most of their race, had no fixed dwelling-place. When the camas or wapato or berries were ready for gathering or digging, they migrated in bands to places where these things were to be had. When salmon were plenty at the falls or down the Columbia the men would be off fishing. In the fall there was game in abundance, particularly wild fowl, and the tribes followed these necessary objects of their lives from place to place over large tracts, from the river to the mountains, from the mountains to the sea. The aborigines had been rapidly decreasing in number for half a century or more. Their traditions tell of terrible pestilence among them even before the first contact with the white race on the Pacific, half a century before Lee's coming. The year after Lee established the mission, the Multnomas, living on Wapato island and the adjoining lowlands, died by hundreds from measles, having been infected from a trading vessel in the river. The diseases contracted from the whites, had greatly reduced the population of the Willamette, and soon after the establishment of the mission, sickness of a dangerous sort prevailed among the Indian children, who had, up to that time, been received in considerable numbers, and begun their new duties as proselytes of the mission with encouraging zeal and interest. The sickness seemed to cling about the place for years. It was a fever, and is explained by some as malarial, due to the cultivation of the moist lowlands. Jason Lee and his two assistants gave the utmost care possible to the sick, and Daniel Lee was compelled to seek relief from labor and sickness by a voyage to the Sandwich islands the following winter.

Like certain Asiatics, our Indians held the medicine man responsible when his patient died; this spirit of vengeance, nearly cost Lee and his companions their lives, more than once. Some other Indians, grateful for kindness shown them, gave Lee warning.

The Indians of 1834, in the western Oregon country, were half savage only, the nobler traits of the ancient race being supplanted by the white man's vices. The remoter tribes maintained the tribal customs and manner of living, but from Astoria to Waiilatpu, and for a hundred miles up the Willamette, the tools, trinkets, arms and cast-off clothing of the whites were common enough. The Indians of this locality attempted to imitate the trapper and *voyageur*. Many hovered about the trading posts, ready to eat the scraps and offal rather than follow the ancient hardy habits of their race. Exceptional Indians foresaw this new order, and were anxious that their children should get the wisdom of the white man, or even his religion. Many such children came under the care of the Willamette mission.

The children of French prairie were more hopeful subjects for instruction. Their fathers were mostly Canadian trappers and *voyageurs*, formerly servants of the Hudson's Bay Company, who had taken Indian women to wife in their days of wandering, and now domesticated in the heart of the valley, released from service, they were glad to have the mission and school available for their children.

The settlement on the "Prairie" now included in the old Catholic parishes of St. Louis and St. Paul, was begun in 1829. Dr. McLoughlin advised the servants of the Hudson's Bay Company who had served their enlistment to settle there, and he aided them substantially in making their homes; furnished them ploughs and cattle, and assured them the protection of the great company. Even at that early date Dr. McLoughlin was convinced that this settlement was destined to be an American community.

The material for conversion to Christian and civilized living, was not the most hopeful. After three-quarters of a century the problem of education for the Indian is still a doubtful one. Jason Lee's idea of teaching the children of the mission to do useful work, as well as study, seems to have been followed and approved by missionaries and teachers to this day. His work and methods were approved by men qualified to judge. Rev. Samuel Parker who visited the mission in 1835, while investigating the conditions for the establishment of Presbyterian missions among the Pacific coast Indians, records his approval and admiration of the mission and its head. Dr. McLoughlin, a year and a half after the mission was begun, sent to Mr. Lee, \$150 which had been contributed by himself and the other gentlemen of the post, with this noble letter of commendation.

"I do myself the pleasure to hand you the enclosed subscription, which the gentlemen who have signed it request you will do them the favor to accept for the use of the mission; and they pray our Heavenly Father, without whose assistance we can do nothing, that of his infinite mercy He will vouchsafe to bless and prosper your pious endeavor; and believe me to be, with esteem and regard, your sincere well-wisher and humble servant.

JOHN McLOUGHLIN.

Fort Vancouver, 1st March, 1836."

Toward the end of the same year, Mr. Wm. A. Slacum, naval agent of the U. S., visited the mission and all the families of the "Prairie." The precise object of Mr. Slacum's visit was not divulged, but he came in the U. S. brig, "Loriot," which lay several weeks in the Columbia, and his observations are regarded as having been most important to the government in the settlement of the claim of the United States to Oregon.

Mr. Slacum wrote Jason Lee a letter of high approval, and enclosed a gift of \$50, "as an evidence of my good will toward the laudable efforts you are making, regretting that my means will not allow me to add more."

Mr. Slacum and Jason Lee discussed the situation of the settlers in the Willamette, and Mr. Slacum gave important aid to an enterprise of vital interest to the country. Cattle were still very scarce, and a company was formed, by the settlers who had money, to bring a large band of cattle from California. Jason Lee was a leader, if not, as seems probable, *the* leader in this effort. But the

critics of Dr. McLoughlin will do well to note that by his generous action for the Hudson's Bay Company, the project was successful. His kindness and business foresight it was that persuaded them to purchase a band of seven hundred, thus dividing the great cost of the enterprise to advantage. The company took one-half of these cattle and bore half the costs. If it had been their habit to "rob the settlers" nothing would have been easier than to keep the "monopoly" their enemies charge against them.

Ewing Young, another of the early Americans, went as captain of the expedition. Mr. Slacum took those who went from the valley on this errand in the "Loriot" to San Francisco without cost, and Mr. Edwards, who came out in Jason Lee's party, accompanied these pioneer cowboys as treasurer of the cattle company. The animals were driven up the Sacramento, and then to Oregon, closely following the present route of the railroad. The cost delivered at destination was eight dollars per head. Probably this large influx of Spanish blood is responsible for many of the gifted fence-jumping bovines that still roam our fields.

Mr. Slacum bore a petition from the missionaries and from the few other Americans of the valley, as well as from some of the Canadian settlers, that the government of the United States would recognize them as an American community and extend to them its protection.

#### REINFORCEMENTS ARRIVE.

In 1837 twelve members were added to the mission forces. They came by sail around Cape Horn, eight arriving in May and four in September. Seven of these were women. The names of many of these are written large in Oregon history.

On July 16, Jason Lee was married to Miss Anna Maria Pitman, one of the recent arrivals. At the same time Cyrus Shepard was married to Miss Susan Downing, another lady of the newly arrived assistants.

In January, 1838, Jason Lee set out upon a journey to the Umpqua valley, to see about establishing a mission there. He spent two months on this quest, enduring great privations and peril. The Dalles was selected as a promising point for a mission, and to this field Rev. Daniel Lee, who had come west with his uncle, Jason Lee, and Rev. H. K. W. Perkins were assigned. They arrived at their destination, the Indian town of Wascopam, March 22, and immediately began their work. The field of their labors extended from the Cascades to Deschutes river, and on both sides of the Columbia. In this territory were clans of Walla Walla, Wishram (the notorious robber tribes of the Grand Dalles), Wascos, who lived at Wascopam, Klickitats and the "Upper Chinooks," the two latter occupying the country north of the river. About 2,000 Indians were more or less permanently in this field, and Yakimas, Cayuses and Klickitats, were frequently passing through it. The latter tribe made astonishing journeys from their country to northern California annually, and claimed to over-lord the Willamette tribes. The Dalles mission religiously accomplished more among the Indians than any of the other stations.

The missionaries used the Chinook intertribal tongue in their public talk to the Indians, as the upper tribes, as far as the Nez Perces at least, were accustomed to make use of Chinook, though speaking languages of their own which were as different from Chinook as Arabic is from the English. Some of their hymns, prayers and addresses are preserved, all in Chinook of the "upper" dialect, in old books.

Frequently it was necessary that the words of the missionary should be translated into the speech of the interior tribe by an interpreter.

In 1840, after the arrival of the lay-party of missionaries in the Lausanne, a council or conference of the members of the mission was held, at Vancouver, and new missions were detailed for Clatsop (sometimes called Chinook) Nis-

qually, Umpqua and Willamette Falls. Jason Lee remained in charge of all as superintendent.

#### A MISSION TO THE EAST.

Three years after the establishment of the Willamette mission the question of sending Jason Lee east for more workers in the field and financial aid from the missionary society, was discussed. Besides Lee and his earlier assistants, there were then connected with his work Rev. David Leslie, Rev. H. K. W. Perkins, Alanson Beers, W. H. Willson, and Dr. Elijah White. These all earnestly advised Lee's return. A similar situation in some respects existed at Wamatpu in the fall of 1842, four and a half years later than Jason Lee's first return to the east. Both these mission felt the need of representing to their parent societies, by an envoy thoroughly acquainted with the situation the importance of their field of labor and its needs in 1842. The American board had determined to abandon the Wailatpu and Clearwater missions. The M. E. society was not very warmly interested in the Oregon work. Jason Lee and Marcus Whitman had like ambitions to see the American people and government in control of this western empire, which was no-man's land for many years. The great spring of action in both instances was the duty to his mission. That Lee was awake to the political importance of his errand is proven by the fact that before he started east, in March, 1838, at a meeting of the American settlers in the mission house, Lee and Leslie and Perkins drew up a memorial to be presented to congress asking that body to "take formal and speedy possession."

The memorial is worthy of a statesman. It set out the great value of Oregon as a territory of the United States, and stated intelligently the whole situation historically and economically. This paper was signed by thirty-six residents of the Willamette valley, including all Americans and many Canadian settlers.

Lee set out on his journey in March, staying for two days at the Wascopam mission. As far as possible he went by canoe. Thus he arrived at Wailatpu, where he remained nearly three weeks in the friendliest intimacy with Dr. Whitman and Rev. H. H. Spalding. It is not probable that there was any reserve between these men, engaged in the same work, and with the same patriotic sentiments. If we could have Dr. Whitman's word about it he would tell us now that he read every word of the memorial from the settlers of the Willamette, and knew that Jason Lee would present it to the congress of the United States, as soon as he reached Washington.

At Wallula (Fort Walla Walla of the H. B. Co.) Lee left the river, and from thence onward a thousand miles or more, horseback to the Missouri. At Fort Hall he took in charge three sons of Captain Tom McKay, who had been Lee's guide westward from that fort in 1834. The boys were committed to him by their father to be put in school, and Lee took them to Wilbraham academy, his own alma mater. At Westport, Missouri, September 1, a messenger from Oregon overtook him with letters. They brought him the terrible news that his young wife and newborn son had passed away at the mission June 26. Her gravestone, in Lee mission cemetery at Salem, bears the legend: "Beneath this sod, the first ever broken in Oregon, for the reception of a white mother and child, lie the remains of Anna Maria Pittman, wife of Rev. Jason Lee."

Perchance her hands planted the climbing white rose that John Minto found growing luxuriantly over the walls and roof of the log house that was her home, when he purchased the mission farm in 1845. Mr. Minto has distributed this rose over the Willamette valley, nature's most favored rose garden, and he speaks lovingly of it as "the sweetest rose that grows."

By way of St. Louis Mr. Lee passed to Illinois. Again the nation awoke to the existence of the Oregon country. At Peoria he delivered an address inviting immigration to Oregon. This resulted in the formation of the first company of settlers for the Willamette, which left Illinois the following spring. He ar-

rived in New York in November, and so well did he plead his cause before the missionary board that that body determined to send the largest missionary colony to Oregon that had ever left American shores. The party included thirty-three adults, to take various duties, and eighteen children. The fund raised for the new expedition was over \$42,000.

The memorial from the settlers of the Willamette, was presented by Lee to Senator Linn of Missouri, and by him to the senate. Caleb Cushing of Massachusetts, desiring more information, wrote to Lee for the facts, and he replied from Middletown, Connecticut, stating clearly and powerfully the needs and desires of the Oregonians. Senator Cushing was a relative of Captain John H. Couch, who was induced to come to Oregon in the brig "Chenamus," by reason of Lee's letter to Cushing. The Cushing family were Boston merchants, and here again appears the helping hand of Massachusetts to the Oregon settlement. Two brothers of the Couch family commanded vessels of the Cushings. They were interested as stated above, in Jason Lee's report to Senator Linn, and the correspondence between the missionary and the merchant resulted in the Couches and Cushings' entrance into Oregon commerce.

Captain Couch made several voyages here, and finally took up a claim in Portland, and became a founder of this city, which has done his name well-deserved honor in perpetuating it by giving the name of Couch to one of our important streets, and to one of our public schools. Lee's reply to Senator Cushing closed with these words: "To whom can we look for laws to govern our rising settlements, but to the congress of our own beloved country? It depends much upon congress what the character of our population shall be, and what shall be the fate of the Indian tribes of that country. It may be thought Oregon is of little importance, but rely upon it, there is the germ of a great state. We are resolved to do what we can to benefit the country, but we throw ourselves upon you for protection." Lee's presentation of the claim of the Oregon settlers was so favorably received by the president and his cabinet, that \$5,000 from the secret service fund was contributed toward the expense of the missionary society, in recognition of the strategic and political importance of the mission of the Willamette.

On October 9, 1839, the "Lausanne" sailed from New York with fifty-one souls destined for the Willamette and other missions of Oregon. Among them were George Abernethy, who became Oregon's first provisional governor, Rev. J. P. Richmond, Rev. J. L. Parrish, Rev. Gustavus Hines, Hamilton Campbell and other men afterwards notable in the annals of early days here. Jason Lee made the voyage with them. They touched at Rio, Valparaiso, and made a stay of three weeks in Honolulu. On May 21, 1840, the "Lausanne" entered the Columbia. At Vancouver Dr. McLoughlin made all welcome "as long as they chose to remain."

Very soon after their arrival the men appointed to the missions at Clatsop, Nisqually, "The Falls" and The Dalles were on their way to their stations. In the neighborhood of all these points have sprung up important cities, whose nuclei were the missions.

In 1841 the central mission was removed about ten miles south from its original location, to Chemekete. A manual training school was erected here for instruction of Indian children. Mills had been built earlier at this site for the mission. Around this Chemekete mission grew the city of Salem.

#### THE MISSION'S NEW MISSION.

Jason Lee found the Indian population greatly reduced upon his return in the "Lausanne." There was no increase up to that time in the number of Americans in the Willamette, but there were more Canadians and half-breed children. The newer missions found more populous fields at The Dalles and Nis-



qually, and made great progress. The American immigration of 1841 arrived in the fall of that year, and many settled near the Valley mission.

In 1840 a saw mill and grist mill was built for the needs of the mission on Mill creek, ten miles south of the mission site. On Mill creek was built later, the Indian manual training school, and a mission house. The site of these buildings was near the old woolen mill at Salem, and two of them are still standing; the oldest of these is a part of the residence of Hon. R. P. Boise, at 852 Broadway, Salem, and the hewn timbers of the building, according to the diary of Rev. Mr. Waller, who assisted in the work, warrant the belief that Jason Lee's hand wielded the broad-ax upon them. Around this new establishment, and because of it, the community which developed into the capital city of Oregon grew up.

The Indians of the Willamette had decreased in number constantly, and the central mission found its intended field of labor among the Indians less fruitful year by year; the white settlers were becoming more numerous, and the teachers and preachers of the mission saw larger opportunities offered. In 1842 at a conference of the mission it was determined to build a school at "Chemetek," to be called the Oregon institute. This project was the conception of Jason Lee. The building erected was planned for great things. None knew so well as Jason Lee the certain future of the Willamette valley, destined to be perhaps the most populous valley of the Pacific coast. The building was completed in 1844, the missionary community contributing generously to the fund. It was seventy-five feet long, and three stories high. In the same year the missionary at "The Falls," Rev. A. F. Waller, completed the first church built in Oregon, still standing, at Oregon City, where during the four preceding years, a large community of Americans had settled.

Thus the work of the mission in the valley was directed to a new channel—the educational and religious care of the immigrants, streaming in constantly increasing trains into western Oregon.

Because of this natural diversion of the energies of the Willamette mission, some writers have considered its work a failure. Such a view would indicate that the holder of it considered it better to teach dead Indians than the young pioneers. No fair-minded reader and observer can fail to see the great and blessed influence of Jason Lee and his missionary contemporaries upon the people of the Willamette and other fields of their labors. As examples I only cite Salem and Forest Grove as representative cities of missionary origin, and largely populated still by the descendants and pupils and proselytes of Oregon missions. The parent societies did indeed discontinue their official support of the Indian missions, but the men who had come to Oregon to redeem the Indians never ceased to minister to them in every possible way.

Jason Lee in 1843 wrote to the New York missionary board: "My interest in the Oregon missions is not in the least abated. Oregon is still of immense importance as a field of missionary operations among the Indians."

This sketch necessarily omits details. Such as remain—unfortunately meager—are worth the reading. Rev. Dr. Hines (H. K.) has preserved what was possible in "Missionary History of the Pacific Northwest." Adventures which would fill hundreds of thrilling pages were left entirely unrecorded by Jason Lee and his companions. Their records are terse, omitting all but greater facts. Their hands clove to the plow and ax and paddle, rather than to the pen.

Enough has been said already to show Jason Lee's knowledge of Oregon's importance as a future territory of the United States, and enough to set at rest any doubt regarding his deep interest in "saving Oregon." In 1834 before he started upon his mission, he visited Washington and secured passports and credentials entitling him to the government's recognition and protection. Upon his return in 1838 he went as early as possible to Washington and presented to congress the memorial of the missionaries and settlers in Willamette, urging the government to extend its control over their territory. His addresses in the

middle west the same year were the source of that interest in Oregon which started the mighty stream of pioneer immigration to the Willamette valley. First and foremost of the builders of Oregon was Jason Lee.

Before the "Lausanne" sailed, Jason Lee married Miss Lucy Thomson of Barre, Vt., who accompanied him to Oregon with the "Lausanne" party. March 20, 1842, she died at the mission, leaving an infant daughter. This child, upon Lee's return to the east in 1844, was left in the care of Rev. Gustavus Hines. She was an early graduate of Willamette university, and became the wife of Professor Francis H. Grubbs, to whom I am much indebted for information here recorded.

#### LEE'S SECOND JOURNEY EAST.

Later in 1843 Jason Lee determined to go again to New York to set before the missionary board the affairs of the Oregon mission. He was aware that the board was not satisfied with the work in Oregon. The disappointment was due to their lack of knowledge of conditions there, and to the results of the work among the Indians, particularly. In the most favorable circumstances a letter sent from Oregon in 1840 would not be answered until the end of the following year. The information of the board was always a year behind the fact. The board was hoping for the conversion of thousands of Indians, and quite unaware of the splendid work the mission was doing among the whites as well as at several of the Indian stations. It was to inform them of these matters that Lee left Oregon February 3, 1844, on the British barque "Columbia" which sailed from Vancouver for London in the service of the Hudson's Bay Company.

At Honolulu Lee received information that his successor had been appointed and was on his way to Oregon. After consideration of this unexpected phase of affairs, he determined to go on his intended journey. He went from Honolulu to Mazatlan, crossed Mexico to Vera Cruz, barely escaping imprisonment on account of the ill feeling due to the Texas intrigues, all his letters and papers being seized.

From Vera Cruz by sail to New Orleans, then by steamboat to Pittsburg, and by stage to the Atlantic sea-board. July 1st he appeared before the missionary board and made a plea of such convincing power that that body expressed its renewed confidence in him and his wise administration; but his successor was at sea, ir reclaimable, and arrived in Oregon about the time Jason Lee arrived in New Orleans.

Again Lee visited Washington, called upon President Tyler, and was assured by him that the "Oregon Bill" would probably pass congress at the coming session. He spent two weeks at Washington at this time, but a presidential election was near at hand, and was the principal affair of the time. It was then, in view of the approaching settlement of the claims to the Oregon country that the "fifty-four, forty or fight" slogan was ringing through the country.

After finishing his business in New York, Jason Lee went to his old home in Stanstead. He expected to return to the west, after some months of rest and renewal of old acquaintance in his native place. On his way thither he visited Wilbraham academy, where his student years were passed.

It seems strange indeed that a man of Lee's heroic frame, inured to hardship for ten years in all the climates of our country, should have met death in life's prime, at his early home, among his dearest relatives and boyhood friends. He preached to them his last sermon in November, 1844, even then feeble and emaciated, but yet filled with zeal and fire.

As late as February, 1845, he wrote to his friend, Rev. G. Hines, in Oregon: "Unless some favorable change in my malady occurs soon, it is my deliberate conviction that it will prove fatal. Should such a change take place I advise you to be looking out for me, coming around Cape Horn, or threading

my way up the Willamette as I used to do." On March 12, he passed away, at the age of forty-one years.

Sixty-four years afterward on June 15, 1906, the ashes of Jason Lee were consigned with solemn and impressive ceremonies to the hallowed soil of the Lee mission cemetery at Salem. Great men from four great states were there; states carved from the territory of the old Oregon country. These men, speaking above his ashes, accorded him the honor that is his due as pioneer, patriot and priest.

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In preparation of this sketch I have made references to Rev. Dr. Hines' "Missionary History of the Pacific Northwest," Rev. Aaron Atwood's "Conquerors," Mrs. Eva Emery Dye's works, Hines and Lang's "History of the Willamette Valley," and Rev. W. H. Gray's "History of Oregon." My limited time and opportunities for personal research have been supplemented by valuable assistance from Mr. Francis H. Grubbs.

Portland, October 4, 1910.

JOHN GILL.

MARCUS WHITMAN.

Among those who bore an important part in the beginnings of Oregon was Dr. Whitman, the missionary of Walla Walla. Marcus Whitman, third son of Beza and Alice Whitman, was born at Rushville, Yates County, New York, September 4, 1802. He was descended from English ancestors who had settled in Massachusetts early in the seventeenth century. His father died when he was eight years of age and shortly after Marcus was sent to live with his grandfather, Samuel Whitman of Plainfield, Massachusetts, where he remained for nine years and received the greater part of his education preparatory to his professional studies.

His first choice of a profession was that of the gospel ministry; but the way not being open for his entering this, he studied medicine, first privately with Dr. Ira Bryant, a physician of his native town, and later in the medical college of Fairfield, New York, from which he was graduated in 1824. The next ten years of his life he spent chiefly in the practice of his profession, first in Canada and later in Wheeler, New York, with an interval in which he engaged with his brother in running a sawmill; an experience which was to stand him in good stead in his later life in Oregon.

Dr. Whitman seems never to have been quite reconciled to the relinquishment of his early purpose of entering the Christian ministry. His natural tastes, had he followed out his first purpose, would doubtless have led him either to some foreign field or to the frontiers of his own country. Being a man of strong and muscular frame, of indomitable will and courageous and adventurous spirit, he was not one to be content to settle in the quiet and comfort of older communities and build on other men's foundations. He was a man quick to hear and prompt to respond to the call of human need, and counted it rather a joy if such response called him to face danger and hardships. The opportunity to give full vent to his pent-up desire for an active life of ministry to his fellow men came at the close of his first ten years of professional life; and it came in such a way as to make to one of his nature and ambition an irresistible appeal.

In the early thirties, at a time when the various missionary societies of the east were warmly interested in missions to the native races of the Mississippi valley, an incident occurred that directed their interest and effort particularly to the region west of the Rocky mountains. A delegation of four Indian chiefs from one of the tribes located in the Oregon country appeared in St. Louis on an unusual mission. Having heard from explorers and traders something of the white man's religion, they had been impressed by what they had heard and came to try to find some one that would tell them more of this religion. The romance

and patlios of this incident thrilled the whole Christian church and kindled it to a new zeal and enthusiasm in Indian missions.

The first response to this appeal from the Oregon country was the mission of the Methodist Episcopal church, under Jason Lee, who came with his company overland to Oregon in 1834 and settled in the Willamette valley. The next response was by the American Board of Commissioners for Foreign Missions, located at Boston and representing the Presbyterian, Congregational and Dutch Reform churches. Early in the year 1835 this board commissioned the Rev. Samuel Parker of Ithaca, New York, and Dr. Marcus Whitman to go to the Oregon country and explore the field with a view to the establishment of missions among the Indians of that region. Mr. Parker and Dr. Whitman set out at once on this mission, and joining the caravan of the American Fur Company which left Liberty, Missouri, in May of that year, proceeded under the safe conduct of this company as far as the company's rendezvous on Green river, one of the headwaters of the Colorado. Here they met representative men of the Nez Percés nation, who were so earnest in their entreaty that missionaries be sent to their people, that it was at once decided that Mr. Parker should go on alone, and Dr. Whitman should return and report to the board of missions and secure, if possible, the sending out of missionaries the next year.

Dr. Whitman's fitness for pioneer and missionary life was abundantly shown during his connection with the caravan of the Fur company, composed of hunters, traders and trappers; the type of men with whom in after life he was to have much to do. While at the rendezvous on the Missouri river an epidemic breaking out which threatened serious results, by his promptness and skill he not only saved the lives of many, but saved the expedition itself from destruction or disbandment. And later at the rendezvous on Green river as well as on the route he commanded respect for his professional skill and by his readiness to put his skill at the service of his fellow travelers won the good will of the men of the company.

Dr. Whitman lost no time in carrying out his agreement with Mr. Parker, but returned at once to New York and Boston. The spring of the following year found him again at the rendezvous on the Missouri river with a company of missionaries commissioned and equipped for the Oregon country. He had been married in the meantime to Narcissa, daughter of Judge Stephen Prentiss of Prattsburg, New York, a young woman of strong character and devoted piety, who had given her life to the cause of missions. The mission consisted of himself and Mrs. Whitman and the Rev. H. H. Spaulding and Mrs. Spaulding together with Mr. W. H. Gray of Utica, New York, in the capacity of secular agent. Mrs. Whitman and Mrs. Spaulding were the first white women to attempt the daring feat of crossing the Rocky mountains into the wild region beyond. But to their honor it must be said that they performed it with a courage and endurance that commanded the admiration of all who witnessed it.

They reached the Columbia river early in September of the same year, and proceeded at once under the escort of agents of the Hudson's Bay Company to Fort Vancouver. Here they were received with the utmost hospitality by Dr. John McLoughlin, chief factor of the company. Dr. Whitman had already provisionally agreed with Mr. Parker that the mission should be established among the tribes east of the Cascade range. He was now advised by Dr. McLoughlin to the same decision. The result was that Mr. Spaulding settled at Lapwai among the Nez Percés Indians, on what is now the western edge of the state of Idaho; while Dr. Whitman settled on the Walla Walla river near the site of the present town of Walla Walla.

The site of what came to be commonly known as the Whitman mission was well chosen; not so much from the point of view of a mission to the Indians as from the point of view of a vantage ground from which to influence the destinies of the Oregon country. It lay near the junction of the two principal trade routes from the east, and near to one of the chief forts of the Hudson's Bay Company. It was a station at once for observation and influence. The various inter-

ests of this whole region centered here as in no other place. The various currents of travel that were to determine the ultimate destiny of this region passed this way as at that time they passed nowhere else. Dr. Whitman proved to be the man for the place; quick to grasp the significance of the situation and bold and prompt to seize and use its opportunities.

The life of Whitman in Oregon falls into two well marked periods. The first of these, extending from the establishment of the mission in 1836, to October, 1842, was the period of his distinctively missionary work. The second, extending from that eventful year to his death in 1847, was marked by a wider activity in which, while keeping the interests of his mission and the welfare of his Indians as his central object, he yet exerted well-directed efforts toward furthering the nation's interests in the Oregon country.

Dr. Whitman's conception of his mission to the Indians and the persistence with which he strove to carry it out, are indicative of the character of the man. His ideal for the Indians was that they should become not only Christians, but peaceful and thrifty citizens. With this ideal before him he at once set about to instruct them in the faith and morality of the Christian religion, to give them an elementary education in their own tongue, and to instruct them in agriculture and other arts of a peaceful and settled life. His efforts toward these ends in this earlier period promised a fair measure of success. As the fruit of his and Mrs. Whitman's patient instruction and consistent daily lives a few of the natives were brought to embrace the Christian religion; some of whom commanded the highest respect of the white men by their lives of consistent piety and integrity. A school was early established, and though maintained under the utmost difficulties, enrolled considerable numbers of the Indians, reaching at one time an enrollment of more than one hundred. Agriculture too was taught, with promising results. More than one immigrant and early traveler on visiting the mission remarked on the prosperous appearance of the mission farm, and observed with special interest the well cultivated farms of the Indians that surrounded it.

The attitude of the Cayuse Indians among whom Dr. Whitman settled, toward Dr. Whitman and his work changed toward the end of this period. The mission had been established on the invitation of prominent men of the Indian tribes, and the missionaries and their wives had been made welcome. But from the fall of 1839 to the end of this period the feelings of the Indians show a change from that of cordial good will to one of suspicion and faultfinding, which issued in the later years in threats, and even in overt acts of violence. Several things contributed to this change of attitude. One was the indirect influence of the Catholic missionaries who had come into the region in 1830. This arose not from hostility on the part of the missionaries personally, toward the Protestant missionaries, but it was an inevitable result of their variant teaching, unsettling the minds of the Indians, and still further, from a policy differing from that of the Protestant missions, in following the Indian in his roaming life and not insisting on his settling in one place to a life of industry. The treatment, too, by the missionaries, of their wives, as on an equality with themselves, offended the leading Indians, as being a constant rebuke to their own conduct, and as tending to cause in their wives restlessness and discontent. Finally, the coming of the white settlers in such numbers as to attract the attention of the Indians and awaken their fears that they should be dispossessed of their lands by the white men, contributed to this growing spirit of hostility toward the Protestant missions. The situation of the mission on the highway of immigration of that period made it peculiarly open to this influence. In a letter of May 2, 1840, Mrs. Whitman writes:

"A tide of immigration appears to be moving this way rapidly. A great change has taken place even since we entered the country, and we have no reason to believe it will stop here. Instead of two lonely American females we now number fourteen, and soon may twenty or forty more, if reports are true. We are emphatically situated on the highway between the states and the Columbia river."

The fall of 1842 brought a still larger immigration, numbering more than one hundred and including many families. It was an immigration well suited to impress the Indians as it passed through their lands, and further to arouse their apprehensions for the future.

With the arrival of this immigration affairs at the Walla Walla mission seem to have reached a crisis. There had been for some time a growing feeling at the headquarters of the board of missions at Boston that the results of the mission at Walla Walla were not satisfactory. Missionaries at that day were expected by the board that commissioned them to confine themselves strictly to the religious instruction and care of those to whom they were sent. Even education had not yet come to be regarded as a proper part of their work, while instruction in industry and secular arts must have appeared quite aside from it. Besides, news had reached the board of unpleasant differences among the missionaries themselves which seemed to bode ill for the work of the mission. Whitman now learned that the order for the abandonment of the Walla Walla mission, if not already issued, was at least imminent. A less farsighted and courageous man than he might have welcomed the order to leave the post where hardships were great and where perils from the natives were thickening around him. But it was not of Whitman's character to abandon a post which, perilous as it was, he felt was important to the cause of missions and to the interests of his country to hold. He would not abandon it without first making a determined effort to secure from the mission board its continuance and reinforcement, and from the government at Washington provisions and the adoption of measures that would bring content to the Indians and open an easier and safer highway for intending immigrants.

Accordingly, on the 2d of October, 1842, within a month after the arrival at Walla Walla of the immigration of that year, Whitman was on his way to Washington and Boston, accompanied by a single companion. Crossing the mountains at any season of the year in those days was a serious undertaking; entered upon at the edge of winter it was perilous, and for any object but one of supreme importance and urgency foolhardy. Undertaken as it was with Whitman's full knowledge of its difficulties and perils and with his conception of the interests at stake, it was heroic.

Whitman's one companion on this perilous ride was A. L. Lovejoy, a young lawyer who had arrived in Oregon with the immigration of that year, himself destined to an important part in the early history of Oregon. They reached Fort Hall without serious difficulty, but here they found their way over the direct route barred by the snows of an early winter. Not discouraged by this, Whitman procured a guide, and he and his companion turned southward, keeping along the western base of the Rocky mountains to the Santa Fe trail, and thence eastward to St. Louis, where Whitman, having left Lovejoy on the way to return by way of Fort Hall to Oregon, arrived in February after a journey of four months of incredible hardships and privation and peril. From St. Louis he hastened on to Washington, stopping briefly in Cincinnati on the way. From Washington he went to Boston by way of New York. The date of his visit to Washington is not fixed, but it is certain that he was in New York, March 28, and a day or two later was on the steamer on the sound bound for Boston, and that he was in Boston the first week in April. His stay at his home after leaving Boston must have been brief, for he was back in St. Louis early in May on his return to Oregon, in less than three months from the time of his arrival there on his eastward journey.

Finding the emigration somewhat delayed in setting out, he visited relatives in Quincy, Illinois, then went to the Shawnee mission in the neighborhood of the rendezvous from which emigrants for Oregon were accustomed to start. On May 17, he was visited here by a committee of emigrants appointed for that purpose, and on the 20th attended a meeting of the committee appointed to draw up the rules and regulations for the journey.

The emigration started on the 22d under Captain Gantt, a man experienced in the route as far as Fort Hall, who had been employed to pilot the company to that point. Whitman remained at the Shawnee mission for some days and joined the emigrants on the Platte river about the middle of June, and continued with it to Fort Hall. During this part of the route he travelled for the most part with Jesse Applegate, who after the division of the emigrants was captain of one of the divisions. This division was generally in advance, as appears from the diary of J. W. Nesmith, who was made orderly sergeant of the company as first organized. It was perhaps while traveling with this division in advance that Whitman obtained information from the Catholic missionaries, who were somewhat in advance of the immigration, of a shorter route by Fort Bridger, known afterwards as the Fort Bridger cut-off. Of this Peter H. Burnett writes: "On the 12th of August we were informed that Dr. Whitman had written a letter, stating that the Catholic missionaries had discovered by the aid of their Flathead Indian pilot a pass through the mountains by way of Fort Bridger, which was shorter than the old route. We therefore determined to go by the fort. On the 14th we arrived at Fort Bridger, situated on Black's fork of Green river, having traveled from our camp on the Sweetwater two hundred and nineteen miles in eighteen days. Here we overtook the missionaries."

Fifteen days later on August 27, the immigration arrived at Fort Hall. Of the route up to this point Burnett writes: "Up to this point the route over which we had passed was perhaps the finest natural road of the same length to be found in the world. Only a few loaded wagons had ever made their way to Fort Hall and were there abandoned. Dr. Whitman was at the fort and was our pilot from there to the Grande Ronde, where he left us in charge of an Indian pilot, whose name was Stickus, and who proved to be faithful and competent.

"We had now arrived at the most critical period in our journey, and we had many misgivings as to our ultimate success in making our way with our wagons, teams and families. We had yet to accomplish the untried and difficult portion of our long and exhaustive journey. We could not anticipate at what moment we should be compelled to abandon our wagons in the mountains, pack our scant supplies upon our poor oxen and make our way on foot through the terribly rough country as best we could. We fully comprehended the situation; but we never faltered in our inflexible determination to accomplish the trip, if within the limits of possibility, with the limited resources at our command, Dr. Whitman assured us we could succeed, and encouraged and aided us with every means in his power."

This from Burnett's recollections was not so much a forecast of the trip as a description of what it proved to be. Others who had passed over the trail by which they must go represented its manifold difficulties and perils, and did not hesitate to present in the strongest terms the obstacles to their taking wagons successfully over it. It was to the minds of the hardy mountaineers a trail for a pack train only, and a difficult one at that. It was no wagon road over which a company of a thousand men, women and children could hope successfully to pass, taking their wagons as they had come thus far. Whitman, however, although knowing the difficulties, was confident that it could be done, and his counsel prevailed. The emigration left Fort Hall August 30 and reached the Whitman mission the 10th of October. Whitman had left the company in charge of a skillful Indian pilot when he saw it safely past Fort Hall, and was already at the mission on its arrival. He there had the gratification of seeing encamped near the banks of the Columbia the largest immigration that had ever entered Oregon, and as he looked on it with its unbroken families, with their wagons and goods and herds, having successfully passed through all the difficulties and perils of the journey, he knew that the road to Oregon was now fully open. In his letter to the secretary of war a few weeks later he writes:

"The government will now doubtless for the first time be apprised through you, and by means of this communication, of the immense migration of families to Oregon which has taken place this year. I have, since our interview, been instrumental in piloting across the route described in the accompanying bill, and which is the only eligible wagon road, no less than one hundred families, consisting of one thousand persons of both sexes, with their wagons, amounting in all to more than one hundred and twenty, six hundred and ninety-four oxen, seven hundred and seventy-three loose cattle."

"The immigrants are from different states, but principally from Missouri, Arkansas, Illinois and New York. The majority of them are farmers, lured by the prospect of bounty in lands, by the reported fertility of the soil, and by the desire to be the first among those who are planting our institutions on the Pacific coast. Among them are artisans of every trade, comprising, with farmers, the very best material for a new colony. As pioneers these people have undergone incredible hardships, and having now safely passed the Blue mountain range with their wagons and effects, have established a durable road from Missouri to Oregon, which will serve to mark permanently the route for larger numbers, each succeeding year, while they have practically demonstrated that wagons drawn by horses or oxen can cross the Rocky mountains to the Columbia river, contrary to all the sinister assertions of all those who pretended it to be impossible."

The note of triumph in this letter may be pardoned Whitman when we remember how persistently he had labored to bring his wagon over this route when he first came to Oregon, and how firmly he believed in the face of all assertions to the contrary that the trail through the mountains would yet prove to be an open highway for immigrants and their wagons and herds; and when we remember too, how clearly he saw that the ultimate demonstration of this would bring a solution of the Oregon question favorable to his country. In the great caravan safely encamped on the Columbia he saw with pardonable pride the accomplishment of a cherished hope and of a purpose persisted in for seven years; and full justification of all the hardships and toil he had endured to bring it to a successful accomplishment.

Whitman's satisfaction at the successful accomplishment of this object of his winter journey was not without alloy. On his way he had received news of the burning of his grist-mill, a means he had relied on not only for supplying his and the neighboring missions with flour, but which he had particularly hoped would furnish needed supplies to the immigration of this year. He was to learn too of the outbreak of violent feelings of hostility on the part of the Cayuse Indians surrounding his mission, which had well-nigh resulted fatally to Mrs. Whitman, and had obliged her to leave their home and seek safety under the hospitable roofs of the Hudson's Bay Company and of neighboring missions.

His presence, however, and the moving on of the immigrants to the Willamette valley soon brought the Indians to a quieter mood, and the affairs of the mission moved on again for a time with even more than their former promise. The mission work was resumed, the school reopened and its numbers enlarged, the grist-mill was rebuilt, and in addition a saw mill erected, and new efforts were made to induce the Indians to settle down to the pursuits of agriculture and stock raising. But conditions had changed, Whitman felt it, and the Indians showed that they too felt it. It was no longer a matter of doubt to either that the Americans were to have Oregon, and both foresaw that this meant sooner or later the dispossession of the Indian of a large portion of his land. In a letter to his father and mother in the May following his return Whitman gives expression to his view of the changed condition:

"It gives me much pleasure to be back again and quietly at work again for the Indians. It does not concern me so much what is to become of any particular set of Indians, as to give them the offer of salvation through the gospel and the opportunity of civilization, and then I am content to do to all men as



'I have opportunity.' I have no doubt our greatest work is to be to aid the white settlement of this country and help to found its religious institutions. Providence has its full share in all these events. Although the Indians have made and are making rapid advance in religious knowledge and civilization, ye' it cannot be hoped that time will be allowed to mature either the work of Christianization or civilization before the white settlers will demand the soil and seek the removal of both the Indians and the mission. What Americans desire of this kind they always effect, and it is equally useless to oppose or desire it otherwise. To guide, as far as can be done, and direct these tendencies for the best, is evidently the part of wisdom. Indeed, I am fully convinced that when a people refuse or neglect to fill the designs of Providence, they ought not to complain at the results; and so it is equally useless for Christians to be anxious on their account. The Indians have in no case obeyed the command to multiply and replenish the earth, and they cannot stand in the way of others in doing so. A place will be left them to do this as fully as their ability to obey will permit, and the more we can do for them the more fully can this be realized. No exclusiveness can be asked for any portion of the human family. The exercise of his rights are all that can be desired. In order for this, to its proper extent in regard to the Indians, it is necessary that they seek to preserve their rights by peaceable means only. Any violation of this rule will be visited with only evil results to themselves.

The Indians are anxious about the consequences of settlers among them, but I hope there will be no acts of violence on either hand. An evil affair at the falls of the Willamette resulted in the death of two white men killed and one Indian. But all is now quiet."

In April of the same year Mrs. Whitman had written to Mrs. Brewer of the Methodist mission:

"Our Indians have been very much excited this spring, but are now quiet. The influx of emigration is not going to let us live in as much quiet, as it regards the people, as we have done."

The fall of 1845 brought a larger immigration than ever, numbering in all several thousand. Shortly after this Mrs. Whitman writes again of her apprehensions:

"It may be that we shall be obliged to leave here in the spring. The state of things now looks very much as though we should be required to. . . . For the poor Indians' sake and the relief of future travellers to this country I could wish to stay here longer if we could do it in peace. We feel sometimes as if our quietness were past for this country, at least for a season."

Such was the growing uneasiness at the mission. It awakened apprehensions, but did not weaken purpose or paralyze activity. The same zeal, warm and unabated, for the welfare of the Indians, was manifest through it all. Meanwhile the increased immigration brought to the Whitman household care and work of another kind. The long journey was a severe tax upon the strongest, but for the weak it was doubly trying. Some fell by the way; mothers—now and then both father and mother—sickened and died, leaving dependent families of young children; invalids unable to complete the journey without a period of rest; wives approaching confinement; families of slender means which the exacting journey had exhausted—such from time to time took refuge under the hospitable roof of the mission.

Mrs. Whitman in letters to friends gives us vivid pictures of the family at Waiilatpu these years after the great immigration. In January following her return from her stay at the Methodist missions during her husband's absence she writes to one of her friends:

"My family consists of six children and a Frenchman that came from the mountains and stops with us without invitation. Mary Ann, however, is with Mrs. Littlejohn now. Two English girls, Ann and Emma Hobson, one 13 and the other 7, of the party, stopped with us; husband engaged to take them

in the first part of the journey but when they arrived here they went directly to Walla Walla, being persuaded not to stay by some of the party on account of the Indians. When I arrived at Walla Walla they saw me and made themselves known to me and desired to come home with me. The girls were so urgent to stop that I could not refuse them, and their father was obliged to give them up. I felt unwilling to increase my family at that time, but now do not regret it, as they do the greater part of my work and go to school besides."

A day or two later Mrs. Whitman again writes of the household to which she returned:

"When I arrived home I found Mr. and Mrs. Littlejohn occupying my bedroom. She was sick, having been confined a few days before I came. The room east of the kitchen, Mr. East and family occupied—four children, all small. Mr. Looney with a family of six children and one young man by the name of Smith, were in the Indian room. My two boys, Perrin Whitman and David, slept upstairs, Alex. the Frenchman, in the kitchen, and Mary Ann and Helen in the trundle bed in the room with Mr. Littlejohn. The dining room alone remained for me, husband, and my two English girls; all of these we fed from our table except Mr. Looney's family, and our scanty fare consisted of potatoes and cornmeal, with a little milk occasionally, and cakes from the burnt wheat. This was a great change for me from the well-furnished tables of Waskopum and Willamette."

It was due to the memory of the mission by the wayside to present one more picture of its hospitable home. In a letter dated April 2, 1846, Mrs. Whitman again writes:

"You will be astonished to know that we have eleven children in our family, and not one of them our own by birth, but so it is. Seven orphans were brought to our door in October, 1844, whose parents both died on the way to this country. Destitute and friendless, there was no other alternative—we must take them in or they must perish. The youngest was an infant five months old—born on the way—nearly famished but just alive; the eldest was thirteen, two boys and five girls; the boys were the oldest. The eldest girl was lying with a broken leg by the side of her parents as they were dying, one after the other. They were an afflicted and distressed family in the journey and when the children arrived here they were in miserable condition. You can better imagine than I can describe my feelings under these circumstances. Weak and feeble as I was, in an Indian country without the possibility of obtaining help, to have so many helpless children cast upon our arms at once, rolled a burden on me insupportable. Nothing could reconcile me to it but the thought that it was the Lord that brought them here, and He would give me grace and strength so to discharge my duty to them as to be acceptable in His sight."

Such was the enlarged scope of the Whitman mission and the increased burden put upon its heads by the increased immigration. The burden was made heavier by the fact that the stream of immigration which brought these new inmates to the Whitman home, increased the irritation of the Indians to the point where more than once during these years it seemed as if the mission must be abandoned for lack of protection. The letters of this period make frequent mention of this impending peril. One letter, however, of Mrs. Whitman's, written in the midsummer of 1846 speaks with joy of a season of relief from these painful apprehensions:

"The Indians are quiet now, and never more friendly. . . . So far as the Indians are concerned our prospects of permanently remaining among them were never more favorable than at present. . . . It is a great pleasure to them to see so many children growing up in their midst. Perrin, the elder, is able to read Nez Perces to them and when husband is gone takes his place and holds meetings with them. This delights them much."

This season of quiet was not to last. Late in the summer of the following year Mrs. Whitman writes of their situation in a less hopeful strain. It is on the eve of the passing of another caravan of immigrants, and she views their coming not without apprehension, for the Indians as well as for themselves.

"It is difficult to imagine what kind of a winter we shall have this winter, for it will not be possible for so many to all pass through the Cascades into the Willamette this fall, even if they should succeed in getting through the Blue mountains as far as here. . . . We are not likely to be as well off for provisions this season as usual—our crops are not abundant.

"Poor people, those that are not able to get on, or pay for what they need are those that will most likely wish to stop here, judging from the past. . . . The poor Indians are amazed at the overwhelming numbers of Americans coming into the country. They seem not to know what to make of it. Very many of the principal ones are dying, and some have been killed by other Indians, in going south into the region of California. The remaining ones seem attached to us and cling to us the closer; cultivate their farms quite extensively, and do not wish to see any Sniapus (Americans) settle among them here; they are willing to have them spend the winter here, but in the spring they must all move on. They would be willing to have more missionaries stop and those devoted to their good. They expect that eventually this country will be settled by them, but they wish to see the Willamette filled up first."

The undertone of foreboding in this letter was not groundless. Whether Mrs. Whitman was conscious of it or not as she wrote, her letter describes a situation that boded ill for the mission. A proud tribe, accustomed in the past to dominate neighboring tribes, seeing its numbers decimated by war and by disease, and its lands each year more surely destined to pass into the hands of the white man—this was a situation that might easily, on further provocation, pass into one of bitter hostility and open revolt.

Dr. Whitman had felt this for some time, but without taking measures for protection. In a letter to her sister in the spring of 1847 Mrs. Whitman writes of her husband's absence for several weeks at Vancouver. This absence J. Quinn Thornton, in his history of the provisional government of Oregon explains, in part at least. "In the spring of 1847," he writes, "Dr. Whitman being at my residence in Oregon City spoke to me freely on the subject of his mission station, and of the perils to which he feared all connected with it were exposed. And he said that he believed that nothing short of the establishment of a territorial government would save him and his mission from falling under the murderous hands of the savages. And he urged me to yield to the solicitations I had received to go at once to Washington city on behalf of the people and provisional government, for this and other purposes."

This was no imaginary peril. It was the forecast of a clear-sighted, fearless man, one whose courage did not blind him to impending danger. The stroke fell sooner than he had expected, and with not less murderous effect. In the late summer and fall of this year an epidemic of measles prevailed among the Indians about the Whitman mission and among other tribes of the Columbia valley. Many of them died in spite of the utmost exertions of Dr. Whitman and his assistants. Dr. Whitman's very efforts to save the Indians only made his death at their hands more certain, such were their cruel superstitions regarding their medicine men or anyone in whose hands any of their number died. Then, too, the presence among them at that time of a vicious and disaffected person made it almost certain that this dreadful superstition would work disaster to the mission.

So it did. On the morning of November 29, with no immediate warning the storm of savage passion broke with murderous effect on the devoted mission. Dr. Whitman himself fell first, then others until fourteen in all were slain—including Mrs. Whitman, the one woman among the victims, and fifty taken captives, mostly women and children

The causes of the massacre have already been indicated. As years remove us from the event, and passions cool and partisan feeling abates, historians grow less inclined to find in it any purpose other than that of which the Indians under the circumstances already described were of themselves fully capable.

It was the death of the mission at Waiilatpu. The mission was never re-organized, or even sought to be re-established. The Cayuse Indians themselves, decimated by disease and war, became scattered, and soon were lost in other tribes. Estimated by the results of Dr. and Mrs. Whitman's united labors for the Indians the mission can hardly be reckoned among the great missions of the country. Other neighboring missions may justly be regarded as having surpassed it. But when looked at in its work for passing immigrants and its effect on the fortunes of the Oregon country, the case is altogether different.

Less than four years after the massacre, M. D. Saint-Amant, an envoy of Louis Napoleon's; landed in San Francisco, sent here to explore California and Oregon and to report on the prospect of pushing trade in this region. He came to Oregon soon after his arrival in August and remained several months, pushing his travels and researches clear into its furthest settlements. He was in Walla Walla in November, 1851, almost on the anniversary of the massacre. While here he made careful and extended reports to his home government of all that he saw and learned while in this region, and on his return published the results of his observations and inquiries. In his book entitled "Voyages en Californie et Oregon" he has this to say of Whitman and his mission:

"It (Central Oregon) would be much more advanced but for an event which imposed upon it a period of arrest. The Reverend Whitman, an American Baptist missionary, came and established himself with his family among the different tribes of Walla Walla, almost in the midst of the wilderness. He gained some influence over the Cayuse, the Nez Perces, the Spokane, etc. Having come in advance of the taking of the country by his fellow citizens, he became a very active agent of the American interests and contributed in no small degree to promote annexation; but in spite of all he did for them, he did not realize that his standing and influence would not always prevail against the consequences of the superstition of these savages, and he fell a victim to it with his family. An epidemic spread, and as the Reverend added the art of healing to his pretention to save souls, and as several striking deaths disturbed their feeble and ailing minds, doubts sprang up as to the honesty of Dr. Whitman's purposes, and still more as to the character of his medical knowledge. In short, he was massacred with all his family in 1847."

This is interesting as one of the earliest recorded estimates of Whitman's work for Oregon, and of the causes of his death. It is the judgment of an intelligent Frenchman—a man experienced in affairs—based upon information obtained on the spot from the most intelligent observers of events then in Oregon, the French Catholic missionaries and the representatives of the Hudson's Bay Company. In both points his estimate is likely to be confirmed by the mature judgment of history. As to Whitman's work for Oregon, we have what is likely to be the final verdict in Saint-Amant's brief statement that "he became a very active agent of the American interests and contributed in no small degree to promote annexation."

By common consent the culmination of Whitman's exertions for the American interests in Oregon is considered to have come in the year 1842-43, and to have centered particularly in his journey to Washington and Boston, and his return with the emigration of that year. Various views of the objects of this celebrated journey have been expressed by historians. That Whitman had several objects in view is now well ascertained. What they were may be gathered partly from considering the main objective points of the journey, partly from official documents, and partly from his and Mrs. Whitman's private correspondence. The main objective points of Whitman's visit were Washington and Boston. These he visited, and beyond reasonable doubt in this order.

The main object of his visit to Washington may be gathered from the bill he drew up at the request of the secretary of war, and from the letter with which he accompanied it. To the secretary he wrote:

"In compliance with the request which you did me the honor to make last winter while at Washington, I herewith transmit to you the synopsis of a bill, which, if it could be adopted, would, according to my experience and observation, prove highly conducive to the best interests of the United States generally; to Oregon where I have resided more than seven years as a missionary, and to the Indian tribes that inhabit the intermediate country."

The bill itself exhibits the object here stated in an extended form. It is remarkable for the thorough grasp it shows of the situation, of the needs of every interest involved and of the means best suited to meet each one. No document of that time exhibits a more full and clear grasp of the Oregon problem, and of the condition of its ultimate solution. A reasonable hope on his part of his being able by any representations that he might make of securing the adoption of such a measure by the government, was itself a justification of his perilous journey.

To a member of the board of missions at Boston after his return to Oregon he writes touching the objects of his visit:

"It was to open a practical route and a safe passage and to secure a favorable report of the journey from emigrants, which, in connection with other objects, caused me to leave my family and brave the toils and dangers of the journey, which carried me on, notwithstanding I was forced out of my direct track, and notwithstanding the unusual severity of the winter and the great depth of the snow."

In the same letter we have frankly stated the other great object of his visit, that which took him to Boston as the other had taken him to Washington. In close connection with the passage quoted above he writes:

"The other great object for which I went was to save the mission from being broken up just then, which it must have been, as you will see by reference to the doings of the committee which confirmed the recall of Mr. Spalding only two weeks before my arrival in Boston."

These were two of the main objects of his journey, the one leading him to Washington, and the other to Boston, both clearly stated in his own words.

The third object of this journey had to do particularly with the immigration of that year. His object in connection with this immigration was not in inducing men to join it, or in organizing the company when together. It was already assured beforehand that a large immigration, larger than any before, would assemble in the spring of 1843 and start for Oregon. Immigrants of the year before had brought this word. Whitman had received it before he had even decided upon his journey. He had but little directly to do with gathering the company, further than to drop encouraging words here and there in the western states as he journeyed eastward. His main purpose in connection with it was, as he says, to secure its safe conduct, in a manner as satisfactory as possible to the immigrant, but especially that at Fort Hall they should not be induced to turn aside to California, or to leave their cattle and wagons behind for fear of the difficulties of the road beyond this point. He wished nothing to prevent the safe arrival of the whole body with wagons and stock on the Columbia, so that when the word went back, as he intended to make sure that it did, both the government and the people of the east should know that a highway for immigration was now fully open through the mountains into the Oregon country.

These then were Whitman's chief objects in that winter ride. There were others incidental and subsidiary to these. One was to get reinforcements for his mission, if not of commissioned missionaries, at least of such families as would settle near the mission and aid in furthering its purpose. Another was to secure an appropriation from the secret service fund of the government to aid in the support of schools among the native tribes, and still another was to

induce the government to send sheep and cattle to the Indians. In a letter to his brother written from the Shawnee mission May 27, 1843, on the eve of his joining the emigrants in the westward journey he writes:

"Sheep and cattle, but especially sheep, are indispensable for Oregon. . . . I mean to impress the secretary of war that sheep are more important to Oregon than soldiers. We want to get sheep and stock from the government for the Indians instead of money for their lands. I have written of the main interests of the Indian country."

"My plan, you know, was to get funds for founding schools and to have good people come along as settlers and teachers, while others might have sheep of their own along also."

This passage in Whitman's letter is explained by a letter of the brother-in-law to whom he wrote, J. G. Prentiss. Mr. Prentiss says: "His project was, so far as the Indians were concerned, to induce the government to pay them off for their lands in sheep and leave them to be a herding people. Hence in his letter to me he wrote about a secret fund controlled by the cabinet."

In seeking to draw upon this fund for the Indians he was but following the Methodists and the Catholics in their several missions. All seemed to feel justified in drawing upon this fund to aid them in their secular work for those whom they justly regarded as the nation's wards.

Of the three main objects of his journey Whitman seems to have regarded the safe conduct of the immigration on his return as the most important, possibly because it proved to be the most obviously fruitful of results. Nor did he over estimate the importance of the success of that immigration. Ten times larger than any former immigration, cumbered with wagons and herds besides, it might easily have ended in disaster. But if successful, it insured still larger immigrations in the future, and would satisfy those cautious and hesitating statesmen who were waiting to be shown that Oregon was accessible before voting measures for the relief and protection of the few scattered settlers already there, and offering inducements to others to follow.

It does not seem, either, that Whitman claimed a larger share in the conduct of this immigration than was actually his. Prominent members of the company have fully justified his claim. M. M. McCarver, writing within a month after his arrival in Oregon to A. C. Dodge, member of congress from Iowa, says:

"We had less obstacles in reaching here than we had a right to expect, as it was generally understood before leaving the states that one third of the distance, to-wit, from Fort Hall to this place, was impassable for wagons. Great credit, however, is due to the energy, perseverance and industry of this emigrating company, and particularly to Dr. Whitman, one of the missionaries of the Walla Walla mission, who accompanied us out. His knowledge of the route was considerable and his exertions for the interest of the company untiring."

Years afterward when the pioneers of Oregon began to recall the beginnings of their state, other members of the immigration of 1843 bore like testimony to the services of Dr. Whitman. One of these was J. W. Nesmith, orderly sergeant of the company, and afterwards a United States senator from Oregon. In an address before the Oregon Pioneer Association at its annual reunion in 1875 he said:

"Beyond that [Fort Hall] we had not the slightest conjecture of the condition of the country. We went forth trusting to the future and doubtless would have encountered more difficulties than we did had not Dr. Whitman overtaken us before we reached the terminus of our guide's knowledge. He was familiar with the whole route and was confident that wagons could pass through the canyons and gorges of Snake river, and over the Blue mountains, which the mountaineers in the vicinity of Fort Hall declared to be a physical impossibility. Captain Grant, then in charge of the Hudson's Bay Company at Fort Hall endeavored to dissuade us from proceeding further with our wagons,

and showed us the wagons which the emigrants of the preceding year had abandoned, as an evidence of the impracticability of our determination. Doctor Whitman was persistent that wagons could proceed as far as the Grand Dalles of the Columbia river, from which point, he asserted, they could be taken down by rafts or batteaux to the Willamette valley, while our stock could be driven over an Indian trail near Mt. Hood. Happily Whitman's advice prevailed."

From the diary of Nesmith kept on the journey we learn that Whitman traveled much of the way in company with Jesse Applegate, who was captain of one division of the immigrants and traveled much of the time in advance of the others. In a paper written for the annual reunion of the Oregon pioneers in 1876, Applegate says of Whitman's services to this immigration:

"It is no disparagement to others to say that to no other individual are the emigrants of 1843 so much indebted for the successful conclusion of their journey as to Dr. Marcus Whitman."

At their organization at Independence, Missouri, the emigrants selected Peter H. Burnett, one of their number as captain. Burnett had an important part in the organization and conduct of the company, and on the journey kept a careful diary, by the aid of which years afterwards he wrote his *Recollections of a Pioneer*. In this book he thus spoke of Whitman and his services:

"I knew Dr. Whitman well; I first saw him at the rendezvous near the western line of Missouri in May, 1843; saw him again at Fort Hall, and again at his own mission in the fall of that year. . . . I saw him again at my home in Tualatin Plains in 1844. He called at my house and finding that I was in the woods he came to me there. This was the last time I ever saw him. Our relations were of the most cordial and friendly character, and I had the greatest respect for him. I consider Dr. Whitman to have been a brave, kind, devoted, and intrepid spirit, without malice and without reproach. In my best judgment he made greater sacrifices, endured more hardships, and encountered more perils for Oregon, than any other one man, and his services were practically more efficient, except perhaps those of Dr. Linn, United States senator from Missouri. I say *perhaps*, for I am in doubt which of these two men did more in effect for Oregon."

Whitman's work for Oregon had little to do with its internal affairs. He had little or no part in organizing its scattered settlements into a civil community, and so in laying the foundation of the state, history will award the honor for this work to others. But in the work of bringing Oregon into close connection with the states of the union by opening the door through the barrier of the intervening mountains, he was among the foremost. Others contributed to this end, but no one seems to have seen as early as did he the supreme importance of finding, or making, this highway, nor to have seen it with so single and unclouded an eye. He saw almost from the first that if Oregon was to become the territory of the United States; if England was to be brought to acknowledge the rightfulness of the American claim; if the American government itself was to be brought to take any serious and effective steps toward pressing its claims to that to which it pretended to have a just title, American families must be brought through the mountains into the region claimed and the way be shown beyond all doubt to be open for others to follow. To this end Whitman addressed himself with tireless purpose, and when he discerned that the supreme moment for action had arrived, acted with heroic daring. He succeeded, but his very success was his undoing.

JOSEPH R. WILSON.

DR. JOHN MCLOUGHLIN.

Dr. John McLoughlin, his title having been for years used as though a part of his name, is the most conspicuous man of Oregon's true pioneer period. He was born in Parish le Riviere du Loup, Canada. His paternal grandfather, born in Parish Desertagney, Ireland, immigrated to Canada, married there, and his son John was the father of Dr. John McLoughlin. The maiden name of the mother of Dr. John McLoughlin was Angelique Fraser, born in parish of Beaumont, Canada. Her father was Malcolm Fraser, a Scotch highlander, a member of the well known Scotch family, or clan of that name. A relative of hers was General Fraser, one of Burgoyne's principal officers, who was killed in the battle of Saratoga, October 7, 1777. Her father, as a lieutenant in the regular British army, took part in the capture of Quebec, under General Wolfe. At the time of his retirement from the army and settlement in Canada, he was a captain in the Eighty-fourth regiment of the British regular army. He was the first seigneur of Mt. Murray, Canada.

Dr. John McLoughlin's father was accidentally drowned in the St. Lawrence river, while the former was a child. He and his brother David were brought up in the home of their maternal grandfather. He was educated in Canada and Scotland and became a physician while still very young and did not long practice his profession. He joined the Northwest Company and his ability soon made him prominent. When the Northwest Company and the Hudson's Bay Company coalesced, in 1821, he was in charge of Fort William, situated on Lake Superior, the chief depot and factory of the Northwest Company. Although he strenuously opposed the coalition of the two companies his ability was such that he was soon after appointed chief factor of all the Hudson's Bay Company's business west of the Rocky mountains. In 1824 he arrived at Fort George (Astoria) near the mouth of the Columbia river, which was then the chief post of the company, west of the Rocky mountains. The next year he established the headquarters of the company at Fort Vancouver, now in the state of Washington. About the year 1830 he erected a new Fort Vancouver, about one mile distant from its first location. Here is now located the United State's military post known as Vancouver barracks. Dr. McLoughlin soon established a farm of about 3,000 acres near Fort Vancouver, on which were grown quantities of grain, principally wheat. He gradually developed a large herd of cattle. He constructed saw mills and flour mills near the fort and yearly shipped lumber to the Hawaiian islands and flour to Sitka. He established and maintained a number of trading forts and posts and made the part of the Hudson's Bay Company's business under his control the most profitable of all its business in North America.

When he first came to Oregon the number of Indians in the country in which he had command is estimated at about one hundred thousand. At that time it was not safe for white men to travel except in large parties and heavily armed. In a few years there was practically no danger and small parties traveled safely in all parts of the country west of the Rocky mountains. This was due almost wholly to Dr. McLoughlin's personal qualities and his superb command and influence over men of all kinds. He was the autocrat of the country, yet ever tempered austerity with kindness, justice, and mercy. His subordinates and the Indians soon came to know that he was a man of his word whether it was for reward or punishment. He had no police or armed men, except the regular trade officers of the company and its employes and servants. No one ever understood how to manage Indians better than he. Physically he was a man of large frame and was fully six feet four inches in height. While comparatively a young man his hair became white. Usually his hair was worn long, reaching nearly to his shoulders. His mental qualities matched his magnificent physical proportions. He was fearless, just, and honorable. No





DR. JOHN McLOUGHLIN—"FATHER OF OREGON"



one was more approachable than he, for he was a man with a kindly courtesy, yet he was ever true to his company's interest, except where humanity required him to act otherwise.

It was necessary that some one should be in command in what was known as "the Oregon country," being all that part of North America north of latitude 42 degrees north, the present northern boundary of California and Nevada, then Spanish possessions, west of the Rocky mountains, south of latitude 54 degrees and 40 minutes, the southern boundary of the Russian possessions, and east of the Pacific ocean. By a convention or treaty between the United States and Great Britain, dated October 20, 1818, it was agreed that for a period of ten years, the Oregon country should be open to the citizens and subjects of the two powers, without prejudice to the rights of either of them or of any other power or state, this being what is called for convenience "joint-occupancy." By another convention or treaty between these two nations, dated August 6, 1827, this joint-occupancy was indefinitely extended, subject to be terminated by either of the two nations by giving notice of twelve months, after October 20, 1828. This joint-occupancy was terminated by the boundary treaty of June 15, 1846, establishing the present north boundary of the United States, south of Alaska, from the Rocky mountains to the Pacific ocean. During this joint-occupancy neither the laws of the United States nor of Great Britain were in force in the Oregon country, but Canada in 1821 passed a law, which probably applied to Canadians in the Oregon county, giving its courts jurisdiction of civil and criminal matters in the Indian territories not within the province of lower or upper Canada or of any civil government of the United States. No attempt was ever made to enforce this law on a citizen of the United States. By his own initiative, approved by common consent, Dr. McLoughlin, became the ruler or the efficient, but kindly autocrat of the Oregon country, as applied to the officers and employees of the Hudson's Bay Company and to the Indians. But his rule was just. On two occasions he caused an Indian to be hanged for murdering a white man.

In 1828 fourteen men of a party of eighteen, commanded by Jedediah S. Smith, an American rival trader, were murdered by Indians near the mouth of the Umpqua river, who took all of Smith's goods and furs. Dr. McLoughlin succored the four survivors, one of whom was Smith, and sent a party of the Hudson's Bay Company's men who recovered the furs, which were of large value. Dr. McLoughlin bought these furs from Smith, paying the fair value to the latter's satisfaction. In 1829, when one of the company's vessels was wrecked near the mouth of the Columbia river and the wreck was looted by the Indians, he sent a well-armed party who punished the Indians. There are other instances of retributive justice meted out by him to the Indians, which lack of space prevents the telling. The result was an admiration and obedience of Dr. McLoughlin by the Indians. They called him the great white chief and, from his masterful ways, his grand appearance and his long white hair, they also called him the white-headed eagle. The few extreme measures he took with the Indians were always justifiable under the circumstances. The unusual conditions justified the unusual methods.

There were no Indian wars during the twenty-two years Dr. McLoughlin had charge of the Hudson's Bay Company's affairs west of the Rocky mountains. The first Indian war, caused by the Whitman massacre, occurred the year after Dr. McLoughlin's resignation went into effect.

Never was there a finer, truer, or more acceptable hospitality extended than that of Dr. McLoughlin at Fort Vancouver to missionaries, without regard to sect, to strangers from any country and also always to rival traders. These traders were all Americans, for British traders were forbidden to trade in the Oregon country, under the grant of the British government to the Hudson's Bay Company. But as the head of this company in the Oregon country, he readily engaged in ruinous competition with rival traders, including Na-

thaniel J. Wyeth. On each side it was always a commercial war to a finish. It was a similar competition to that the American traders engaged in with each other. Rev. H. K. Hines, D. D., a Methodist minister, who came to Oregon in 1853, in an address at Pendleton, Oregon, December 10, 1897, said: "My own conclusions, after a lengthy and laborious investigation, the results of which I have given only in bare outline, is that Dr. McLoughlin acted the part of an honorable, high-minded, and loyal man in his relation with the American traders who ventured to dispute with him the commercial dominion of Oregon up to 1835 or 1837."

In November, 1850, Samuel R. Thurston, the first territorial delegate from Oregon territory, who was unfriendly to Dr. McLoughlin, wrote to Nathaniel J. Wyeth, at Cambridge, Massachusetts, where the latter then resided, asking for information against Dr. McLoughlin, as to his treatment of Wyeth, when the latter was in Oregon in 1832 and 1834. Wyeth replied in a letter of praise and also wrote to Robert C. Winthrop, then a congressman from Massachusetts, saying that Wyeth had no confidence that his testimony would be called for by any congressional committee and that he would like to present a memorial in favor of Dr. McLoughlin. In this letter, after quoting an excerpt from Thurston's letter, Wyeth wrote Winthrop: "I have written Mr. Thurston, in reply to the above extract, that myself and others were kindly received and were treated well, in all respects, by J. McLoughlin, Esq., and the officers of the Hudson's Bay Company. . . . The very honorable treatment received by me from Mr. McLoughlin during the years 1832 to 1836, during which time there were no other Americans on the lower Columbia, except myself and parties, calls on me to state the facts." Wyeth forthwith sent a copy of this correspondence to Dr. McLoughlin and wrote him, tendering Wyeth's good offices in the matter, and saying: "Should you wish such services as I can render in this part of the United States, I should be pleased to give them in return for the many good things you did years since, and if any testimony as regards your efficient and friendly actions towards me and other earliest Americans who settled in Oregon, will be of any use in placing you before the Oregon people in the dignified position of a benefactor, it will be cheerfully rendered."

But Dr. McLoughlin's humanity was extended also to those who were not of his race. In 1834 he learned accidentally that three Japanese sailors, the survivors of a crew of seventeen of a derelict Japanese junk, which had drifted across the Pacific, had been captured and enslaved by the Indians a few miles south of Cape Flattery, near the entrance of the straits of Fuca. After great trouble these Japanese were rescued and taken to Fort Vancouver, where they were most kindly treated for several months. He then sent them to England on one of the company's vessels, whence they were sent to China.

In 1832 he started the first school west of the Rocky mountains. John Ball, who came with the trading party of Nathaniel J. Wyeth in 1832, was a graduate of Dartmouth college. On the failure of this expedition, Dr. McLoughlin engaged Ball to teach his son and other children at the fort. After teaching about two years he was succeeded by Solomon H. Smith, who also came with Wyeth. Smith taught this school about eighteen months, when he was succeeded by E. H. Shepard, a lay missionary, who came with Revs. Jason and Daniel Lee in 1834.

The first missionaries to Oregon were Methodists who came to Oregon with Wyeth's second party in 1834. The next missionaries were the Presbyterians, who came in 1836. Among the latter was Dr. Marcus Whitman and wife. Although none of these missionaries were of his religious faith, Dr. McLoughlin treated them with the greatest hospitality and kindness. He assisted them in establishing their missions, furnished them with food and other supplies, and protected them from all troubles and perils from the Indians. The missionaries who came later received the same kindly treatment and assistance. The first Catholic missionaries came to Oregon in 1838. These, too, he assisted as he

had the Protestants, although he was then a member of or at least followed the practices of the English established church. It was his custom to read the service of that church on Sundays to a congregation of officers and employes at Fort Vancouver. He became a member of the Catholic church in 1842, and for the rest of his life was a consistent and devoted Catholic.

After the death of Dr. McLoughlin there was found among his private papers a document in his own handwriting, probably written a short time before his death, setting forth what he had done in Oregon and the treatment he had received. It is one of the important contributions to the history of early Oregon. It was presented to the Oregon Pioneer Association. It is published in full in the "transactions" of that association for the year 1880, on pages 46-55. In this document he says that he early saw from the mildness and salubrity of the climate, that it was the finest portion of North America for the residence of civilized man. He evidently had determined to make Oregon his home for life, and with this in view, in 1829, he located his land claim at the falls at Oregon City, where there is a large and excellent water power. He encouraged the French-Canadian employes whose services with the Hudson's Bay Company had expired, to settle in the Willamette valley. The first settler located a land claim near Champoege in 1829. He furnished these settlers with wheat, seeds and necessary supplies at low prices to enable them to be successful, loaned them cattle and bought their crops of wheat at a good price. It was the beginning in Oregon of farming and of home life, outside of the Hudson's Bay Company. To this colony of settlers there added from time to time a few persons, mostly American citizens, some of these were free trappers, who wished to stop their nomadic careers, a few of Wyeth's two unsuccessful ventures, and other adventurers. All these were treated by Dr. McLoughlin with the same kindness and consideration he had extended to the French-Canadian settlers. He felt certain that these settlers would not interfere with the fur trade of his company, and he had also been informed by the directors of his company as early as 1825 that Great Britain did not intend to claim any part of the Oregon country south of the Columbia river.

Until after the year 1840, Dr. McLoughlin was a very happy and prosperous man. In that year he was fifty-six years of age. He was happily married. His children were coming to maturity; he had accumulated a fortune, and his salary was \$12,000 a year and the country was to his liking. Few men at his time have brighter prospects for a happy old age. He had planned to erect mills on his land claim and live there when he retired from the service of his company.

In 1840, the Oregon missions, particularly in the Willamette valley, were a failure. Most of the Indians had died from epidemics in the years 1829-1832, and the few who were left in that valley were a miserable lot. They would not be converted, or if converted, stay so. But in the fall of 1838, Rev. Jason Lee went to the eastern states and with great fervor delivered lectures, collected moneys, and enlisted new missionaries, clerical and lay, to go to Oregon, ostensibly to convert the Indians, but in reality, as he said in his verbal report to the missionary board in July, 1844, "When the board sent out its last reinforcement (in 1840), its object in my view, and I believe in theirs, was that Methodism should spread throughout Oregon; for what purpose else, I ask, did so large a number of laymen go out?" A ship, the *Lausanne*, was chartered, loaded with goods, machinery and merchandise to establish mills and stores for mercantile purposes. The moneys raised for these purposes amounted to \$42,000. This ship carried as passengers thirty-six missionaries, men and women, and sixteen children. It is usually called "The Great Reinforcement." The *Lausanne* arrived at Fort Vancouver June 1, 1840. Dr. McLoughlin sent a skilful pilot, for the captain of the ship did not have any reliable chart of the river. He sent fresh vegetables, milk, and a large tub of butter from Fort Vancouver. On their arrival there Dr. McLoughlin supplied rooms and pro-

visions for the whole missionary party. They were his guests for about two weeks. A few weeks after some of these missionaries were endeavoring to take for themselves Dr. McLoughlin's land claim at Oregon City. The Methodist mission, as such, did not officially take part in these proceedings. Some of the missionaries took no part in these actions. The mission took up a land claim of 640 acres north of Dr. McLoughlin's claim. The first missionary work on this claim was done where Gladstone park is now situated. In July, 1840, Rev. A. F. Waller, one of the new missionaries who had charge of this mission, was sent by Rev. Jason Lee to establish a mission at Oregon City. Dr. McLoughlin gave to the mission a piece of his land claim and assisted in building the mission house thereon. July 21, 1840, Dr. McLoughlin, having been informed that the mission intended to try to take his land claim, notified Rev. Jason Lee, the superintendent of the Oregon Methodist missions, that Dr. McLoughlin had taken up this claim and gave a general description of it. Lee returned a satisfactory answer. In 1841, some of these missionaries attempted to occupy what is now known as Abernethy Island, near the crest of the falls, a part of Dr. McLoughlin's claim. On Dr. McLoughlin's protest, this occupancy was stayed for a while. In the fall of 1842, after Dr. McLoughlin had made further improvements on his land, had it surveyed and laid off, part of it into lots and blocks, and named the place Oregon City, Waller employed John Ricord, a peripatetic lawyer, and asserted his ownership of the whole claim, except Abernethy Island. The result was that Dr. McLoughlin bought off Waller by giving him personally five hundred dollars, a few acres of land in Oregon City, and six lots, and a block in Oregon City to the Methodist mission. About three months after this settlement, Rev. George Gary, who came from the eastern states to close the mission and to dispose of all its property, compelled Dr. McLoughlin to pay \$2,200 to the mission for the land he had given the mission in the settlement with Waller. In 1841 several of the missionaries formed a company called the Oregon Milling Company, which succeeded in taking Abernethy Island from Dr. McLoughlin. The details are too many to be set forth in this article. In 1842 Dr. McLoughlin built a sawmill on the river bank, near Abernethy Island, and a little later he established a flour mill. It was from the latter that the first shipment of flour was made from the Pacific coast to the Orient.

Waller and others who took part in trying to deprive Dr. McLoughlin of his land endeavored to justify themselves by the fact that Dr. McLoughlin was then a British subject, and was not entitled to hold a land claim in Oregon. But British subjects and citizens of the United States had equal rights under the conventions of joint occupancy, and the boundary treaty of June 15, 1846, provided that the possessory rights of land of British subjects in Oregon should be respected.

In 1845 Dr. McLoughlin tried to be naturalized by a court of the Oregon provisional government, but he was informed by its chief justice that it had no jurisdiction in the matter. The courts of Oregon territory were established in May, 1849. In that month Dr. McLoughlin, at Oregon City, made his declaration to become a citizen of the United States, as required by its naturalization laws. He became an American citizen in 1851, which was as soon as he could do so by law.

While small parties had come to Oregon from the United States prior to 1843, and some of the persons composing these parties had settled in the Willamette valley, with the assistance of Dr. McLoughlin, it was in that year that the first true home building immigration came to Oregon. It left Independence, Missouri, May 20, 1843. It was composed of about 875 persons, of whom 295 were men and boys over sixteen years of age. They were the first persons to bring loaded wagons west of Fort Hall, now in Idaho. After great hardships they arrived at The Dalles at the beginning of the winter season. There was then no way to take wagons further, except by water. Their supplies were

nearly exhausted, their clothing was badly worn, some of the immigrants, especially children, were sick. They were threatened with massacre by the Indians. It was then the greatness and humanity of Dr. McLoughlin was best shown. He prevented the assaults of the Indians, provided boats to carry the immigrants to Fort Vancouver, furnished food and clothing to all, extended credit to all who needed it without collateral, although selling goods on credit was strictly against the rules of the Hudson's Bay Company. He took care of the sick at the company's hospital without charge. He provided means for them to reach the Willamette valley, and supplied them with seed wheat to be returned in kind the next season, loaned them tools to cultivate with, and also cattle. Although most of these and succeeding immigrants repaid for these advances, it is to be greatly regretted that a number did not, and thus caused Dr. McLoughlin great trouble and loss, and were one of the causes which led to his resignation from the Hudson's Bay Company in 1845, which became effective in 1846. Without these aids, most of these immigrants would have suffered greatly, probably many would have died from privation, exposure, and some possibly from starvation. The total white population, men, women and children in Oregon, outside of the officers and employes of the Hudson's Bay Company, prior to the arrival of the immigration of 1843, did not exceed two hundred persons.

The immigration of 1844, numbering about fourteen hundred persons, and of 1845, numbering about three thousand persons, arrived in nearly the same destitute conditions as the immigration of 1843. They were protected, aided and supplied on credit by Dr. McLoughlin, as were the immigrants of 1843.

These early pioneers of Oregon were not adventurers nor mendicants. They were courageous, strong and forcible men and women who came to Oregon to make it their home. They had confidence in their ability to overcome all difficulties. A majority of these were from the southern states. They started without full knowledge of the trials and difficulties of the journey, many without sufficient equipment or supplies. They were not encouraged nor protected by the government of the United States. They came of their own initiative. The assistance Dr. McLoughlin extended to them was not charity. It was a matter of humanity.

Sir George Simpson, the governor-in-chief of the Hudson's Bay Company, severely criticized Dr. McLoughlin for his assistance to these immigrants. Furnishing goods and supplies on credit was against the rules of the company, and it was thought that by so doing he was encouraging the settlement of the country by citizens of the United States called Americans, as distinguished from Canadians and other British subjects. In 1845, Lieuts. Warre and Vavasour arrived at Fort Vancouver, ostensibly as visitors, but they came as officers of the British army to report on the condition of affairs and to plan for forts and posts in case of war. In their reports they severely criticized Dr. McLoughlin. The result was that Dr. McLoughlin, in 1845, resigned from the company. Under its rules his resignation did not take effect until the expiration of one year.

Dr. McLoughlin's assistance to these immigrants was not only humane, but it was necessary. Had he not done so, it is not unlikely that Fort Vancouver would have been captured by these immigrants and a war between the two countries have resulted. This result, Dr. McLoughlin with rare prescience fully appreciated, and stated it in his reply to the criticisms referred to.

Before the arrival of the immigration of 1846, Dr. McLoughlin's resignation had taken effect and he had established, in addition to his flour mill, a sawmill and a store for himself at Oregon City. He extended similar aids to that and to succeeding immigrations as he had to the preceding ones. By the time the immigrants of 1846 arrived at The Dalles, the Barlow road had been made over the Cascade mountains, so it was possible to bring wagons overland from The Dalles to Oregon City. But the Willamette valley was so new and

so largely unsettled, roads were to be built, houses constructed, and the country made habitable, that the later immigrants were greatly in need of assistance. This Dr. McLoughlin continued to render.

In this sketch I cannot go into the matter of Dr. McLoughlin's part in the Oregon provisional government, which existed from May 2, 1843, until March 3, 1849, when the Oregon territorial government was established. Nor can I state many unfriendly actions against him and his land claim by Methodist missionaries and their followers. These missionaries were the leaders of a local political party known as the mission party. Owing to the absence of many residents in Oregon in the newly-discovered California placer mines, this party succeeded, in 1849, in electing Samuel R. Thurston, a new arrival, as the first delegate to congress from the territory of Oregon. He was a ready speaker, ambitious, and not over scrupulous. George Abernethy, one of the Lausanne party, a lay missionary, who had been steward of the Methodist mission, had charge of their store and of their secular affairs, and who had been governor under the provisional government, had become the owner of the Oregon Milling Company and he and his son claimed Abernethy Island. He and other conspirators against Dr. McLoughlin, found in Thurston a willing instrument to carry out their nefarious plans. They succeeded, through false and malicious representations by Thurston to congress, in having a clause inserted in the Oregon donation land law of September 27, 1850, giving Abernethy Island to Abernethy as assignee of the Oregon Milling Company, but under another name, and giving to the territory of Oregon the rest of Dr. McLoughlin's land claim, the proceeds from its disposal to be used for the establishment and endowment of a university. Almost all of Dr. McLoughlin's wealth was in this claim and in the mills and other buildings situated on it. Dr. McLoughlin sought redress from congress, but he was unsuccessful. While he was not actually ousted, he could not move nor sell his mills and other improvements. It resulted in his practical bankruptcy. He died at Oregon City September 3, 1857, a broken-hearted man, the victim of malice, mendacity and ingratitude. He was buried in the churchyard of St. John's (Catholic) church at Oregon City, where his body has lain ever since. In 1862, the legislature of the state of Oregon restored to Dr. McLoughlin's heirs all of the part of his land claim given to it by the donation land law.

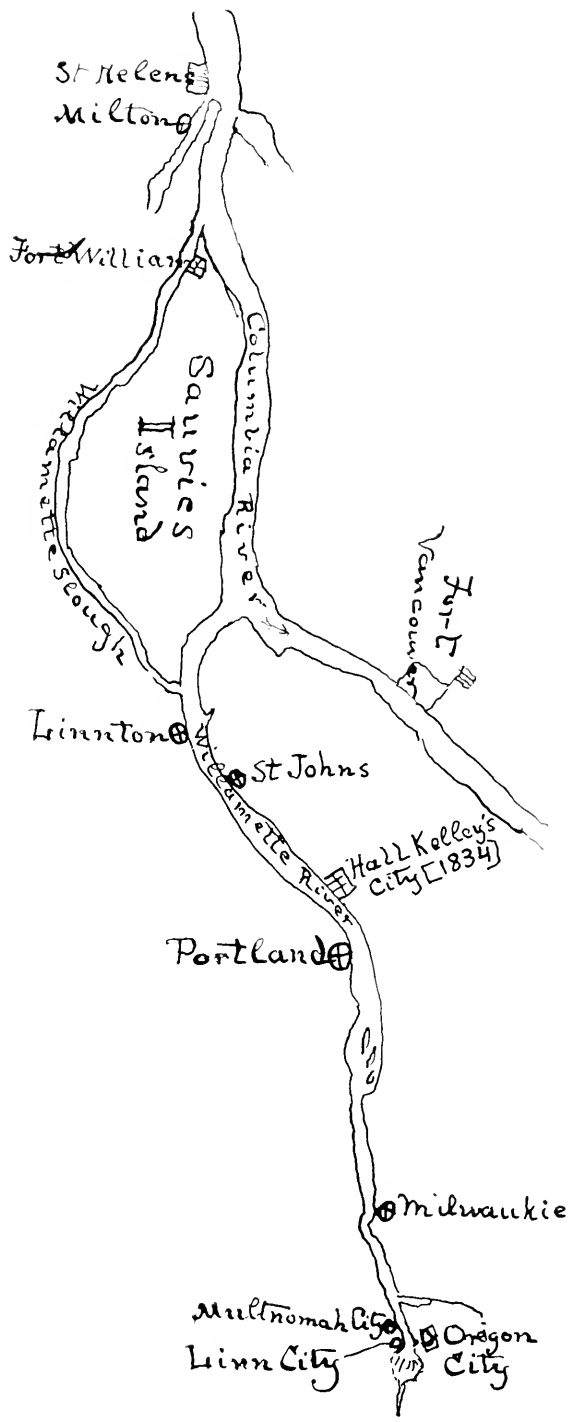
In 1846, Pope Gregory XVI, in appreciation of Dr. McLoughlin's high character and his humanity, made him a knight of St. Gregory the Great, of civil grade.

It is one test of Dr. McLoughlin's high character and of his true worth that now, fifty-three years after his death, his name is venerated in Oregon, and his memory kept alive, not only by Oregon pioneers and their descendants, but by the people of Oregon as a whole. His full length portrait is hung in the place of honor in the senate chamber of the state capitol among portraits of former governors of Oregon. His reputation is that of Oregon's greatest citizen, its first ruler whose autocracy was necessary, but kindly, beneficent and efficient, a friend of the poor and distressed, and the savior of the early Oregon pioneers. By common consent, without dispute and without jealousy, he is known as the father of Oregon.

FREDERICK V. HOLMAN.







RIVALS OF PORTLAND STARTED FROM 1825 TO 1844

## CHAPTER X.

1843—1847.

*Founding a City—Hall Kelley's Plat—Precedent Efforts—Naming the Town—Rival Towns with Map—Deep Sea Navigation Controls Location—Tomahawk Claims—Townsite Titles—William Johnson Was Here First—First Houses—First Ships and Owners—Preachers, Teachers, Doctors, and Lawyers.*

With the establishment of the provisional government, the few scattered American settlers took heart and began to think that it was really safe to plant some permanent stakes with a view of remaining in Oregon as a permanent home. The Methodist missionaries had, it is true, prior to that time, made some settlement in the Willamette valley and at Oregon City. But such as it was, it could hardly have been at that time considered a permanent settlement, as the settlements at both places were subsequently moved to Salem.

The first settlement in the district covered by this history was made at Vancouver in 1825, by the Hudson's Bay Company. The next within this district was also by the Hudson's Bay Company at Oregon City, in 1829. In 1832, Dr. John McLoughlin, chief factor for the Hudson's Bay Company, blasted out and constructed a mill race to conduct the water from above the Willamette falls to a point below the waterfall, to be used in a mill to grind wheat into flour. This was the first work to start a business and manufacturing enterprise in this district. In 1838 McLoughlin had timbers cut and squared and hauled to the ground for the mill, and built a house at the "falls." Several families settled at the "falls" in 1841 and 1842, and in 1843 Dr. McLoughlin surveyed off a mile square of land, and platted the town of Oregon City. This was the first town in Oregon, and the original rival to Portland.

Another location for a city, made in some respects anterior to Oregon City, was that of Nathaniel J. Wyeth at the lower end of Sauvie's Island, known in 1835 as Wapato Island. Wyeth was an enterprising young business man of Boston with considerable capital, and had been induced to launch a great trading and colonizing scheme to Oregon by the writings of Hall J. Kelley. Wyeth arrived in Oregon in September, 1834, having left Fort Hall on August 6th with a party of thirty men, some Indian women and one hundred and sixteen horses. On reaching Fort Vancouver, with Jason Lee and others, the first Protestant religious services in Oregon or west of the Rocky mountains were celebrated. Wyeth took two of his scientific men in a small boat and started down the Columbia to find a good location to build a city. The party passed down and around Wapato Island, and finally decided to locate the future great city of the Pacific at the lower end of the island where his ship, the *May Dacre*, had tied up after reaching the Columbia and sailing up the river. This spot

is just above where the government lighthouse on the lower end of the island is located. Here Wyeth assembled all his men, both from the overland party and from the ship, and all hands went to work laying the foundations of the city. A temporary storehouse was erected, the livestock was landed from the ship, and then the goods landed and stored. Ground was cleared, streets were laid out, and a row of huts built for quarters for the men; and the pigs, poultry, sheep and goats that had successfully made the trip from Boston, Mass., to old Oregon, were turned loose in the streets of "Fort William"—the name given by Wyeth to his great western city; and logs and boards were cut and sawed for permanent structures. Wyeth set up a cooper shop and set his coopers at work making barrels, into which he would pack the salmon they would catch in the Columbia to send back to Boston on the ship. And some salmon were caught, packed and actually shipped back to Boston. This was the beginning of the great salmon industry of the Columbia river, antedating Hume, Kinney, Cook and others, thirty-five or forty years—but it was the last of Wyeth's city—the ship got about half a cargo of fish under great difficulties; McLoughlin discouraged trading with Wyeth, as he was compelled to do by his company, and the whole scheme proved a failure. After the island was abandoned by Wyeth, the Hudson's Bay Company established a dairy down there under the care of a French Canadian named Jean Baptist Sauvie, which gave the modern name to the island and started the dairy industry where it has flourished ever since.

Another city was platted opposite Oregon City in 1843 by Robert Moore who came to Oregon from Pennsylvania. Moore named his city "Linn," in honor of Senator Linn of Missouri, the friend of Oregon. A few substantial buildings were erected on that side of the river and maintained a precarious existence until 1862, when they were all washed away by the great flood in the Willamette.

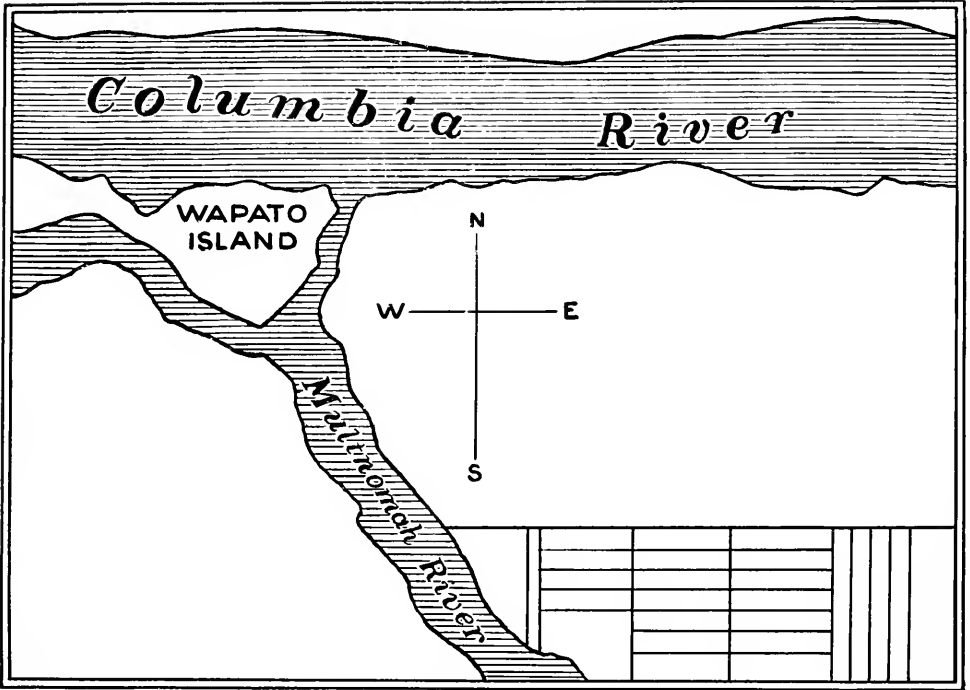
But Moore was not to enjoy a monopoly of townsite advantages opposite the original Falls City, for one, Hugh Burns, proceeded to lay out another city below that of Moore's, which he named Multnomah City, and commenced to build it up by starting a blacksmith shop and operating it himself.

Four years after Moore's venture, Lot Whitcomb, a man of push and enterprise from the state of Illinois, who built the first steamboat in Oregon, uniting with Seth Luelling, the founder of the fruit industry in Oregon, and Captain Joseph Kellogg, a prominent steamboat man of later days, united their capital and enterprise to build a city that should eclipse all others, and founded the town of Milwaukee—and which is still prospering.

And as we float down the Willamette in our townsite canoe, we come to the town of St. Johns, laid out in about 1850 by John Johns, where he erected and operated in a very quiet way, a country store for many years. But the tide of prosperity finally swung around to St. Johns, but not until after its founder had passed on to the city beyond this life, and now St. Johns is the most prosperous suburb of Portland.

And across the river, a little below St. Johns, we find the town of Linnton, which was planned and platted in 1844 by M. M. McCarver and Peter Burnett, both prominent in the provisional government. McCarver was a city builder, somewhat of the air-castle style. He was so sure that Linnton would be the great city of the Pacific coast that he declared the only thing in the way of that result would be the difficulty in getting enough nails to the townsite in good season. McCarver made nothing of Linnton; and then went over to Puget Sound, and along along with Pettygrove, one of the founders of Portland, laid out the city of Port Townsend, and early pulling up his stakes there, went to old Tacoma and made his final effort in city building.

Continuing on down the Willamette slough, our townsite canoe pulls up to the south bank of the river near the mouth of Milton creek, where we find the remains of a city started there in the year 1846 by Captain Nathaniel



HALL KELLEY'S TOWN, 1834

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Crosby, and named "Milton." But whether the creek gave the name to the town or the town named the creek, Captain Crosby left no clue. It had a saw-mill and a small population, and a convenient boat landing, but was finally overshadowed by the next city below—St. Helens—which was founded by Captain Knighton and others in 1845.

It is not hard to understand the fact of so many townsite locations having been made in the vicinity of Portland. Everybody in the country in those pioneer days, could see as well as we can now, that there would be somewhere above the Columbia river bar, a town started which would grow into a great city, and make a fortune or fortunes for the lucky proprietors. Every man had his individual ideas of the proposition. The city would either be at Astoria, where Astor located, or it would be up near the mouth of the Willamette river. It would be wherever the ships cast anchor to discharge cargo. If they did not stop at Astoria, they would sail on up the river until they reached the outlet of the Willamette valley. And every man of much prominence was busily engaged in trying to find the favored spot. It was not even a question of buying the townsite. The whole country was open to location. The land was free. No one knew whether it would be English or American. But it did not cost any money to claim it if the true location could be determined. And so there were, counting in Portland, the ten locations we have named; and the result was a contest for the survival of the fittest; a purely evolutionary movement in commercial developments.

Every townsite proprietor had his unanswerable reasons why his town was the right place for the great city, but not one of them, except Hall J. Kelley, who has not been counted among the competitors, ever supposed there would be a town of more than twenty thousand people. The Oregon City lot holders with Dr. McLoughlin at their head, believed that the great water power for manufactures at that point, and the head of navigation for ocean vessels, would make the city at the falls. Moore and Burns argued that as their side of the river was the best place for the canal and locks and nearer to the Tualatin county farms by a ferry charge, therefore the city would be on the west side of the river opposite Oregon City. They guessed right as to the canal and locks, but missed on the farmers.

The Milwaukee owners claimed that Oregon City was not the head of navigation, because the Clackamas river had dumped a pile of gravel into the Willamette, that ships could not get over, although Captain Couch had once got his ship clear up to the falls on the June freshet. But the gravel argument did finally "sand-bag" the hopes of all the falls people on both sides of the river. But when it shut out the two falls towns, it did not help out Milwaukee to any appreciable extent. Milwaukee had its day for several years, and then had to yield to Portland.

St. Johns and Linnton united to decry Portland as the head of navigation, just as Milwaukee had cried down the Willamette falls towns. They pointed out that Swan Island was an impossible barrier to ships from the ocean, and that while they could easily sail right in over the Columbia river bar, and right along up the Columbia to their towns, the ships could never do any business at Vancouver or Portland. And Linnton pointed with pride to the fact that it had three rivers to support its hopes and make sure its prosperity—the Columbia, the Willamette and Willamette slough.

Wyeth's townsite on the end of the nose of Sauvie's Island, was the first aspirant to the honor and profit of the great city; and also the first failure in the race for fame and prosperity. And for the reason that Dr. McLoughlin had apparently transferred all his hopes to Oregon City while still holding Vancouver as a vassal of the Hudson's Bay Company, and the occupier of the most beautiful townsite on the great river. Vancouver was thus practically shut out from any chance to grow as a trade center until after Portland got such a sub-

stantial foothold that its future could not be shaken. This left only Milton and St. Helens to contest supremacy with Portland's ambition.

It was soon shown that Milton, notwithstanding that it was boomed by a ship and a successful shipmaster, was too close to St. Helens ever to become a great city, just as Oregon City had conclusively shown that Portland was too close to Oregon City to ever achieve greatness. But St. Helens was the only town that ever gave Portland anything of a contest for the metropolis. Prior to the location of Portland, nearly all the ocean transportation came to and sailed from Vancouver, being almost wholly in the hands of the Hudson's Bay Company.

Lewis and Clark had given the world the idea that large ships could not come into the Willamette river. On their report to the president they say, speaking of what a great harbor the Columbia river might be: "That large sloops could come up as high as the tide water, and vessels of three hundred tons burden could reach the entrance of the Multnomah (Willamette) river." At that time (1806) the largest vessel afloat did not carry more than a thousand tons, but the thousand-ton vessel could have come to Portland townsite as easily as it got over the Columbia bar. But everybody understood then that it would be in the end the ocean transportation that would locate the city. To secure that was to secure the city. Captain Couch and others, with little sailing vessels, had worked their way up to Portland without tugboats to tow them, for there were no such helpers in those days. But that was not decisive. Would the ocean steamers come to Portland? That was put to the test when the Pacific Mail Steamship Company, the first proprietors of steamships regularly running to the Columbia river, bought a tract of land at St. Helens, erected a dock and warehouse and stopped all their steamers at that point. One of the most enterprising men in Oregon at that time, or even since, was Lot Whitcomb, who was energetically pushing the fortunes of his town of Milwaukee. He had town lots to sell; he soon had a steamboat; and he had a sawmill at Milwaukee that was making and shipping to the then mushroom gold diggers' town of San Francisco the very first lumber shipped from Oregon—and he was making a pile of money. And so he pushed his town. The steamship company was pushing St. Helens, and sending freight up the river in little boats of all sorts—and Portland was practically between the Whitcomb devil and the deep sea.

But Portland had some energetic men. The townsite proprietors, Stephen Coffin, W. W. Chapman and Daniel H. Lownsdale, were not only enterprising and energetic men, but they were able to see further into the future and make more of their opportunities than others. They saw their opportunity; the opportunity that is

"Master of human destinies;  
Fame, Love and Fortune on my footsteps wait;  
Cities and fields I walk; I penetrate deserts  
And seas remote, and passing by  
Hovel and mart and palace, soon or late,  
I knock unbidden once at every gate."

And they lost no time in purchasing an ocean steamship that should ply between Portland and San Francisco. This vessel, the Gold Hunter, was kept on the San Francisco route until both Whitcomb of Milwaukee, and the Pacific Mail Steamship Company abandoned their opposition to Portland; the steamship company running all their ships to Portland, and Whitcomb running his steamboat from Portland to other points. It cost Coffin, Chapman and Lownsdale an immense sacrifice in town lots to purchase the Gold Hunter and run her until the contest was decided. But they were equal to the occasion, and if their successors in real estate holding and business at Portland had pos-



sessed one-tenth of the energy and public spirit of these founders of the city, Portland would have been larger today than all the Puget Sound towns and cities combined.

Two important facts combined to locate the principal city of the north Pacific coast at this point. The first in importance was that of a ship channel from the Pacific ocean to this townsite; the second point was the farmer's produce. Without that there would have been no city here. Fort William, St. Helens, St. Johns and Linnton each had the first advantage equally with Portland, but they were left behind in the race because they lacked the other advantage. The other point was equally vital when the race for commerce commenced, for no matter how many ships could come in over the Columbia bar and come up the river, they must have some cargo to carry away. And they could only get that at a point where the farmer could come with his produce, and it must be the shortest practicable haul between the farm and the ship; and Portland alone of all the other points offered that advantage. Portland alone of all the other points could complement the end of the ship channel with the shortest wagon haul to the farm and could thus halt the ship where the wagon unloaded. In these days of railroads wagon transportation would cut no figure. But in 1845, when the railroads had not even then reached the Alleghany mountains from Atlantic tide water, the city must be where the wagons and ships could meet. The scattered farmers of the Tualitin plains of Washington county, hauling in their produce and hauling out their supplies through the old Canyon road, was a mighty factor in locating Portland as the chief city. And it is a notable fact that for more than half a century the people of this city and the people of Washington county have always stood shoulder to shoulder in all enterprises to promote each other's welfare. When it was proposed to build railroads up the Willamette valley more than forty years ago, Portland gave its support to the road that was to run west into Washington county, and gave nothing to the road that was to run south along the Willamette river. And years ago Portland built superb macadam wagon roads out to the Washington county line, and would have gone further west with them if the county line could have been pushed back.

The commencement of a great work has always commanded unaffected interest. And how much greater the interest is the founding of a city or a nation. The semi-fabulous story of Romulus and Remus founding the city of Rome more than twenty-five hundred years ago, has enlisted the attention of young and old, children and philosophers for thousands of years. And every reader involuntarily goes back, or tries to get back to the man who started a great movement, performed a great deed or founded a city or state. So it is with all the readers of this book. They are wondering what manner of man it was that selected this site, backed up against the rock-ribbed hills that flank north and south from Council Crest, and look out upon the grandest panorama of forests, plains, valleys, rivers and mountains that can be found on the face of the earth. They are wondering if it was an accident, or did that man think it all out by himself, and come here and drive down the first stake for Portland, Oregon, in the midst of the mighty forests.

After the native red man, according to all reliable evidence, the first white man to come upon this townsite and say, "This is my land, here will I build my hut, here will I make my home," was William Overton, a young man from the state of Tennessee, who landed here from an Indian canoe in 1844, and claimed the land for his own. He had not cleared a rod square of land; he had not even a cedar bark shed to protect him from the "Oregon mist," when one day on the return trip from Vancouver to Oregon City, he invited his fellow passenger, A. L. Lovejoy, to step ashore with him and see his land claim, which he did. The two men landed at the bank of the river as near as could be located afterward, about where the foot of Washington street strikes the river, and scrambled up the bank as best they could, to find themselves in an

unbroken forest—literally “the continuous woods, where rolls the Oregon.” The only evidence of pre-occupation by any human being, was a camping place used by the Indians along the bank of the river, ranging from where Alder street strikes the water, up to Salmon street. This was a convenient spot for the Indian canoes to tie up at on their trips between Vancouver and Oregon City, and the brush had been cut away and burned up, leaving an open space of an acre or so.

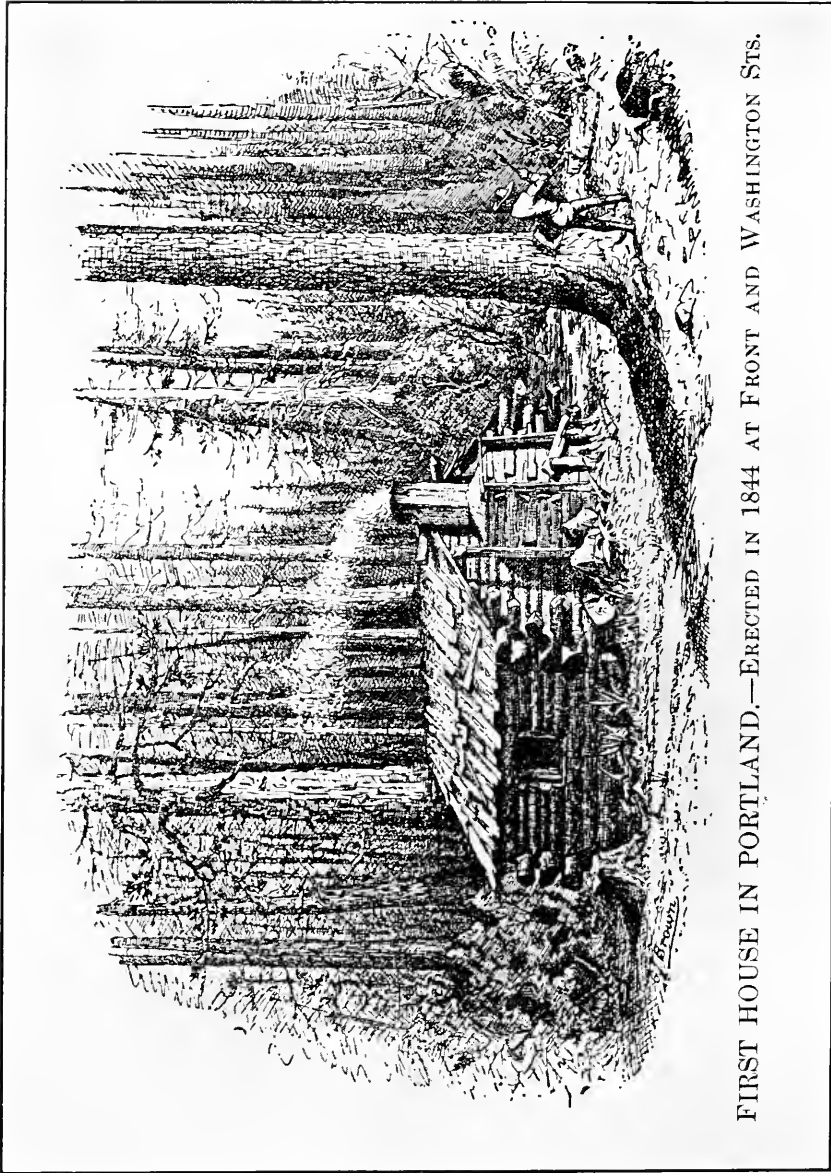
On this occasion, Lovejoy and Overton made some examination of the land back from the river, finding the soil good and the tract suitable for settlement and cultivation if the dense growth of timber was removed. Overton was penniless and unable to pay even the trifling fees exacted by the provisional government for filing claims for land, or getting it surveyed, and then and there proposed to Lovejoy if he would advance the money to pay these expenses, he should have a half interest in the land claim—a mile square of land. Mr. Lovejoy had not exercised his right to take land, and the proposition appealed to him. Overton had not thought of a townsite use for the land and did not present that view of the subject. But the quick eye of Lovejoy took notice of the fact, that there was deep water in front of the land, and that ships had tied up at that shore, and so he accepted Overton's proposition at once, and became a half owner in the Overton land claim; and the Portland townsite proposition was born right then and there in the brain of Amos Lawrence Lovejoy; and making him in reality and fact the

“FOUNDER OF THE CITY OF PORTLAND.”

Following up this bargain and joint tenancy in this piece of wild land, Lovejoy and Overton made preparations for surveying the tract, some clearing and the erection of a log cabin. But before these improvements could be even commenced, Overton's restless disposition led him to sell out his half interest in the land to Francis W. Pettygrove for the sum of fifty dollars to purchase an outfit to go back to the states or somewhere else, nobody ever knew where. Of Overton, nothing is known of the slightest consequence to the location of the town. One account says that he made shingles on the place. If he did, it was probably only for the cabin that was necessary to hold the claim, but he never built any sort of a house protection, and sold out to Pettygrove before the cabin was built. Overton was a mere bird of passage; no one ever knew where he came from or where he went to.

By some writers, Overton is given the honor of being the “first owner of the Portland land claim,” and “after completing his settlement” he sold out to Lovejoy and Pettygrove. But he never was the owner of the claim, and he never made or completed any settlement. He had done nothing to entitle him to the land; he merely said to a passer-by, “This is my claim.” He filed no claim with the provisional government, he posted no notice, he built no cabin, and he did not even do what the pioneers of the Ohio valley did, in a hostile Indian country in taking lands—he blazed no line or boundary trees. The Ohio valley pioneers took what was called in their day “tomahawk claims” to land. That is, they picked out a tract of land that suited their fancy, two or three hundred acres, and then taking a light ax or Indian tomahawk, they established and marked a boundary line around the piece of land by blazing a line of forest trees all around that land. That was the custom of the country. There was no law for it. Those settlers were hundreds of miles beyond the jurisdiction of any state, or the surveillance of any government officer. But when the public surveys were extended west from Pennsylvania and Virginia, these “tomahawk claims” were found to cover large settlements. Their blazed trees were notice to everybody and were respected by all incoming settlers; and the United States government surveyors were instructed to adjust all these irregular boundary lines and give the actual settlers on the lands, or their bona





FIRST HOUSE IN PORTLAND.—ERECTED IN 1844 AT FRONT AND WASHINGTON STS.

fide assignees, accurate descriptions of these claims, which were in due course confirmed by government patents. The first settlers in Oregon, both British and American, were doing precisely the same thing to secure their homes and farms; and it was one of the objects of forming the provisional government to provide for the recording of all these claims to the end that strife and litigation might be prevented. The provisional government had already before Overton set up a verbal claim to the land provided for this registry of claims. Overton had not complied with that law, but gave Lovejoy half of his inchoate right, whatever it might be, to go ahead and comply with the law, and which Lovejoy did. Lovejoy is then in truth and fact the founder of Portland, Oregon, for it was he who secured the title to the land for a townsite, and originated the townsite proposition.

Amos L. Lovejoy was a native of Groton, Mass., a graduate of Amherst College, a relative of the prominent Lawrence family of the old bay state, studied law, read Hall Kelley's descriptions of Oregon, and started west. Making a halt in Missouri, he commenced the practice of law in that state. But falling in with Dr. Elijah White, who had been appointed some kind of an Indian agent for Oregon, Lovejoy crossed the plains and came to Oregon in 1842, with the party of Dr. White, and in which party he acted as one of the three scientific men to record all their experiences and discoveries on their journey through the wilderness. On reaching Oregon, Lovejoy fell in with the missionary, Dr. Marcus Whitman. And here we must record one of the most remarkable episodes in the pioneer settlement of this state. For no sooner had Lovejoy reached the Walla Walla valley than Whitman besought him to return to the states with him (Whitman) as a companion. Not one man in ten thousand, for love or money, would have undertaken that trip in the approaching winter, after just finishing a like trip from Missouri to Oregon. But he yielded to Whitman's entreaties, starting to the states in the month of November, and reaching Missouri in February, by the southern route through Santa Fe, Mexico, and suffering every imaginable trial, privation, danger and distress while living on dog meat, hedge-hogs, or anything else of animal life that would sustain their own lives. In May following his return to Missouri, Mr. Lovejoy joined the emigrant train of 1843, and again returned to Oregon, arriving at Fort Vancouver in October. He had thus made three trips across the western two-thirds of the continent, over six thousand miles in travel, on horseback altogether, suffering all the trials and dangers of the plains, being once taken prisoner by the Sioux Indians, and breaking all records in overland Oregon trail travel, in the space of seventeen months. And such was the courageous and determined character that founded Portland, Oregon.

In organizing and maintaining the provisional government, Mr. Lovejoy took a leading, useful and honorable part. He occupied first and last nearly every office in the government, and was elected supreme judge by the people, and was exercising the duties of that office when the United States finally extended its authority over the territory in 1849.

Francis W. Pettygrove, who joined Mr. Lovejoy in developing the Portland townsite, was born in Calais, Maine, in 1812; received a common school education in his native town, and engaged in business on his own account at an early age. At the age of thirty years, he accepted an offer to bring to Oregon, for an eastern mercantile house, a stock of general merchandise, suitable for this new country. Shipping the merchandise and accompanying the venture with his family on the bark *Victoria*, he reached the Columbia river by the way of the Sandwich Islands, transferring his merchandise at Honolulu from the *Victoria* to the bark *Fama*. This vessel discharged cargo at Vancouver, and Pettygrove had to employ a little schooner owned by the Hudson's Bay Company to carry the goods from Vancouver to Oregon City. After selling out this stock of merchandise, Pettygrove engaged in the fur trade, erected a warehouse

at Oregon City, and was the first American to go into the grain trade, buying up the wheat from the French prairie farmers.

But to return to the townsite, we find that after buying out Overton, Lovejoy and Pettygrove employed a man to build a log house on their claim and clear a patch of land. The house was built; a picture of which may be found on another page, near the foot of the present Washington street. The next year, 1845, the land claim was surveyed out, and a portion of it laid off into lots, blocks and streets. That portion of the land between Front street and the river was not platted into lots and blocks, it being supposed at the time that it would be needed for public landings, docks, and wharves, like the custom in many of the towns and cities on rivers in the eastern states. But if such was the idea and intention of the land claimants, they failed to make such intentions known or effective at the time, and their failure to do so gave rise to much trouble, contention and litigation thereafter.

But it must strike every reader that it was a most singular proceeding, counting very largely on the lax ideas held by those pioneers on the subject of land titles, that these two men could take up a tract of land in the wilderness without a shadow of title from either the United States or Great Britain—the governments claiming title to the land—and proceed to sell and make deeds to the purchasers for gold dust, beaver money or beaver skins, as came in handy, and everything going “merry as a marriage bell.” No abstract of title can be found that covers or explains these anomalies in the dealings of the pioneers town lot sellers; but it is proper to add that in assuming control of the country, congress approved of the land titles initiated by the provisional government.

However, the real estate dealers in Portland in 1845, were giving a better deal to their customers in some things than their successors are in 1910. Nowadays the first thing in the history of a city is a grand map and a grander name. In 1845 Portland was started, and lots sold before it had any name. This proving somewhat awkward and embarrassing, the matter came up for discussion and decision at a family dinner party of the Lovejoys and Pettygroves at Oregon City. Mr. Pettygrove, hailing from Maine, wished to name the town for his favorite old home town of Portland, while General Lovejoy, coming from Massachusetts, desired to honor Boston with the name. And not being able to settle the matter with any good reason, it was proposed to decide the difference by tossing a copper; and so, on the production of an old-fashioned copper cent, an engraving of which is given on another page, the cent was tossed up three times and came down “tails up” twice for Portland, and once “heads up” for dear old Boston. And that is the way Portland got its appropriate name.

The town started slowly, and its rate of growth for the first three years was scarcely noticeable. Oregon City was the head center of all the Americans; the seat of government, the saw and the grist mill; and Vancouver did not invite and encourage settlers at that point. Men came and looked, and then passed on up the valley, or out into Tualitin plains and took land for farms. The people coming into the country were mostly farmers, had always been farmers, as had their forefathers, and had but little confidence in townsite opportunities. And besides all this, the lots offered for sale were so heavily covered with timber that it would cost more to clear a lot than the owner could sell it for after it was cleared; and so the town stood still or nearly so.

One of the first to start anything that looked like business at a cross roads or a townsite, was James Terwilliger, who erected a blacksmith shop and rang an anvil chorus for customers from the vasty woods all around. Terwilliger was born in New York in 1809; went west, following up the Indians, and came out to Oregon with the emigration of 1845. His shop at Portland was evidently only a side issue with him, running it only five years; for he at the same time took up a land claim a mile south of Lovejoy and Pettygrove, improved it, and there passed the remainder of his life, passing away in the year 1892 at



The coin that was tossed to decide the name of the town



TEN DOLLARS.



FIVE DOLLARS.

Beaver Money



Seal of the Provisional Government, called the "Salmon Seal."



Seal of the Territory of Oregon.





the advanced age of 82 years. James Terwilliger was always an active man of affairs, stoutly defending his opinions of the right, and with true public spirit, contributing to the improvement of the town and the development of the country.

Pettygrove erected a building for a store and put in a very small stock from his remnants at Oregon City. The business of the town moved imperceptibly; in fact there was no business worth mentioning. When a ship would come in, all that had money, furs, or wheat, would buy of the ship, and trade in their produce, so that merchandise at the store was a mere pretense.

The first item of improvement that so attracted the attention of the country as to have Portland talked about, was the starting of a tannery by Daniel H. Lownsdale. This was the first tannery north of Mexico in all the country west of the Rocky mountains. As a matter of fact, many of the farmers up in the valley had been tanning deer and calfskins in a limited way, as nearly all the pioneer people knew something of the art of tanning skins. But the Lownsdale tannery was started as a business enterprise to accommodate the public and make profit to its proprietor. Hides would be tanned for so much cash, or leather would be traded for hides; or leather would be sold for cash, furs or wheat. Here was a start in a productive manufacturing business, and Lownsdale's tannery was the talk of the whole country, and advertised Portland quite as much as it did the tannery. This tannery was not started on the townsite, but away back in the forest a mile from the river, on the spot now occupied by the "Multnomah field" of the Athletic Association. After running the tannery for two years, Lownsdale sold it to two newcomers—Ebson and Ballance—who in turn sold it to A. N. King, who then took up the mile square of land adjoining Portland on the west, known as the King Donation Claim, and which has made fortunes for all his children by the sale of town lots. Amos N. King was not much of a town lot speculator. It was a long time before he could muster up courage enough to ask a big price for a little piece of ground. He stuck to his tannery, and made honest leather for more than twenty years before he platted an addition to the city.

A leading citizen of those early days of Portland was John Waymire, who built the first double log cabin, and made some effort to accommodate strangers and traders who dropped off the passing batteaux to look at the new city, by furnishing meals and giving them a hospitable place to spread their blankets for the night. Waymire further enlarged his fortunes by going into the transportation business with a pair of oxen he had driven two thousand miles all the way from old Missouri, across the mountains and plains. As the new town was the nearest spot to Oregon City where the ships could safely tie up to the shore and discharge cargo, Waymire got business both ways. With his oxen he could haul the goods up to his big cabin for safety, and then with his oxen he could haul the stuff back to the river to load into small boats and lighters for transportation to Oregon City. In addition to the transfer business, and the hotel business, Waymire started a sawmill on Front street. The machinery outfit would not compare well with the big mills along the river in Portland at the present time, being only an old whip-saw brought all the way from Missouri, where it had been used in building up that state. The motive power being one man standing on top of the log, pulling the saw up preparatory for the down stroke, and another man in the pit under the log who pulled the saw down and got the benefit of all the sawdust. Waymire was the one busy man in the new town, and prospered from the start. He knew well how to turn an honest penny in the face of severe financial troubles. With the money made in Portland he went up to Dallas, in Polk county, in later years and started a store, thinking it safer to rely on the farmers for prosperity than takes chances on such a strenuous city life. There he sold goods "on tick" (credit), as was the custom of the country, and not being a good bookkeeper, he wrote down on the inside board walls of his store with a piece of chalk the names of his

customers, and under each name the goods they had bought on credit, with the sums due. And while absent for a brief trip to Portland, his good wife, thinking to tidy up the store, got some lime and whitewashed the inside of the whole establishment. On his return and seeing what had been done, he threw up his hands in despair and declared he was a ruined man. The good woman consoled him with the suggestion that he could remember all the accounts and simply write them all over again on the wall. And so the next day being Sunday, and a good day, and everybody absent at church, he undertook the task. His wife dropped in after divine service, and inquired how he was getting along. He replied, "Well, I've got the accounts all down on the wall agin; I don't know that I've got them agin just the same men, but I believe I've got them agin a lot of fellows better able to pay." There were preachers and teachers and all sorts of men in Oregon then, as now.

Another man that dropped in on young Portland the next year after Waymire, was William H. Bennett (Bill Bennett) who, having quit the mountains and the fur trade, started in to make his fortune in making shingles out of the cedar timber on the townsite, which was a gift to him. Bennett got a start and prospered until he was ruined by his convivial habits. He pushed various small enterprises, finally starting a livery stable at the corner where the Mulkey block is now located. The business started by Bennett was owned successively by John S. White, Lew Goddard, Elijah Corbett, P. J. Mann (founder of the Old Folks' Home), Goddard & Frazier, and now by William Frazier at the corner of Fifth and Taylor streets. In 1846 came Job McNamee from Ohio, having come into the valley with the emigration of 1845. McNamee was a good citizen and brought a good family, wife and daughter, possibly among the first ladies of the place, and whose presence smothered down some of the rough places in the village. Mrs. McNamee became the wife of E. J. Northrup, one of the best citizens Portland ever had, and the founder of the great wholesale and retail hardware store now owned by "The Honeyman Hardware Company." Not long after the advent of the McNamees, came Dr. Ralph Wilcox from New York, a pioneer of 1845. Dr. Wilcox was the first physician and the first school teacher of this city, and a most useful and public-spirited citizen, taking a leading part in organizing society and serving the public as clerk of the state legislature and as clerk of the United States district and circuit courts. His widow, Mrs. Julia Wilcox, now over ninety years of age, is still active and an interested spectator of the growth of a city of two hundred and twenty-five thousand people, which she came to in her early womanhood as a few log cabins in an unbroken forest.

And about the same time as Dr. Wilcox came, came the O'Bryant brothers, Humphrey and Hugh, the latter of which became the first mayor of the city in 1851, a notice of whom will appear with that of the other mayors. And about the same time with O'Bryant came in J. L. Morrison, a Scotchman, who set up a little store at the foot of Morrison street, giving his name to the street, and dealing in flour, feed and shingles.

L. B. Hastings and family came across the plains in 1847 and stopped a while in Portland. He is remembered as an active pushing business man, and stayed with the fortunes of the town for four years. But imagining he could see a larger city at the entrance to Puget sound, joined with Pettygrove in building a schooner, and loading it up with all their worldly belongings. Pettygrove sold out his interests in Portland, and the whole party sailed away in 1851, for Puget sound, where they founded the city of Port Townsend, and where they spent the remainder of their lives and strength in building up a city to eclipse Portland. Port Townsend has about two thousand population today, and Portland has twenty-five times as many, a clear proof that a man's backsight is always better than his foresight.

And now Portland got its first politician and statesman in Col. William King, landing on the river front in 1848. Col. King was an unusual man. He

would have been a man of mark in any community. He was needed by the new city, and he made his presence felt from his very first day in town. Nobody seemed to know from what corner of the earth King came, and he took no pains to enlighten them. But he was a valuable addition to the city, as he was familiar with all sorts of scheming, and by that early day the new town had to look out for its interests at every session of the legislature; and King was always on hand to see that there was a square deal with possibly something over to Portland.

King made enemies as well as friends. His positive disposition and his love of fair play did not always tally with predisposed politics. It is remembered that at the time Governor Curry had selected officials for the militia without respect to party affiliations, a petition was gotten up by some democrats to have the whigs (republicans) removed or their appointments canceled. When it was presented to King to sign, he read it over carefully, then as if not understanding it, read it a second time, and then vehemently tore the document to pieces, and proceeded to denounce the authors in words more forcible than polite: "that such men would rather see women and children slaughtered by the Indians than to have a good man of the opposite party hold an honorable position in the militia."

As great nations have been dependent on the sea, not only for their prosperity, but also their very existence—England for example—so it was with Portland, Oregon, in the years 1845 to 1851. And now the story turns from the land builders of the town to the hardy sea rovers working to the same end. And in this good work the name of Captain John H. Couch stands at the top of the list.

The first appearance of Captain Couch in Oregon waters is in 1840, when he came out here from Newburyport, Mass., in command of the ship *Maryland* to establish a salmon fishery on the Columbia. The ship belonged to the wealthy firm of the Cushings of Newburyport, who had been induced to some extent by letters from Jason Lee to make this venture. The fishery was not successful, for there was no fishermen but the Indians, and they were not reliable to serve the Americans. And so Couch sold the vessel at the Sandwich islands and returned to Newburyport, leaving in Oregon, George W. Le Breton, an active and pushing young man, who made his mark in helping organize the provisional government. Having learned from this voyage, the conditions and requirements of trade in Oregon, Couch returned in 1842, with a stock of goods in a new brig—the *Chenamus*—named for the Chinook Indian chief who had lived opposite Astoria; and leaving this stock at Oregon City with one Albert E. Wilson, who also came out in the *Chenamus*, and Le Breton, Couch engaged his vessel in the trade to the Sandwich islands, the whole business being under the name and auspices of Cushing & Company, of Newburyport. Couch continued to manage this business until 1847, when he returned home to Newburyport by the way of China. In the following year he engaged with a company of New York merchants to take a cargo of goods to Oregon on the bark *Madonna*, Captain George H. Flanders coming out with the *Madonna* as first officer, and took command of the *Madonna* on reaching Oregon, while Couch took charge of the cargo, which was stored and sold at the new town of Portland on the Willamette. The two captains went into business together, and remained in Portland for the rest of their lives. And thus were two of the best men located in Portland that ever lived in the state.

Portland got the benefit of all this shipping by Captain Couch. He early saw and fully appreciated the advantages of the location for the foundation of a seaport and commercial city, and took advantage of his opportunities to locate a land claim at what has long been the north end of the city. And considering what Captain Couch did directly for the town, by making it the home port of his ships for several years, and also what he did indirectly by influenc-

ing other vessels to tie up at Portland, he probably exerted more influence to give Portland a start than all other persons combined.

Next after Couch, in giving Portland a start, comes Captain Nathaniel Crosby, who founded the town of Milton, near the mouth of the Willamette slough. Crosby brought the bark Toulon into the river in 1845, and unloaded his vessel on the river bank at the foot of Washington street, and from there transported his goods up to Oregon City by smaller craft. Captain Crosby made numerous trips, and finally anchored in Portland and erected the first palatial residence in the new city—the old story-and-a-half house with dormer windows which stood for so many years on the east side of Fourth street, between Yamhill and Taylor, having been removed to that site from its original location on Second street. To accommodate the increasing traffic of his shipping, Crosby erected a small storehouse on the city front, probably on the open strip east of Front street, but most of his merchandise was sent up to Oregon City, which continued to be the commercial center of the whole country.

Besides Couch and Crosby, there were other traders with ships entering the river. In 1847 Captain Roland Ghelston of New York, brought in the bark Whitton loaded with merchandise, and Captain Kilbourn came in with the brig Henry, also loaded with merchandise, and tied up at the east side opposite Portland, and seriously threatened to start a rival city over there. There was plenty of free land to be had for the taking, and a townsite or two, more or less, could not make much difference to Portland; and the doughty captain was told to go ahead with his town, for it would all be Portland after awhile—and so now, sixty-three years afterward, it is all Portland, with four bridges to connect the two sides and another bridge coming.

Captain Ghelston, mentioned above, made a second voyage to the Pacific coast, arriving in San Francisco bay just after the great gold fever excitement got well started. And taking advantage of the gold panic news sent to the states, Ghelston had laid in a heavy stock of picks, shovels and gold pans, and when he got safe within the "golden gate," his fortune was made from the sales of his hardware at prices twenty fold of what it had cost him.

With these ships came in some good men, who located, drove down their stakes, and stayed with the town until all got rich and repaid the town by great service as good and useful citizens. Of these may be mentioned Benjamin Stark, who came as supercargo on the Toulon; Richard Hoyt, who came as first officer on the Whitton; and Daniel Lunt, one of the mates of the Chenamus. Lunt took up a land claim south of that of Terwilliger's, and subsequently sold it to Thomas Stevens. The suburb of Fulton is now built on the Lunt claim.

But according to the recollection of Col. Nesmith, the first land claimed within the present limits of the city, was the claim just south of that of Lovejoy and Pettygrove. This was taken up in 1842 by William Johnson, an English sailor, who was living on his claim before Overton was claiming the land he sold to Lovejoy and Pettygrove. Johnson's name figured considerably in the history of the celebrated or notorious "Wrestling Joe" Thomas' lawsuit about the Caruthers estate, that estate being almost wholly the land originally claimed by Johnson and abandoned or sold by him to Finice Caruthers. Mrs. Charlotte Moffett Cartwright remembers well the cabin of Johnson and his half blood Indian wife, which was located near the trail which led from the Terwilliger home to the "town." Johnson dropped out of sight soon after Caruthers came into the country, and nobody ever knew what became of him.

Johnson had an interesting history, showing what a lot of odd and celebrated characters drifted into this then out-of-the-way corner of the world. He was originally an English sailor, subject of Great Britain, but forswore his allegiance to the British king, and took service with the United States on the old frigate Constitution, and was in the celebrated naval battle between that ship and the British man-of-war Guerriere, in which bloody battle he made one

of boarding party charging the bulwarks of the Briton and received an ugly scalp wound from a British cutlass. He delighted to tell of this terrible sea fight, speaking of the "Old Ironsides" as one might speak of their dearest friend. And being the only Oregonian known to have taken part in a naval battle in defense of the American flag, he is entitled to have his name reverently preserved in this history. When the war of 1812 broke out between the United States and Great Britain, it was supposed that as this country had no navy, the English would sweep American merchantmen from the seas. This they tried to do; and the few small frigates of the Americans could offer but little opposition. The American ship made famous by the battle here commemorated, had but then recently returned from European waters, where she barely escaped capture by the speed of her sailing. And when she fell in with the British cruiser Guerriere off the coast of Massachusetts on the 19th day of August, 1812, a trial of metal and nerve was the result. The British captain had been anxious to encounter a "Yankee man-of-war," having no doubt of an easy victory, and the "Yankee" Captain Hull of the Constitution was ready to accommodate him. It was none of the modern steel-clad battleships firing at each other from a range of eight or ten miles, but they were wooden ships and they sailed right into each other, firing their little cannon as rapidly as they could be loaded, until with grappling irons, one ship laid hold of the other and her brave men leaped over all obstructions to end the fight at arms length in a life and death struggle on the decks of the boarded ship. This was the real battle in which William Johnson, who had his little log cabin on the present site of this city out near John Montag's stove foundry, sixty-seven years ago, immortalized himself in. He was defending his adopted country against the injustice of the land that gave him birth, and he shed his blood that the stars and stripes should not be hauled down in defeat. He was the first settler on the site of Portland, Oregon. He was a member of the first committee appointed to organize a provisional government, and he was one of the fifty-two who stood up at Champoege sixty-seven years ago to be counted for the stars and stripes. And it is justly due to his memory that his name and his great services be here duly recorded, that they may be honored for all time.

## CHAPTER XI.

1847—1851.

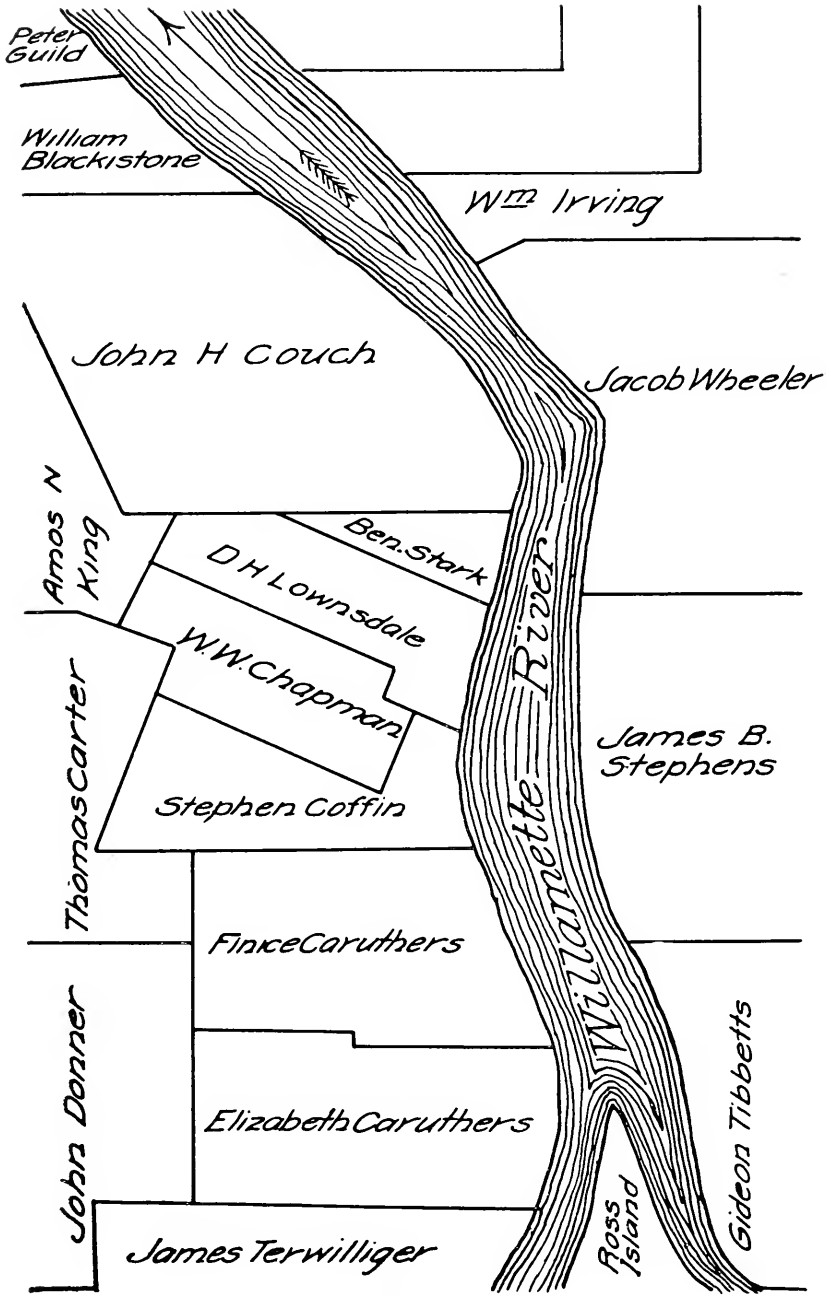
*The Townsite Proprietors—Map of the Claims—First Preachers—Gold Discovered in California—Teachers, Doctors and Lawyers—First Steamboats and Builders—First Stores and Shops—First Saw Mill—List of Those Persons Living Here in 1852—List of Old Pioneers Now Living (Nov. 10th, 1910).*

The original proprietors, and their land claims, will be better understood by reference to the drawing here given. William Johnson, the first settler within the present limits of old Portland, took the land south of the Overton tract claimed by Lovejoy and Pettygrove, for the reason probably that the river bottom south of the line of Caruthers street was open grass land, and furnished pasturage for cattle and horses. Etienne Lucier, one of the two Canadian French Catholics that stood up to be counted for American institutions at Champoeg, was the first settler within the boundaries of East Portland, *and the first man to open a farm in Oregon*, which he did on East Portland townsite in that year 1829; but he made no claim on the land, and before Portland was claimed for a townsite, he removed to the open prairie lands called "French Prairie" (because so many Frenchmen settled there) in Marion county, and made his home there.

Lovejoy and Pettygrove were the next settlers filing claims on the Overton tract. And before any others came in they laid out sixteen blocks into lots, blocks and streets, making the block at the southwest corner of Front and Washington streets "Block No. 1." James Terwilliger claimed the land south of the Johnson tract. Daniel Lunt claimed the land south of the Terwilliger tract. Daniel H. Lowndale claimed the land west of Lovejoy and Pettygrove, and Captain Couch claimed the land north of Lovejoy and Pettygrove. Then Johnson sold out to Finice Caruthers; Lunt sold to Thomas Stevens; Lowndale sold to Amos N. King; Lovejoy sold out his interest to Benjamin Stark, and Pettygrove sold out to Lowndale in 1848 for \$5,000 worth of leather, and Lowndale agreed to a segregation of the lands so that Stark got the sole title to the triangular tract bounded by the river on the east, Stark street on the south, and the Couch claim (line of A street) on the north.

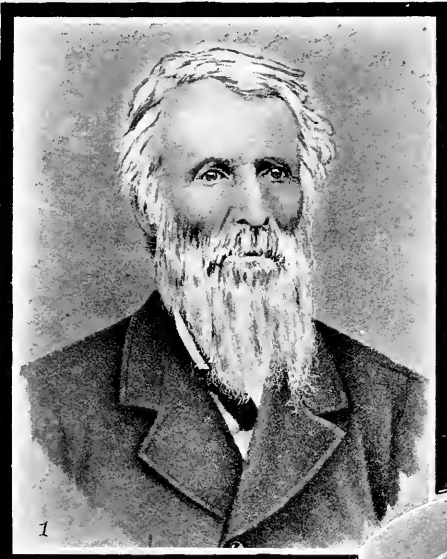
Daniel H. Lowndale was the first man to get into the townsite who fully comprehended the great future of the place. He had considerable experience as a merchant and business man, and had traveled much, not only in the United States, but also in Europe; and not only appreciated the advantages of the position, but possessed the confidence and enthusiasm so necessary to succeed with a new enterprise. Born in Kentucky, moved to Indiana, from Indiana to Georgia, traveled in Europe, then to Oregon, he gave all his thoughts, time and



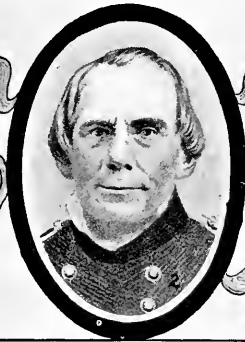


PLAT OF LAND CLAIMS COVERED BY THE CITY





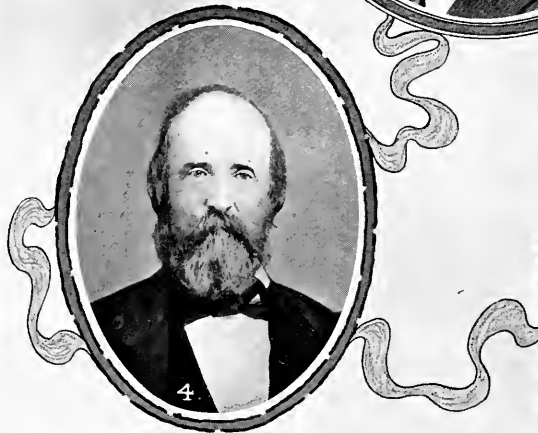
Francis W. Pettygrove



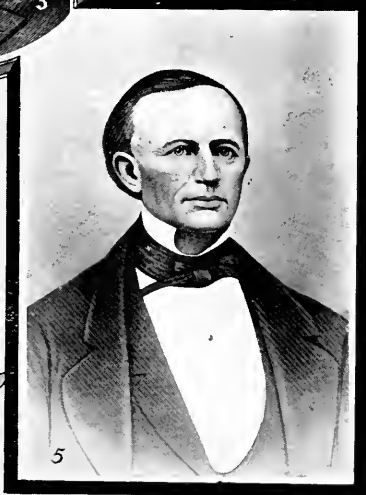
Stephen Coffin



W. W. Chapman



Amos Lawrence Lovejoy



Daniel H. Lownsdale



energy to every possible plan to build up the new town. He sold lots at nominal prices, or gave them away to secure improvements. He did not get very far along until he felt the need of assistance, and soon found the right man in the person of Stephen Coffin, then living at Oregon City, to whom he sold a half interest in the townsite. Coffin was a man of great push and energy, and quite as much of an optimist as Lownsdale. The two men made a team that settled the future of Portland. But they did not get very far into the depths of the speculation until they ran up against so many legal snags and obstructions that they felt the need of a legal adviser. And for that man, the man who fully believed in Portland and most heartily and harmoniously worked with and approved the efforts of Lownsdale and Coffin, was William W. Chapman; and to Chapman, Lownsdale and Coffin united in selling and conveying an undivided one-third interest. So far as the town on the east side of the river is concerned, the water front and lands back of it for a mile were covered by the claims of James B. Stevens and Jacob Wheeler. But neither of these men ever contributed anything whatever to the success of locating or building a city at this point. Lownsdale, Coffin and Chapman soon put their affairs in shape for aggressive and continuous work for the town, by organizing a townsite company, of which Coffin was president and Chapman was secretary; and thus making Portland the strongest and most active townsite interest on the Pacific coast north of San Francisco. Lot Whitcomb, as the representative and principal owner of the Milwaukee townsite had been giving the Portlanders a hot fight for supremacy. In this he was ably supported by Captain Joseph Kellog, the father of all the Kellogs, and all the Free Masons in Oregon. With their saw mill and little schooner they were earning money in making and carrying lumber down to San Francisco. And just when the race appeared to be about even between the two rival cities, Whitcomb got hold of a steam engine at San Francisco, brought it up here, and with the aid of Jacob Kamm, built and equipped a steamboat, launching her on Christmas day, 1850. Whitcomb soon had her going, a first-class commodious boat for those days, and put her on the route between Milwaukee and Astoria, fifteen dollars for a single passage either way, steaming past Portland without stopping or even saluting with a blast from the steam whistle.

At the same time that Whitcomb and Kellog were waging their active opposition to Portland, the Pacific Mail Steamship Company, which had at first made Astoria the end of their trip, suddenly abandoned Astoria, and came up and purchased a large interest at St. Helens, and erected a wharf and warehouse there, and made St. Helens the Oregon terminus of their San Francisco steamship voyages. Whitcomb and Kellog at once united in this arrangement, and as it was a shorter run for their steamboat, it could be and was used effectively to cut off trade from Portland by running the boat to Vancouver and Oregon City, as well as to all points on the Columbia river.

Up to this period, Captain John H. Couch had been the most efficient support that Portland had received in concentrating trade, especially the ocean going sailing vessels. Couch's influence was never fully comprehended in this contest. He had made the acquaintance of hundreds of sea captains, and was favorably known wherever these captains sailed their ships; and the fact that he had always discharged his own ship here influenced all his acquaintances on the seas to also "sail for Portland, Oregon."

But now the townsite proprietors—Coffin, Chapman and Lownsdale—must bestir themselves. They were compelled to meet the opposition of the Pacific Mail Steamship Company, and destroy it one way or another, or be ruined. And by this time (1850) although growing slowly, Portland had gathered in quite a village population of active earnest men, who not only had their own property interests at stake, but had a genuine friendship for the townsite proprietors. And altogether, it was decided that a long pull, and a strong pull, and a pull altogether was the thing to do, and get in a steamship in the interest of Port-

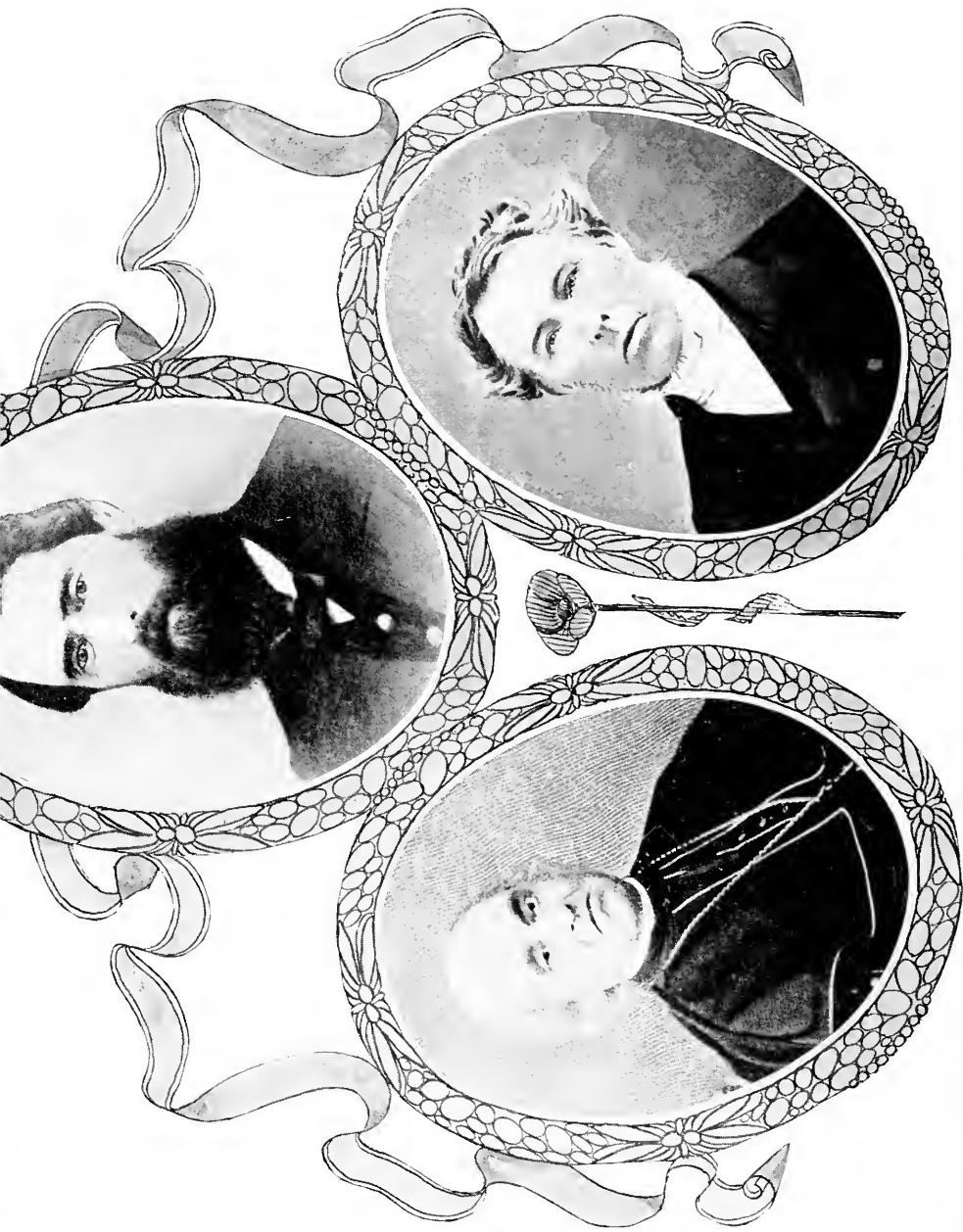
land. This sentiment being conveyed down to San Francisco, the side wheel steamer Gold Hunter took in a cargo for Portland, Oregon, and came up to see how the town looked. This was the first ocean going steamship that ever tied up at Portland wharf. It was in fact a gold hunter, and was for sale. Immediately every friend of Portland got busy. Hope and enthusiasm took the place of anxiety and fear in the faces of the townspeople, and courage once more filled up the shrinking purse. The price and terms for the ship were ascertained. Sixty thousand dollars would purchase a controlling interest in the ship, and run her between Portland, Oregon, and San Francisco. Twenty-one thousand dollars of this was raised and paid in an hour, of which sum Coffin, Chapman and Lowndale put up eighteen thousand, six hundred dollars.

And while this transaction revived the hopes and confidence of many, and strengthened the courage of all, it did not end the contest. The Mail Steamship Company with ample capital, set to work to undermine the bulwarks, put up by the Portlanders, and bought out some of the interests of Portland stockholders in the Gold Hunter, again giving San Francisco the whip-hand. And after a few trips to Portland, the Gold Hunter was treacherously sent down to South America, mortgaged and sold for a trifle of her value to get rid of all the Portland stockholders. It was a bitter lesson to Portland, and withal most dishonorable on the part of pretended friends and open enemies. But it had proved one thing, and that was that Portland would fight for the rights of the town; and that the town was a force that was not to be despised for weakness or want of courage. In the meantime, Portland had been making allies on the land side. A fairly passable wagon road had been opened out to Tualitin Plains and on up the valley to Yamhill and Polk counties, by which the farmers of all that region could haul their products to Portland.

Although the money was gone, the investment in the steamship had not been wholly lost. It had been proved that an ocean going steamship could safely and successfully come to Portland with full cargoes, and could get full cargoes of produce and safely go out to sea again. The steamships were not getting cargoes at St. Helens as Whitcomb's steamboat carried the produce to them, and it did not get enough to load them. Whitcomb could get nothing at Milwaukee but lumber, and that could not be shipped on the steamer. The farmers could not, and would not haul produce to St. Helens, and the Whitcomb would not stop at Portland to get it, and so the St. Helens ships were sailing away with little or nothing of freight. And so it was soon made plain to the steamship owners that they were gnawing a file; and that sooner or later some other steamship would sail into Portland harbor and appropriate a profitable trade that they never could get by staying at St. Helens. And thus forced, in March, 1851, the Pacific Mail Steamship Company abandoned its opposition, ran up the Portland flag and sent all its ships to the docks and wharves of this city. And from that day on, the supremacy of Portland, as against all other points on the Columbia and Willamette rivers, was acknowledged everywhere.

Of the three men who made good the project of Amos Lawrence Lovejoy, in the establishment of a city, at this location, Daniel H. Lowndale comes first in order for notice. Mr. Lowndale was born in Mason county, Kentucky, in 1803. At the age of twenty-three, he married Ruth, youngest daughter of Paul Overfield, Esq., and moved to Gibson county, Indiana. In 1830, his wife died, leaving three children, two daughters and a son. That son was J. P. O. Lowndale, who for many years was an active and influential citizen of this city, passing away in July, 1910, at the age of 80 years. After losing his wife, Mr. Lowndale moved to the state of Georgia, and engaged in mercantile pursuits. And there, losing his health, he took a trip to Europe, and traveled through many countries. Returning to the United States in 1844, he found the southwest agitated over the "Oregon Question," and immediately made up his mind to come out to this unsettled region and grow up with the country. Joining an emigrant train in the spring of 1845, he crossed the plains with the





Archbishop Blanchet, first Catholic Bishop West of the Rocky Mountains North of Old Mexico

Rev. Jason Lee, Methodist, and first Protestant Missionary and Preacher on the Pacific Coast, West of the Rocky Mountains

Thomas Fielding Scott, first Protestant Episcopal Bishop of Oregon, Washington and Idaho



Rev. Horace Lyman



Rev. J. L. Yantis



Father Fierens



Rev. J. H. Wilbur

FIRST PREACHERS





usual luck and labor of other emigrants, and reached the Portland townsite late in 1845; and soon after, as has been stated, claimed the King Donation Claim, west of the city, and started the first tannery north of California and west of the Rocky mountains. He died in May, 1862, and is buried in Lone Fir cemetery on the east side of the river.

Of General Stephen Coffin much can be said in his praise, as a public spirited man, and a most energetic and successful builder of the city of Portland. General Coffin was born at Bangor, Maine, in 1807, moved west to the state of Ohio early in life, and crossed the plains and reached Oregon City in October, 1847. Here he went to work with the industry and energy that characterized his whole life, and at the end of two years he had accumulated enough to enable him to purchase a half interest in the Portland townsite claim, as has already been stated. When the tug of war came up with the Pacific Mail Steamship Company, Coffin was in the forefront of the battle. His whole being rebelled at anything like injustice. It was said of him, that when the immigrants reached Oregon, of which party he was a member, some of those already here attempted to extort unreasonable prices for food and accommodations, and Coffin rebelled. To assuage his wrath, he was told that his treatment was the usual custom, and that when he got settled in the country, he could recoup his losses by fleecing other immigrants in like manner. This only made matters worse, and the newcomer so bitterly denounced such conduct as to make enemies that never forgave him. But he was not the man to shape his conduct to placate enemies or please wrongdoers. Fearless and courageous, he pushed his way over all opposition, serving the public faithfully in every act of his life, and often at the sacrifice of personal interest. He was liberal to the public, and his friends, to a fault. He is the only man that ever gave grounds for the public schools of the city; he gave the first bell to a church in the city, which still sends out its call from the old Taylor street church every Sunday morning, inviting in the faithful. He organized the company to build the wagon road to Washington county; he organized the Peoples Transportation Company to reduce freight charges on the Willamette and Columbia rivers; he helped start the Oregon Central Railroad, and many other enterprises. (For further notice see biographical sketches.)

The third man to join the Portland Townsite Company was William W. Chapman, Esq., who for distinguished services in the Oregon Indian wars, was commissioned a Colonel of the Volunteers, and ever afterwards retained that title. Colonel Chapman, was born in old Virginia, early in 1800. His father was a brick mason, and contractor, and built the first brick building in Washington city. By dint of great personal efforts and private study, he picked up an education, studied law and attained a good position in the practice of the law in Virginia. But thinking the new western states offered the best opportunities for advancement, removed to Iowa, while that region was yet a part of Michigan. There he was appointed United States district attorney, and when Iowa was set off as a separate territory, Chapman was elected the first delegate to congress from Iowa. He made a fine impression in congress in his efforts to reclaim to Iowa a strip of territory, in dispute with Missouri, and in which he was entirely successful, giving him great credit in the new state. He was a member of the convention to form a constitution for Iowa, and was the father of the measure to transfer the gifts of public lands to the states for internal improvements from such purpose to the endowment of public schools, and which after that became the settled policy of the United States. And while in congress, he was to a great extent the author of the legislation to provide the right to preempt public lands, which then led to the homestead act, which has made millions of people happy and independent. Colonel Chapman came to Oregon in 1847, settling first at Corvallis, and later at Salem. He was often at Oregon City on legal business, and there made the acquaintance of Coffin, and Lownsdale, and got into the Portland Townsite Company. He held

many positions of honor and trust, discharging every duty with scrupulous integrity, an honor to the city and the state, and passed away with the universal respect of all citizens.

The battle to make Portland the land terminus of all ocean commerce was the first and greatest question to be settled. That settled in favor of Portland, the people would come fast enough. But before it was settled, the settlers and little businesses were slowly coming in.

The ferry across the river was started as early as 1845 consisting of one canoe.

The first blacksmith shop was opened by Terwilliger at the corner of First and Morrison streets, in 1846.

Henderson Luelling brought in the first grafted fruit trees in 1847. In this same year, Captain Crosby built the first frame house in the town bringing the materials for it from the eastern states in his ship around Cape Horn. Talk about carrying "coals to Newcastle," but don't forget Crosby's house, carried twenty thousand miles to build alongside the finest timber in the world.

In 1848, the first Methodist church was organized in Portland, and the erection of the church building commenced by Rev. J. H. Wilbur.

In 1855 the First Congregational Church was erected at the corner of Second and Jefferson streets. The Rev. Horace Lyman, first pastor, clearing the ground of trees himself.

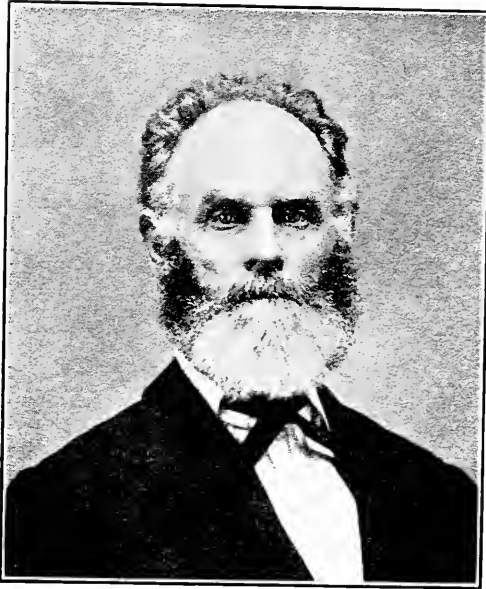
In 1849, Colonel Wm. King built a sawmill to run by water power, but it burned down before it could be made to do anything.

In 1850, W. P. Abrams, and Cyrus A. Reed erected a steam saw mill near the foot of Jefferson street. The main building was forty feet wide, and eighty feet long; the timbers being hewed out of the giant firs growing alongside the mill site, and being sixteen inches square were so heavy that all the men in town were unable to put the timbers in place or "raise" the building, and General Coffin had to go up to Oregon City, to get men to help. But even with this assistance, they could not handle the timbers, and Reed was forced to rig a derrick and with block and tackle, and all the men to pull on the ropes, they hoisted the timbers to place, and erected the first saw mill at Portland, Oregon, a mill that would cut about ten thousand feet a day. Quite a change since 1850 to the town sixty years later, that cuts and ships more lumber than any other city in the world.

In those days, everybody worked and labored hard in building houses. In describing the work of J. H. Wilbur, (Father Wilbur) of the first Methodist church, a contemporary said of him: "Stalwart and strong, the great forest that stood where Taylor street church now stands, fell before his axe. The walls of the old church rose by his saw and hammer, and grew white and beautiful under his paint brush, tired bodies rested and listened to his powerful preaching on Sunday, poverty was fed at his table, and sickness cured by his medicines."

And now we reach the first business excitement at the new town. On the first of August, 1848, a little schooner from San Francisco pulled into the wharf at the little town of Portland, Oregon, and after unloading a lot of Mexican produce and goods began to load up not only with Oregon produce, but with all the shovels, picks, and pans that could be secured at the two stores in town. And after making a clean up of all these necessary tools to mine placer gold, the captain made known the discovery of gold in California by J. W. Marshall. Marshall had come to Oregon as an immigrant, across the plains in 1844. And not getting anything to do here at Portland, went down to California in 1846, and was employed by General Sutter at his mill near where the city of Sacramento now stands. Marshall was followed in 1847 by Charles Bennett and Stephen Staats, and they were there at the mill when Marshall found the first gold. And thus we see, that it was an Oregonian going from Portland and Oregon City, to California that made the discovery that gave to the world four





THOMAS CARTER,  
Founder of Carter's Addition and Portland  
Heights



CAPT. JOHN H. COUCH,  
Founder of Couch's Addition



FIRST ORGANIZED CHOIR OF THE FIRST CONGREGATIONAL CHURCH OF PORTLAND, OREGON

From left to right, back row—Capt. Henry L. Hoyt, tenor; Thos. A. Savier, flute player; E. S. Penfield, tenor; Jas. B. Wyatt, conductor and tenor; Henry Law, tenor; Hartley McDonald, bass; T. Brooks Trevor, bass; A. R. Shipley, bass.

From right to left, center row—Miss Sarah Abrams, melodianist; Miss Leonora Blossom, soprano.

From right to left, front row—Mrs. Alonzo Toland, contralto; Miss Elizabeth A. Faithing, soprano; Mrs. A. R. Shipley, soprano; Mrs. Urram S. Piny, soprano; Mrs. A. E. Chamberlain, soprano; Miss Helen Burton, soprano.

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hundred million dollars in gold, and which revolutionized the currents and conditions of trade, commerce and living expense in every civilized land.

The rush to the gold discoveries nearly depopulated the town. And while it carried off many good workers, there were compensations for their absence. Lumber, wheat, potatoes and everything fit to eat, ran up to enormous prices and the Oregon farmer was soon digging as much gold out of his land as the miners were getting in California. The gold discoveries helped in another way. Very soon gold dust and states money was rolling back into Oregon for the produce sent down and surplus dust sent back to families and friends; so that wheat was no longer the circulating legal tender medium, but gold dust, and finally "beaver money" made from dust by the Oregon City mint, became the circulating medium and greatly stimulated trade in all its branches.

About this time Hiram Smith and his brother, Isaac, reached Portland, the plains across, but sending a stock of merchandise around Cape Horn, with which they started the next store after Pettygrove. Hiram Smith had made a lot of money in Ohio manufacturing fanning mills—wind mills to clean grain from the chaff and dirt—and brought it to Oregon to push things. He was an active pushing man, well informed in business, and also a very generous, kind hearted man. He started out the next year with a pack train load of groceries, flour and meat to sell to the incoming emigrants. But on meeting the train east of the Blue mountains found them all so poor and famishing that instead of selling anything, gave it all away to the starving people, trusting them to pay him sometime in the future if they could. Some of them did pay afterwards, and many did not; but Hiram Smith never lost any sleep over the matter. He accumulated a large fortune by honest fair means, and left it all to his wife, Hannah, who in turn gave most of it to deserving charities at her death.

About the same time with Smith, Thomas Carter and wife came in from Georgia, and located the land claim south of the King claim, and which covered what is now known as Portland Heights. Carter built the first old style Southern states mansion house out in the region, for a long time demeaned by the name of "Goose Hollow", but subsequently changed into "Paradise Valley"; the region bounded by Jefferson street on the north, Chapman street on the west, Lownsdale street on the east, and Market street on the south. Carter lived on the claim for many years, but finally sold out to his two sons, Charles M. Carter, and Thomas Jefferson Carter, both forceful and public spirited men.

"Goose Hollow" was for a long time a sort of "no man's land" being too far out to be saleable for city lots, and not worth grubbing out to put in potatoes. In consequence of which, a miscellaneous lot of people got in there who did not really go in the "upper ten" class of 1862. And while the good husbands were busy digging stumps or catering to the thirst of the sturdy yeomen on Front street, their good wives were adding to family comforts by raising geese and plucking their feathers as far out as the Carter mansion in 1862. In consequence of this goose industry it soon got to be that every woman in the little valley had a flock of geese. And in consequence of the numbers of them they all mixed up together, and every good woman in the whole neighborhood claimed all the geese. And from pulling feathers they got to pulling other things, and some twenty more or less goose owners were cited to appear before Police Judge, J. F. McCoy, to receive justice at the August forum of Portland's first police court. McCoy had a worse job of it than the judge who decided the case between the two women who claimed the same baby, two thousand years ago. But he was equal to the occasion, and his decision was, that Marshall Lappeus and his two deputies should repair to the seat of war and round up every flock of geese they could find, count them, and then divide them equally among the contending owners; and that thereafter the first woman who complained about geese should be incarcerated in the city bastille. For that trip, Lappeus named it "goose hollow," and the name stuck.

A careful review of the facts, and the men will show that the future of the city, and its permanent and substantial success dates back to this period, and practically to a group of about a dozen leading men, who were compelled, from the very nature of the case to pull together for self-preservation. Much has been said and written from time to time about the want of unanimity and harmonious enterprise among the rich men of Portland. And while there has been often outward manifestations of a want of harmony if not secret opposition to each other, yet altogether the evolutionary progress of the city has compelled inharmonious elements to work and labor for the common good. Incoming business men were loth to open their purses to make improvements which they thought added more to the prosperity of the townsite owners than their own. And some of these same business men were so stiff upon this point that they would not buy town lots at a low price which would have made them wealthy while they waited for profits from other sources. But altogether the logic of events compelled all of them, in one way or the other, to contribute their time, energies, and money to indirectly built a city which made all of them rich.

Counting in the original townsite proprietors, Coffin, Chapman, and Lownsdale, we can add to their efforts, those of Captain J. C. Ainsworth, Jacob Kamm, Henry W. Corbett, W. S. Ladd, Henry Failing, C. H. Lewis, Captain John H. Couch, Captain George H. Flanders, Simeon G. Reed and R. R. Thompson, to whose brains and energy Portland is indebted for its present masterful position in the commerce and general prosperity of the country. And it can be easily seen from time to time in the history of the city, how these men co-operated, even when apparently acting independent of each other, to bring about great results in building up the city and securing its great future.

Captain Ainsworth had settled first at Oregon city, and with his brother-in-law, Dierdorff, had been carrying on a general store and trading establishment at that point. But seeing the natural advantages of Portland, and early getting into the steamboat business, so shaped his affairs as to transfer all his interests to this point, and as the transportation on the Columbia river developed, became the executive head of the Oregon Steam Navigation Company—the first large transportation company of the north Pacific coast. Ainsworth's last work on behalf of the city, was in extending transportation to eastern Oregon, building the portage railways at the Cascades and the Dalles, and in exploring the Columbia to its headwaters and into Kootenai lake, where vast mineral wealth has followed the discoveries made by Ainsworth's exploring parties. And while Ainsworth added vastly to the fortune of himself, Reed and Thompson by the sale of the property of the Oregon Steam Navigation Company to the Northern Pacific Railway Company, that transaction enabled Henry Villard to get such control of the railroads leading to the great Columbia basin, as to hold the transcontinental business to Portland long enough to demonstrate its superior and exclusive advantages as the gateway to the Pacific; and thus eventually, as has now been established, control the heavy transportation between the coast of Oregon, and Washington and the Atlantic states.

Of this group of men, Jacob Kamm is entitled to be ranked the first in steamboat development. Before Lot Whitcomb could build the first steamboat, he was compelled to bring Mr. Kamm from California to superintend the construction. In this pioneer work, a great work for this city, Mr. Kamm, with his own hands put all the machinery together even down to riveting the boiler sheets. From this beginning, Jacob Kamm went on with work on other steamers, and had supervision as master mechanic, chief engineer and part owner, of the steamboats Jennie Clark, Carrie Ladd, Mountain Buck, Senorita, the Mary, Hassalo, Rival, Surprise and Elk. Mr. Kamm was the first and only man to put steamboat transportation on the upper Snake river. He was the sole owner of the ocean steamer, George S. Wright, which he ran from Portland to Victoria, Sitka and Alaska, being the only capitalist Portland had that would make a fight







to hold that trade to this city. In later years, he organized the Vancouver Transportation Company, and put on the steamers Lurline and Undine. His work in building up the city is incalculable. Mr. Kamm was born in Switzerland, in 1823, and is yet a citizen of Portland, with all his faculties unimpaired at the age of 87. He learned the steamboat business from engineer's assistant up to owner of ocean steamships; commencing at the engine room on a Mississippi steamboat—another splendid example of what a poor boy can do with patient work and honest endeavor.

Henry W. Corbett, born in Westborough, Mass., in 1827, commenced at the foot of the ladder of fortune and fame, in a wholesale dry goods store in New York city, where he spent seven years in hard work. At the end of that time his employers had so much confidence in him that they sold him a stock of goods on credit which he brought around Cape Horn in a ship that landed at this town on March 4, 1851. There were 400 people here then, with five little stores in town. Corbett rented an unfinished building at the corner of Front and Oak streets, paying \$125 a month rent for it. He worked hard being proprietor, clerk, salesman, and bookkeeper, all in one, and at the end of fourteen months, had sold out his whole stock, cleared \$20,000, and started back to New York to get another cargo of merchandise.

He remained in New York, one year, but continued to ship goods to Portland for sale. He then determined to make Portland his home, and returned in 1853, with a larger stock of general merchandise, and in 1860 converted his store into an exclusive hardware business, and in 1871, consolidated with Henry Failing, forming the firm of Corbett, Failing & Company, making it the largest hardware establishment on the Pacific coast. Mr. Corbett's activities in business life have been more extensive and varied than that of any other citizen of Portland, which, with his service in the United States senate, has made him one of the most useful, if not the most conspicuous, citizen of the state of Oregon.

William S. Ladd reached Portland about a year after Mr. Corbett. He, too, came to make his fortune in selling merchandise. He had but little to bring with him, and had not the good fortune that favored Corbett in getting a large stock on credit. On his way here he fell in with Charles E. Tilton at San Francisco, where Tilton was selling goods on consignment, and endeavored to induce Tilton, who was an old schoolmate, to come up to Portland with him and start a store. Tilton did not agree to the proposition, and without going to the gold mines, Mr. Ladd came to Portland with a mere handful of goods, and made his way as best he could. The first lift Ladd got was in selling out a cargo of goods brought here by a man named W. D. Gookin, who, however, never became a citizen of Portland. Gookin had known Ladd's father, and so he trusted the young man. In this transaction, Ladd cleared his first thousand dollars, and to a man of his shrewdness, push, enterprise and persistence in business, a thousand dollars insured his success. He continued in business, either with Gookin, or starting a new store under the name of Ladd, Reed & Co., until he engaged in banking with the aforesaid C. E. Tilton; and by pushing and pulling all the advantages the only bank possessed, and getting hold of large tracts of land at nominal prices, he amassed the largest fortune in the state.

Cicero H. Lewis is the typical merchant in all comparisons, among men who have followed the business of merchandising in the city of Portland. He is the only man among the many distinguished business men that Portland has developed that has been "the merchant" from first to last. Mr. Corbett, Failing, Ladd, Ainsworth, and others might be named who commenced as merchants, but switched off into some other pursuit, before ending their career. Mr. Lewis commenced his career as a merchant in 1851, and remained steadfast in the harness until death called him, January 5, 1897. He founded and built up the great wholesale grocery house of Allen & Lewis, until now its patrons cover the whole country from Ashland, Oregon, up to the farthest limits of Alaska. Many a distressed country retail man he has helped along for years until farms and

business grew up to help him out. Like Henry Failing, C. H. Lewis never pressed a customer, and his word was as good as government bonds throughout the whole northwest. Aside from his business, nearly all the educational and charitable institutions—especially the Good Samaritan hospital—and the Protestant Episcopal church owe much to his wise guidance and financial support, or that of his family.

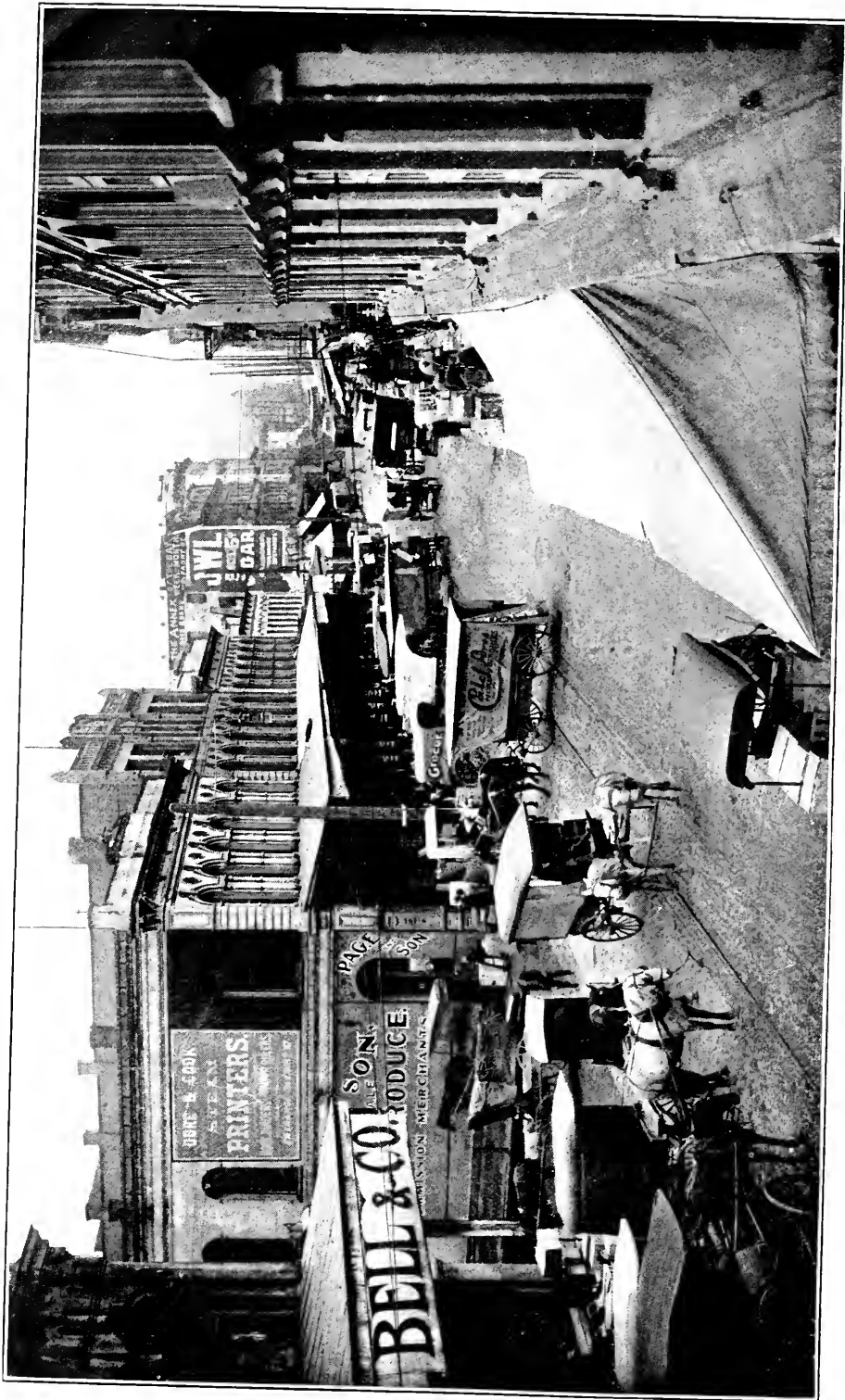
Henry Failing came to Portland in 1851, in a subordinate position with his father, Josiah Failing, of blessed memory, and became a partner in the firm of J. Failing & Co. The business prospered, and in 1864, Failing, Sr., retired, leaving the hardware business to his sons, Henry, Edward and James. This business was carried on with success and profit until it was consolidated with that of Mr. Corbett, in 1871. In 1869 Mr. Corbett and Henry Failing purchased a controlling interest in the First National Bank, which had been organized by the Starr Brothers; it being the first national bank on the Pacific coast. Mr. Failing became president of the bank and from that day on it has been the great bank success of the Pacific coast. As mayor of the city, as president of the board of commissioners that constructed the water works to bring water from Mt. Hood, and in every trust reposed in him, Henry Failing, is the man against whom there never was a doubt but that the public and every private citizen no matter how poor or humble, would get absolute and unqualified justice in the discharge of every duty. The great bank is a monument to his business sagacity and fidelity to the interests of its patrons; and not a single dollar ever passed into its treasury that was made by the foreclosure of any mortgage or the pressure of any debtor. With a brusque exterior, Henry Failing possessed one of the kindest and most sympathetic hearts in existence. And with generosity to all he was the absolute standard of honesty, justice and fair dealing in all his ways. With justifiable pride, his children have placed over his mortal remains the epitaph:

“HE WAS A JUST MAN, AND LOVED MERCY.”

With long personal acquaintance, the author of this history can testify that no man ever deserved the above tribute more than Henry Failing.

Captains Couch and Flanders have been already referred to, but not as they deserve to be. Captain John H. Couch most assuredly drove down the first stake to fasten the city at this point when he tied up his ship at the foot of Washington street, before there was a house here, and said, “to this point I can bring any ship that can get into the mouth of the great Columbia river.” Like most men developed on the high seas, when he knew anything, he was sure and confident of his knowledge. When others were trembling and temporizing for fear Portland would fail like the dozen other places, Captain Couch lost no sleep over their fears. He knew just as well that the city had to be built here as the experienced locomotive engineer can tell how many loaded cars his engine can pull from Portland to Dalles City. That confidence was worth millions to Portland, because it converted all other sea captains to the idea that Portland was the seaport of the Columbia river. In this view Captain George H. Flanders fully concurred. These two men practically made the Pacific ocean contribute to the success and prosperity of the city. This was their great contribution to the building of Portland, although their help in other ways would fill a book. When railroad development was proposed, these two men—John H. Couch and George H. Flanders—placed their names at the top of the roll of Portland men who aided in starting railroad construction by donating ten city blocks in the north end of the city for depot and terminal grounds. The Union depot stands on land which they gave to the old Oregon Central Railroad Company when the author of this book was its president and manager forty-two years ago. But in every other way, and especially to the religious and charitable institutions of the city, they and their families have taken a leading





FRONT STREET, 1910



OLD CROSBY HOUSE

First frame residence in Portland—brought in a ship twenty thousand miles from New York.





part in making not only a rich and prosperous city, but also a moral, peaceful, healthful and clean place to raise families in.

The work of R. R. Thompson in building the city was wholly allied with and a part of the work of Captain Ainsworth. Thompson went into the transportation business in a small way on the upper Columbia before The Dalles Portage Railway was constructed, and it was necessary to Ainsworth's plans in concentrating all the river traffic in one company to prevent any opposition from Thompson's boats. And so Thompson's boats were brought into the Oregon Steam Navigation Company by giving Thompson a large block of the original capital stock of that company. From that time on, Thompson's fortunes rose with the prosperity of that company, and in the final sale of the property to Henry Villard as trustee of the Transcontinental Company, Thompson received over a million dollars for his share of the proceeds. Thompson was the pioneer in transportation on the upper river, and had in that way aided in developing territory which contributed to the upbuilding of Portland. But outside of this and his co-operation with Ainsworth, his services to this city were not conspicuous. R. R. Thompson was born in Harrison county, Ohio, not far from the birthplace of David P. Thompson, another prominent capitalist of this city, but they were in no way related to each other.

As the life and growth of the city goes on, and for generations upon generations hereafter, the name of Simeon G. Reed is likely to be more in the minds of men and women in this city than the names of all the other men above combined. Like Mr. R. R. Thompson, for the greater part of his career in Portland, Mr. Reed shone by the reflected light of J. C. Ainsworth. Reed was a closer friend of Ainsworth than any other man, although Ainsworth, Reed and Thompson, were always spoken of as "The Triumvirate." Mr. Reed was always a very charitable man, kind-hearted and gentle with lucky fortune dogging his steps throughout his life. He put a price on some mining stock in Nevada once, and then went off hunting sage hens in Umatilla county. A great body of rich ore was uncovered in the mine, and before the San Francisco "mining sharps" could locate Reed with telegrams, that stock advanced a hundred thousand dollars in value, and Reed got back to the old town of Umatilla in time to cancel his offer before it could be taken up by his pursuers. S. G. Reed never lost any sleep or worried about matters he could not prevent. He was always ready to help any man that deserved his help if they did not ask too much. He finally came to regard his great fortune as a trust in his hands for the benefit of his fellow men. And having no children, and but few relatives when he passed away, he requested his life-long helpmeet, Mrs. Amanda Reed, to devote their wealth to the benefit of the people of the city of Portland. In pursuance of that wish, Mrs. Reed in her last will and testament, provided that after paying some legacies to relatives, the Reed millions should be devoted to the founding of a great institution for the teaching of practical and scientific knowledge to the youth of this city. And that great bequest is now being administered to carry out the wishes of the large-hearted donors.

Of other notable men who have made their impress on the city and aided largely in establishing the useful institutions of the pioneer town, Judge P. A. Marquam is entitled to a high position. While he never made a million dollars, he did make enough, and made it honestly, to attract the wolves of finance and banking to rend him to pieces and rob him of what he had. The "Marquam case," wherein the supreme court of Oregon held that a trust deed was not a trust but a mortgage, will go down to future courts and judges as an anomaly in jurisprudence that is a disgrace to any state. But Judge Marquam's claim to honorable recognition in the history of Portland does not depend on either property or business. While in California, he served with distinction in the wars to subdue the Indians and protect the gold miners. He was elected county judge twice before coming to Oregon. On reaching Portland he engaged in law practice and soon secured a large business. Soon after he was elected county judge

and reelected, serving in all eight years. Under his administration nearly all the roads in the county were located and opened to travel. He was always an active friend of the public schools, and in every way labored to promote the public welfare, and now at the age of 87, enjoys the homage and respect of every good citizen, spending the evening of life in a quiet, restful home on Portland Heights.

Another man influential in starting useful enterprises was Joseph A. Strowbridge. Coming here while yet a boy, and while but recently having lost his father by mountain fever, contracted on the plains, the young man resolutely addressed himself to the very serious task of making his own way in a new country without friends, experience or assistance of any kind. He was the first person to engage in shipping apples from Oregon to the miners in California, and in that respect he was the father of the Oregon apple exporting business. He afterward engaged in the wholesale shoe and leather business, finally cutting out the boots and shoes, and confining his business to wholesale leather and findings. A more complete statement of his career will be found in the biographical volume.

Edward James Northrup, born in Albany, New York, in 1834, came to Portland in 1852, and served as a clerk in the store of his father, Nelson Northrup, and Montreville Simonds, for three years. He then opened a hardware store in the town in partnership with R. H. Blossom. This was the foundation of the great hardware establishment of "The Honeyman Hardware Company" at the corner of Fourth and Alder streets. Northrup was one of the best citizens, taking a very active part in educational and church work.

George W. Snell, a native of Augusta, Maine, and George L. Story, from Manchester, Mass., were the pioneer dealers in drugs, medicines and paints. Snell arrived first, coming early in the spring of 1851, and bringing with him Dr. J. C. Hooper, also of Maine, from San Francisco with a stock of drugs. Dr. Hooper died in the same year, and was succeeded in the business by Mr. Story, and Story by Smith & Davis. In a few years Smith & Davis were succeeded by Hodge, Calef & Co., and then by Snell, Heitshu & Woodard. This firm greatly enlarged the business and erected the handsome stone building at the intersection of Sixth and Burnside streets. Charles Woodard started a drug store on Front street at the foot of Alder street, which, being moved first to First and Alder under the Odd Fellows Temple, and then to Fourth and Washington, has grown to be the greatest retail "department" drug store in the United States, and the father of the wholesale drug house of Clarke, Woodward & Company at Ninth and Hoyt streets. But to return to Mr. Story, we find that after closing out his interest in the firm of Smith & Davis, he returned to San Francisco, and formed the partnership of Story, Redington & Company in the wholesale drug trade of that city, and again sold out there and returned to Portland in 1862, and has resided here ever since. Mr. Story has been active and influential in business and public affairs in Portland for nearly sixty years, and is still, at the age of 77, in good health, attending to a large, fine insurance business as if he were a young man.

There were, of course, many other men in the town hard at work at the date when these more prominent leaders located here who are entitled to recognition, and would not be overlooked here if the facts of their lives were now accessible. To reproduce the daily life of the little town now, after the passing of sixty years has carried away forever the lives and incidents of that day, is a difficult if not impossible task, and if enough is furnished to enable the discriminating reader to guess at what has been lost by time, it is the best that can be done.

At the close of this period of the city's growth, the following business houses were well established: H. W. Corbett, general store; Josiah Failing and two sons, hardware; J. H. Couch, general store; Breck & Ogden, general store; C. H. Lewis of Allen & Lewis, general store; S. M. & L. M. Starr, store and

tin store; Captain Norton, a small store, but with a ship at the river bank with a large stock of general merchandise; Thomas Pritchard, grocery store; A. M. Barnes, general store; G. W. Vaughn, hardware store; Northrup & Simonds, hardware; Hiram Smith (with a sign over his door "No. 1 Smith" to distinguish him from twenty other Smiths), a general store; Lucier Snow, dry goods exclusively; G. W. Snell, drugs and paints; Patrick Raleigh, a stock of goods on commission; Frazer & Jewett, a general store; James Terwilliger, blacksmith and machine work; John Waymire, hotel. Besides these stores there were always two or more ships lying in the river with stocks of goods for sale.

There were at that time located here the following physicians: Dr. Ralph Wilcox, Dr. R. B. Wilson, Dr. Isaac A. Davenport, Dr. Samuel Hooper, Dr. Perry Prettyman, Dr. Salisbury, and Dr. E. H. Griffin, the first dentist in the city.

There were also the following ministers of the gospel: Rev. Horace Lyman, Rev. C. S. Kingsley, Rev. J. H. Wilbur, Rev. St. Michael Fackler and Rev. Father Croke.

The legal fraternity was represented by Col. William King, Col. W. W. Chapman, Joseph S. Smith and Frank Tilford.

The following is a list of those living here, or in this immediate vicinity prior to 1852. The list was prepared twenty years ago by John M. Breck, George L. Story, Henry Failing and T. B. Trevett, and they have all passed on but Mr. Story, A. B. Stuart, Jacob Kamm, John C. Carson and Charles W. Parrish: George L. Story, Capt. Wm. Baker, T. B. Trevett, Col. Wm. M. King, Dr. R. B. Wilson, Dr. L. C. Bray, Frank D. Camp, Rev. Horace Lyman, Rev. C. S. Kingsley, Rev. J. H. Wilbur, Rev. St. Michael Fackler, Knute Peterson, Peter D. Hardenberg, Captain Molthrop, Samuel R. Holcomb, Nelson Northrup, Mr. Simonds, G. W. Vaughn, Peter Erpelding, Thomas G. Robinson, J. Kohn, Levi Anderson, David Weil, Uriah Harris, Jack Harris, Major Tucker, Nathaniel Coe, Lawrence W. Coe, Eugene F. Coe, Henry Coe, Mr. Tallentire, Thomas Gladwell, Capt. Ayres, A. D. Fitch, Wm. Fitch, John Thompson, Thomas Stephens, Wm. Stephens, Jas. B. Stephens, Finice Caruthers, Jas. Terwilliger, Wm. Blackstone, Peter Guild, Col. Loring, Col. Frush, Capt. Richard Williams, Capt. Wells, Hugh D. O'Bryant, Colburn Barrell, Crawford Dobbin, Job McNamee, Richard White, Allen White, Robert Thompson, Shubrick Norris, Wm. H. Barnhart, Thos. J. Hobbs, Sam E. May, Robt. N. McLaren, Finley McLaren, Henry W. Corbett, Josiah Failing, Henry Failing, John W. Failing, J. J. Lintz, Jos. W. Cleayer Dr. Salisbury, A. M. Starr, L. M. Starr, Capt. O. H. Hall, Nathaniel Crosby, Thos. H. Smith, L. M. Simpson, W. M. Seaton Ogden, John M. Breck, N. H. Owens, Orlando McKnight, F. M. Smith, A. L. Francis, I. B. Francis, Otis J. Dimick, John Orvis Waterman, John Thomas, Chas. Lawrence, W. D. M. Carter, Mr. Southmayer (printer), Mr. Berry (printer), C. A. Reed, E. B. Comfort, Harley McDonald, Geo. W. Higgins, Thos. Frazar, Mr. Jewett, T. B. McElroy, Sam A. Clark, Jos. Durbrow, John Ferguson, Wm. McMillan, Dave Lewis, Frank Matthias, Lewis Day, Mr. Adams, Richard Hoyt, Zenas Webber, Anthony L. Davis, Jas. Warren Davis, Thomas A. Davis, Lucien Snow, Herman Wasserman, Fleming family, John M. Murphy, Dr. E. H. Griffin, Mr. Ettlinger, Mr. Simonsfield, A. L. Lovejoy, F. W. Pettygrove, L. B. Hastings, D. S. Baker, Geo. W. Snell, Dr. Samuel Hooper, Deveaux Babcock, C. B. Pillow, A. V. Wilson, Clark Drew, M. N. Lucas, Peter Fulkerson, John B. Talbot and family, John Donnel and family, Mr. Bennett, O. Travalliot, Lucius H. Allen, C. H. Lewis, Peter DeWitt, John H. Couch, George Sherman, P. Hibert, M. Chappellier, Mr. Daulne, John Ricketson, John Mears, Frank E. Webster, Dan Stewart, Jas. Fruit, R. R. Reese, Thos. J. Dryer, Benj. Stark, Nehemiah Northrup, Mr. Northrup, Thos. J. Holmes, D. H. Hendee, Thos. A. Savier, John D. Walker, D. C. Coleman, W. S. Ladd, Sam Bell, Lewis May, Geo. A. Barnes, Mr. Barnes, Heil Barnes, Capt. B. F. Smith, Thos. Pritchard, Hiram Smith, I. B. Smith, Richard Kissarn

Cooke, R. M. Field, Jas. Field, S. S. Slater, A. H. Johnson, A. C. Bonnell, Zachariah Norton, R. P. Boise, Alexander Campbell, W. B. Otway, W. P. Abrams, Mr. Sheney, John Harlow, Moses Abbott, Dr. Isaac A. Davenport, Stephen G. Skidmore, A. P. Dennison, G. C. Robbins, C. G. Birdseye, W. B. Marye, J. Blumauer, W. W. Chapman, D. H. Lownsdale, Stephen Coffin, Thos. Hartness, J. B. Backenstos, E. D. Backenstos, Rev. Father Croke, A. B. Hallock, Frank DeWitt, Thos. Carter, Chas. M. Carter, T. Jefferson Carter, A. N. King, Geo. H. Flanders, R. C. Baldra, Wm. Grooms, C. C. Redman, John W. W. McKay, Frank Tilford, Sherry Ross, Mr. Ross, E. L. Goldstein, Nelson Ham, John C. Carson, Joseph S. Smith, J. B. V. Butler, Mr. McBride, Mrs. Apperson and family, C. S. Silver, Jacob Kamm, Sargent, of Sargent & Ricketson, John C. Markly, Ed. Chambreau, Samuel D. Smith, George Kittridge, L. C. Potter, Danforth Balch, Captain Irving, Gideon Tibbetts, Jas. Wheeler, David N. Birdseye, Mr. Clinkenbeard, Mr. Wimple, Chas. P. Bacon, Wm. Sherlock, Mr. Henderson, David Fuller, J. L. Parrish, Norman Parrish, Samuel B. Parrish, Chas. W. Parrish, French Lewis, Mr. Camp, Samuel Marsh, the Hoberts family, Hiram Wilbur, W. B. Doublebower, Elijah B. Davidson, Dr. Perry Prettyman, Edw. Long, Louis Love, Clinton Kelly, Wm. Naylor, Jas. Thompson, Eli Stewart, Dr. Ralph Wilcox, Geo. Loring, John Elliott, Geo. Elliott, Wm. L. Higgins, Wm. S. Coldwell, Richard Wiley, Wm. Bennett.

The following is a list of those now living (November 20, 1910) who have been continuous residents of Portland from the date of their arrival up to the present time (list furnished by Mr. George H. Himes, secretary of Oregon Pioneer Association):

1845. Hiram Terwilliger, Mrs. Charlotte M. Cartwright, Adam McNamee.

1846. Mrs. Eva Bartenstein, sister of Adam McNamee, born in Portland.

1847. H. W. Prettyman, Mrs. S. J. Perry, Mrs. Otelia DeWitt (this lady lived a few years in the valley), John W. Cullen, Mrs. D. S. Stimson, Mrs. W. S. Powell.

1848. Penumbra Kelly, James W. King.

1849. James S. Backenstos, Mrs. Alice T. Bird, A. B. Stuart.

1850. J. C. Carson, Mrs. William Grooms, I. H. Gove.

1851. George L. Story.

The following are now residents of Portland, but who have not lived here continuously:

1840. Mrs. Jacob Kamm (born in Oregon).

1841. Capt. Thomas Mountain, Mrs. C. J. Hood, Mrs. Maria Smith, born in Salem, Mrs. Mary Elliott.

1842. F. X. Matthieu.

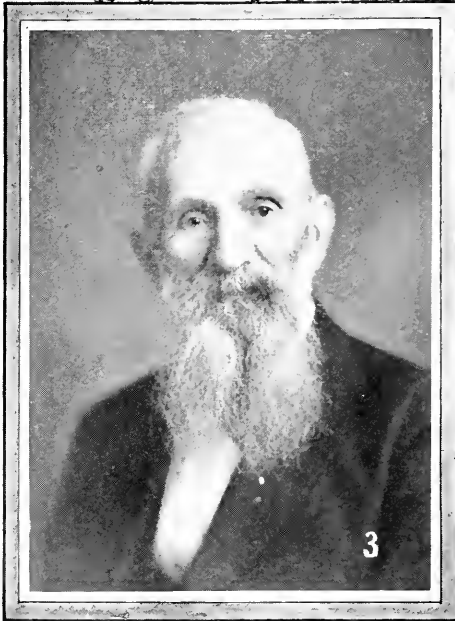
1843. Mrs. John G. Baker, Mrs. Isabel Bertrand, Mrs. S. G. Foster, Mrs. Rebecca Griffiths, Mrs. L. H. Patterson, Mrs. L. E. Wright (Lents).

1844. Mrs. P. G. Baker, Mrs. J. H. Adams (born in Oregon), Mrs. Ann Bain, Mrs. Mary Cline, Mrs. Elizabeth Sager Helm, Mrs. M. J. Jarnot (born in Oregon), F. Lee Lewes, John Minto, T. M. Ramsdell, Mrs. L. E. Reynolds (born in Oregon), Mrs. M. P. Sax.

1845. J. W. A. Belieu, Mrs. L. J. Bennett, Charles Bolds, Mrs. Minerva Bowles, Mrs. A. R. Capps, Mrs. M. J. Comstock, Mrs. C. Cornelius, Mrs. Rachel Cornelius, Mrs. Lydia Crandall, Mrs. Sarah A. I. Hawk, Mrs. Adeline Gore, William F. Helm, Mrs. Sarah J. Henderson, Mrs. F. Henshaw, C. O. Hosford, W. Carey Johnson, Mrs. M. O. Moore, Mrs. A. H. Morgan, W. H. H. Morgan, G. L. Parker, Mrs. D. P. Thompson, Mrs. Julia H. Wilcox, Thomas Stephens (born in Portland).

1846. N. H. Bird (born in Yamhill county), Mrs. John Catlin, Mrs. Mary Clymer, Mrs. Matthew P. Deady, Mrs. Edna Failing (born in California), Mrs. Oliva H. Failing (born on the plains), Miss Frances Holman, Mrs. Prudence





1—Mrs. Lucina Coffin, wife of Stephen Coffin, aged ninety-two years. 2—Charles Ray, carried first United States mail out of Portland, aged eighty-one years. 3—A. B. Stewart, carried United States military dispatches during Indian wars, aged eighty-one years. 4—Mrs. Julia Wilcox, wife of the first physician in Portland, aged ninety-two years. All still living in Portland except Mrs. Coffin, who passed away a few months ago.

Holston (born in Oregon), Mrs. Kate Lewis, Mrs. O. G. Marks, Mrs. Clementine McEwan, Mrs. N. E. Poppleton.

1847. J. T. Apperson (lived here two or three years before going to Clackamas county), Mrs. S. J. Apperson, Mrs. R. Barber, Mrs. Nancy Capps, Mrs. C. W. Cattel (born in Oregon), John W. Cullen, Mrs. Gertrude Hall Denny, Mrs. E. Everest, William E. Jolly, Mrs. Elizabeth Kent, W. T. Legg, Mrs. E. J. Landess, William Morfitt, Mrs. Virginia McDaniel, Mrs. N. J. McPherson, Mrs. Phebe M. McGrew, Mrs. Mary Shelton, Mrs. Emma Ross Slavin, Seneca Smith, Mrs. S. L. Veazie, F. A. Watts, Mrs. J. W. Whalley, Mrs. Eliza Elliott White, Mrs. E. J. Woolley, Mrs. M. Wright.

1848. Mrs. Aurora W. Bowman, Mrs. M. A. Chance, Mrs. J. K. Gill (born in Oregon), Mrs. H. E. Hinton, D. J. Holmes, Mrs. A. A. Kellogg, Mrs. Catherine Hutton (Mt. Tabor), Mrs. Harriett Hoover Killin (born in Oregon), John W. Minto (born in Oregon), Mrs. E. E. Morgan, Mrs. Clara Watt Morton, Mrs. Inez E. Parker, S. E. Starr, Mrs. G. A. Thomas, Mrs. Louise Walker, Mrs. Roxana Watt White.

1849. S. D. Adair, Mrs. E. M. Wait, Reuben Weeks, Mrs. R. Wicks, Mrs. Louise Bowie, H. B. Campbell, Mrs. J. M. Freeman, Jardin Jereleman, G. C. Love, Mrs. M. B. Quivey, John McCracken (Mrs. McCracken was born some time before 1837), Mrs. Martha M. Taylor, Mrs. Sarah A. Thompson.

1850. O. J. Bales, Mrs. C. L. Belieu, Charles Hutchins, W. S. Chapman (born in Oregon), I. G. Davidson, Mrs. M. E. Dixon (born in Oregon), Robert Earl, Mrs. H. C. Exon, Jacob Kamm, Mrs. Jane Ferguson, Rev. John Flinn, M. J. Gleason, Mrs. R. L. Henness (Mt. Tabor), Mrs. Sarah Heulat, Mrs. S. J. Hoopengartner, J. J. Hoskins, Mrs. M. C. Howard, H. S. Gile, Mrs. Louisa A. Jones, Mrs. B. B. Kucasy (a niece of George Donner, head of the Donner party of Donner lake, winter of 1846-47), Mrs. S. J. Lucas, Mrs. J. N. T. Miller, Mrs. Thomas Moffett, Wm. H. Musgrove, Mrs. L. A. McDonald, J. M. McIntyre, George A. Pease, Mrs. M. E. Ryan, G. D. Robinson, J. S. Simmons, Mrs. T. W. Spencer, Mrs. L. C. Weatherford, Edwin Wilcox.

## CHAPTER XII.

1850—1868.

*The First Ferry—The First Wagon Road—The First City Election—Land Titles, and Litigation Thereon—Judges, Matthew P. Deady and George H. Williams Decide the Laws Made by the Provisional Government Are Binding—The Public Levee—General Condition of the Country in 1856, by H. W. Scott, of the Advisory Board.*

For the first years of Portland, the people were dependent solely on water transportation. To get to the town, or get away from it, the only chance was by canoes, sail boats, batteaux or steamboats. There was not a single wagon road, and no thought of one until the town proprietors saw that a wagon road from Portland out to the farms in Tualitin plains (now Washington county) was absolutely necessary to head off the movement to build the commercial city at St. Helens.

The first opening to Portland by a land route came from a trail from the Barlow road, into what is now known as East Portland. Etienne Lucier had been at work over there for a few years opening a little farm at the point where East Morrison street intersects Union avenue, and had opened a trail down to the river. And belated, stranded and misguided travelers began to work their way in from the direction of Milwaukee and Oregon City, and got down to the river by Lucier's trail. At first the Indians with their canoes would set people across the river, but soon it was discovered that a ferry right at that point would be valuable. And before James Stephens took notice of any rights he might have in the matter as claimant of the land, a bold speculator in ferry franchises "jumped" the Lucier trail and the ferry landing at the river end of it. And immediately, the man who had rigged a skiff and was engaging in the ferry business to accomodate travelers, was told he must not land his boat there under penalty of immediate death from a loaded shotgun in the hands of the would-be land claimant. The scene was watched with intense interest from the Portland shore. But the ferryman was equal to the occasion. As his boat neared the east shore, laying down his oars preparatory of taking a rope to make a landing, he snatched up a rifle from the bottom of the boat and in a twinkling had the bold bad man on shore covered with his gun, and the passengers landed without molestation.

This incident only shows how this city started and grew out of the most difficult and trying circumstances that ever attended the founding of any American city. There is not a single large city in the United States, except Portland, but what had for its foundations some sort of authority or law from a sovereign ruler or government. Portland was in a worse position than in a country where



there was no law, and no claim to the country, by any state or nation. For here there was not only no law to found any rights upon, but the country was in dispute between two rival nations, and no one knew whether any act they did in good faith would ever be recognized.

The first means of land transportation was started from Portland in the project of a wagon road west from the city through the "canyon" up Tanners creek, so called from Lownsdale starting his tannery on it. The people did not see the necessity of this road until the St. Helens townsite owners started a road from their town to reach the farmers on Tualitin plains. Money was raised, the timber cut out, and a narrow track graded up the canyon, winding around the base of the overhanging hills. And then in a great burst of enterprise, it was resolved to make a plank road of it. A wagon load of planks were sawed out down at Reed and Abrams mill and hauled out to the starting point, about where the city reservoir is located, and the whole town went out to celebrate the opening of the graded track and the commencement of the grand plank highway. General Coffin was master of ceremonies and laid the first plank, and then lawyer Frank Tilford made the speech for the occasion, and in which he said among many other encouraging things:

"This is 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 now within the sound of my voice that will live to see the day when a main trunk railroad will be extended from sea to sea; from the Atlantic to the Pacific."

Very true, orator Tilford. Your prophecy uttered on October 15, 1851 was realized for Oregon, on September 10, 1883, by the completion of the line made up of the Northern Pacific from St. Paul to the old town of Ainsworth on Snake river, just above its junction with the Columbia, and the line of the Oregon Railway and Navigation Company from Ainsworth to Portland—32 years after Tilford's prophecy.

In October, 1850, the Methodist church at the corner of Third and Taylor streets was opened and dedicated to divine worship.

The Congregational church at the corner of Second and Jefferson, was opened in 1851.

The First Catholic church, at the corner of Third and Stark streets, was erected in 1851, and dedicated in February, 1852.

St. John's Day was celebrated by the Masons the first time in Portland in 1850. The Masons and the common people assembled at the Masonic hall, surrounded by logs and stumps, formed a procession and marched to the Methodist church, where Thomas J. Dryer, founder and editor of the Oregonian, delivered an oration, Rev. Horace Lyman, delivered an address, Lieut. Russell of the United States army, from Fort Vancouver, acting as Worthy Grand Master.

In this year, the Sons of Temperance were organized in Portland with great enthusiasm and large numbers.

In April 1851, the first city election was held. No politics involved. Two hundred and twenty-two votes were cast, and H. D. O'Bryant elected mayor; W. S. Caldwell, recorder, with R. R. Thompson, Shubrick Norris, George A. Barnes, Thomas G. Robinson and L. B. Hastings, for councilmen—thus ushering in the first city government of the city of Portland.

#### LAND TITLES.

As was easily foreseen, there could not be laid out and built up a city in this territory on any titles founded on the facts existing here in 1844, without incurring great doubts as to legality, if not endless litigation. And such turned out to be the case. And there was scarcely a single possibility for it to be otherwise, no matter what the intentions of the land holders were. In 1844, the title to the country was still in dispute between the United States and Great Britain. After

years of earnest entreaty by the settlers, after a provisional government had been formed, and after the whole people of the United States at the presidential election of 1844 had overwhelmingly voted for immediate war unless our title was conceded clear up to the Alaska line—after all this, the Polk administration potted along as if dickered for a barrel of potatoes, while the Americans in Oregon were risking everything to save the country for the Union.

The Oregon provisional government had done all in its power to hasten a settlement and give assurance of security for land titles. But it had no authority in the matter. Its laws were not the acts of a recognized state or nation. And even if Great Britain was ousted from the country, congress might not ratify or maintain the laws, or the grants of land by the provisional government, but displace all such provisional proceedings as premature and inoperative.

That was the legal phase of the case. The real facts of the case show the townsite proprietors to be actuated by the highest sense of honor and fair dealing. To fortify possession with every possible defence against insecurity of title, and guarantee to purchasers of lots in the new town—make assurance double sure—Lownsdale, Coffin and Chapman entered into the most solemn and carefully prepared written contracts, to secure in any event all the title they could get from the United States, and convey the same to the purchasers of lots; binding themselves jointly and severally, in large bonds to make such deeds.

But as the titles to all the lands obtained and sold by the townsite proprietors have long since been quieted and settled, the matter can be of interest only in a general and historical sense, and in no way as a technical legal question. And as the decisions of United States judges, Sawyer and Dedy, deal with the broad principles of justice on which the town was founded in its anomalous legal surroundings, the important parts of those decisions will be given. Says Judge Sawyer (First Sawyer, Rep. p. 619):

“It is a matter of public history, of which the court can take notice, that Oregon was settled while the sovereignty of the country was still in dispute between the United States and Great Britain; that subsequently a provisional government was organized and put in operation by the people, without any authority of the sovereign powers; that laws were passed temporarily regulating and protecting claims made upon public lands; and that afterwards, the territorial government was established under the authority of congress and put in operation long before there was any law or means by which the real title to any portion of land in Oregon could be obtained. The title to the lands in Oregon were vested in the United States from the moment that the right of sovereignty was acquired, and the first law that was passed, by which the title in fee could in any way be acquired from the government, was the said Act of September 10, 1850, called the Donation Act. Long before that time, however, an organized community had existed; lands had been taken up and improved; towns laid out, established and built up, having a considerable population and a growing commerce. It was necessary, in the nature of things, that some right of property should be recognized in lands, in the dealings of the people among themselves, and laws were adopted by the provisional government regulating the subject. Tracts of land were taken up, and claimed by the settlers within the limits, as to quantity allowed; towns laid off, and lands and town lots sold and conveyed from one to another, in all respects as though the parties owned the fee, except that every party dealing with the lands, necessarily knew that he did not, and could not, under the existing laws obtain the fee from the real proprietor.

“But between man and man, possession is evidence of title in fee, as against everybody but the true owner. The law protects in his possession the party who has once possessed himself of, and appropriated to his use a piece of unoccupied land, until he has lost his possession and right of possession by abandonment, as against everybody but the true owner. Such possession and right of possession are recognized as property by the common law, and the right is protected and enforced by the courts. \* \* \* Prior appropriation is the origin of all titles.

Prior discovery and an actual or constructive appropriation is the origin of title even in governments themselves. For communities situated like that in the early settlement of Oregon, no rule could be adopted which would better subserve the public interest than to treat prior occupancy as giving a provisional title to lands in reasonable quantities and under proper restrictions, and thereafter, until the real title can be obtained from the government, deal with it as between individuals in all respects as if the prior occupancy originated and vested a title in fee. This is the natural order of things, and affords a rule of conduct consonant with the ordinary course of dealings, and the common experience of mankind in organized communities."

Proceeding upon this broad basis, the judge cited the circumstances of the case in hand; the Portland land claims were taken up, lots sold, improved and lived upon. The party thus occupying acquired possession as against all but the true owner—the United States. This right could be transferred by sale like any other.

"Lownsdale was, on March 30, 1849, in possession of the six hundred and forty acres, except certain lots already sold. On that day two instruments were executed, each evidently a part of one and the same transaction, between Lownsdale and Coffin, forming a partnership, by which the legal title was to be vested in Coffin, but to be held in trust for the joint benefit of the two. All profits of sale were to be divided, every exertion made to acquire title, each paying half of expenses, and upon dissolution Coffin is to convey one-half to Lownsdale of whatever he may have under title. In this agreement Lownsdale and Coffin were to own each a half interest in all the six hundred and forty acres, except certain lots already sold to various parties as town property; but every exertion was to be made to gain a title to the whole six hundred and forty acres, not excepting those lots—showing that they claim no further interest in those lots, but were to get title to them for the benefit of those to whom the lots had been sold.

"When, in 1849, Chapman was admitted, the three partners were to have an equal interest in the property, excepting town lots already sold previous to this date as town property; and, in 1852, when the section had to be divided up in severalty, so that the proprietors might obtain a title on their own individual account, as provided by the Donation Act, they make an agreement in which they set forth the fact that they have already obligated themselves to make to their grantees a general warranty deed whenever they, as grantors, shall obtain title from the United States, and bind themselves again to make such deeds to the original grantees, their heirs, assigns, etc., whenever they should get the patents for which they were then taking steps to obtain.

"Whenever a new partner was admitted it was expressly provided that the lots already sold should be excluded from the use of the partners, but that the title must be got for all. Whence it follows that acquisition of title was for the benefit of the purchasers, and not of the vendors—partners—only."

It was also further held by Judge Sawyer that although Lownsdale only promised to give the deed when he got a title, and was under no compulsion by that promise to get a title, yet nevertheless that when he did proceed to obtain a patent, although voluntarily, he was not thereby relieved of the trust which rested in his promise or covenant, but that the trust, having passed from the covenant, now vested in the title, which he procured; and the title thus acquired was in pursuance of the covenant, and therefore for the benefit of the parties designated in the covenant. Moreover, it could not be allowed that Lownsdale was receiving any new valuable consideration from the vendees when he agreed to acquire for them a deed for lots previously purchased and paid for, since the only possible value derivable to him from such deed, or promise of it, would be to prevent purchasers going forward to make a claim to their lots in their own name, under the donation act, and thus allow him an opportunity to file on the whole claim and get legal title to the whole of it, to the exclusion of the owners or purchasers of the lots. But that would be a presumption of bad

faith and fraud, which should not be admitted. The fact that Lownsdale proceeded voluntarily to get title and not under compulsion of his covenant, or that he received no valuable consideration for procuring this title, would not, therefore, make any difference with the binding nature of his covenant, which was legally fulfilled by the very fact of his obtaining title.

Still further, it was held that the clause requiring an affidavit of those entering lands under the donation act, that such land was for their own use and they had made no contract to sell it, should be decided or interpreted in the same liberal spirit. It was held that the law was enacted with a view to the existing state of things, contemplating the fact that many settlers had been living long on their claims, had already sold and bought; and that to confirm sales already made, in the course of business in the past, was no "future contract" such as was contemplated and prohibited by the law. At all events, the clause must be construed so as to work both ways; if it were held to prevent those who had bought land from Lownsdale from holding their lots, it must also be held to prevent Lownsdale from perfecting his title, since it was no more an infraction of the law for them to buy than for Lownsdale to sell. But Lownsdale had been permitted to obtain title, in spite of his former promise to grant titles to purchasers, and upon the validity of his patent must the whole validity of the claim of the plaintiffs be made to rest. But if his title was valid in face of his covenant, that covenant was not invalidated by the clause in the donation act prohibiting future contracts.

Judge Deady concurred in the following language: "I concur in the conclusion reached by the circuit judge. After careful consideration, and not without some doubt and hesitation, I have become satisfied that by force of the agreement of March 10, 1852, and the subsequent action of Lownsdale, Coffin and Chapman, under and in pursuance of it, each of them took and obtained from the United States a separate portion of the land claim in trust for the purchasers or vendees of any lots situated therein, and before that time sold by any or all of these parties.

"From the passage of the Donation Act, September 27, 1850, and prior thereto, Lownsdale, Coffin and Chapman had held this land claim in common, and made sales of lots throughout the extent and with intent to conform to the provisions of said act and obtain the benefit thereof, they partitioned the claim between themselves so that each was thereafter enabled to proceed for himself and notify upon and obtain a donation of a separate portion of the whole tract.

"The donation act was a grant in praesenti. Each of these settlers—Lownsdale, Coffin and Chapman—was upon the land at the date of its passage, and from that time is deemed to have an estate in fee simple in his donation, subject only to be defeated by a failure on his part to perform the subsequent conditions of residence, cultivation and a proof thereof. This being so, it follows that at the date of this agreement either of these parties could impress a trust upon his donation in favor of any one. And even if it be considered that the settlers acquired no interest in the land until the partition and notification before the surveyor-general, still each one having acquired a separate portion of the common claim in pursuance and partly by means of this agreement, as soon as he did so acquire it, the trust provided for in it became as executed at once; and might be enforced by the beneficiary thereof, although a mere volunteer, from whom no meritorious consideration moved."

He summed up the case thus: "I think the agreement of March 10, 1852, a valid instrument, and not within the prohibition entered in section four of the Donation Act, against 'all future contracts for the sale of land' granted by the act. By its terms it appears to be a contract concerning the making of title to the parcels or lots of land already sold, and for aught that appears before the passage of the Donation Act. But if this were doubtful, good policy, it seems to me, requires that the instrument, as between the parties to it and in favor of those intended to be benefited by it, should be so construed and upheld."

This decision settled the titles to the lots that had been sold before the town-site owners had got any title themselves. But another set of lawsuits, founded on entirely different facts and legal principles, arose out of the public levee question—the strip of land between the shore line of the river and the east line of Front street. The people of Portland were firmly of the opinion that this strip of land was public property for the use of all the people, for the purposes of a levee or public landing just as it may be seen at such cities as Wheeling, West Virginia, Cincinnati, Ohio, and St. Louis, Missouri.

The matter was brought into court in 1850. In that year Mr. Lownsdale had a building erected upon the fractional block east of Front street, between the river and a lot owned by J. L. Parrish. The latter claimed that his free use of the river was impaired thereby, that the understanding in accordance with which he had purchased his lot was violated, and he therefore sued to have the obstruction removed. While the case was pending, a compromise was agreed upon that if Parrish would withdraw the suit, the river front from Washington to Main street should be dedicated as a public levee for the free use of the people. The fact that the proprietors made any such concession shows plainly that they recognized the popular idea as at least partially correct, and was an admission that they had given the people some right to suppose that they might use the river bank without rent or other payment. In this case, the matter was proposed to be settled the more willingly by the proprietors, because a vexatious lawsuit as to title of any considerable portion of the town tended to retard growth, and to derange business.

But the people of the city took no wise steps to secure their rights if they had any. The suit to remove obstructions was not withdrawn, and therefore Lownsdale was released from his part of the promise. The common council of Portland acted in a manner somewhat peculiar and contradictory. They either forgot that they had any rights to protect and secure for the city, or deemed these of little importance. In 1850, Lownsdale had had the city surveyed by one R. V. Short, and from this survey a map was made by John Brady. According to this map, Front street—then called Water street—was bounded on the east side by a line parallel with the western boundary, and the land on the river bank east of the street was laid off in lots and blocks, according to the meanderings of the river. In 1852, the common council seemed to consider it a good plan to adopt some map as an authoritative diagram of the city, and probably because the Brady map was most convenient, they declared it to be the correct plat of Portland. By this stroke they signed away whatever right they had to the levee. In 1860, however, another council revived the old matter, having discovered during the eight years intervening that the Brady map made no account of the levee, and they now declared that the river front was public property. A crusade was made against those who had put buildings upon the levee, and it was ordained that all such obstructions be removed. About this time, if report is not at fault, Mr. George W. Vaughn, one of Portland's early mayors and the proprietor of the Portland flouring mill, was ousted from his holding on the levee, by order of the council, and in disgust took up his residence for a time in the rival city of Vancouver. A wharf that was in process of construction according to the directions of J. P. O. Lownsdale, was proceeded against. His agents and builders were arrested, and it was threatened to tear down the structure.

After these vigorous measures, however, a great hubbub having been raised, the council changed its course, repealed its former declaration, and ordained that the levee was private property, and that taxes must be paid upon it. The suit brought by Mr. J. P. O. Lownsdale to enjoy the use and possession of his property was decided in his favor—the court finding that there was no proof that Lovejoy, Pettygrove, Chapman, Coffin or D. H. Lownsdale had ever given the levee to the public; that they had no power to give anything of this property before 1850, since there was no title before that date; that Lown-

dale's donation certificate gave him title to the levee; that he claimed all proprietary rights upon it, using, renting and selling portions, and that the city had twice publicly admitted his claim, and had compelled him to pay taxes upon it. Nevertheless, it will always be understood by many that at the beginning, or in the early days, Portland supposed she owned the water front for the public, and that the proprietors had some intention of facilitating commerce and providing against extortion of wharfingers by having a free front for the use of boatmen, farmers and shippers. But whatever rights she had used, she allowed to slip through her fingers.

There was, however, a levee still left. General Coffin dedicated to the city a strip from Jefferson street southward along the river bank to Clay street. He reserved for himself only the right of using it for purposes of ferriage, but afterward sold this right to the city, giving at that time a quit claim to the whole tract. The question what to do with the property was variously agitated at different times before the city council. Recommendations for leasing it for the benefit of the city were incorporated in municipal reports, and suggestions for improvements so as to make it of service to the public, were occasionally made.

It looks quite reasonable at this distance of time, that the people of Portland in 1850 were right in their contentions about the public levee; and that a levee was really the intention of the town proprietors. Why, then, did they abandon that idea? The only explanation that can be given, is, that when Captain Couch made improvements on the water front of his property, he built a covered wharf after the manner of river and seaport towns in New England. And it was at once seen that this plan was better for shipping on *this* river and at *this* port than the open ground levee plan.

And because it was better and more convenient for shipping it was seen that Couch would get all the ships to his end of the town and the city would be built down there. And so the townsite proprietors themselves put up the first wharves and docks on the original levee strip, and sold the rights to others to so build.

And thus, by the neglect or lack of foresight of our city pioneers, the levee strip of land, and all its values for public docks, was lost to their city. And now, in 1910, sixty years afterwards, the voters of the city at the late state election, by a large majority vote, authorized a debt in the shape of city bonds, to the extent of \$2,500,000, to purchase back from the owners, more or less of this old 1850 levee land, and build thereon public docks. Thus man in all his wisdom, goes stumbling through the world.

It might be assumed from what has been recorded that the people had no protection in the forms of law from any source, or thought they had none, until the United States assumed control of the country. But this is not justified by the record. The provisional government at Oregon City had, upon its organization, promptly passed an act to provide title to land claims, as has been recorded. And although the people had taken that largely on faith, yet the sequel shows that the lawfully organized courts of the United States did afterwards fully recognize and decide the provisional government to be a lawful and legitimate organization, and that its authorization and regulation of land titles must be sustained. On passing upon this question, in the case of Lowndale vs. City of Portland, decided by Judge Deady in 1861, and in the case of Baldrá vs. Tolmie, decided by Chief Justice Williams, in First Oregon Rep. 178, the court holds:

"It is well known that at the time of the organization of Oregon territory, an anomalous state of things existed here. The country was extensively settled and the people were living under an independent government, established by themselves. They were a community in the full sense of the word, engaged in agricultural, trade, commerce and mechanics arts; had built towns, opened and improved farms, established highways, passed revenue laws and collected taxes, made war and concluded peace.

"Confessedly the provisional government of this territory was a government de facto, and if it be admitted that governments derive their 'just powers from the consent of the governed,' then it was a government de jure. Emigrants who first settled Oregon, upon their arrival here, were without any political organization to protect themselves from foes without, or to preserve peace within; and, therefore, self-preservation constrained them to establish a system of self-government. Congress, knowing their necessities and withholding the customary provisions for such a case, tactily acquiesced in the action of the people, and, on the 14th of August, 1848, expressly recognized its correctness and validity. No reason can be imagined for holding that the people of Oregon, in 1844, had no right to make such laws as their wants required; for where the functions of government have not been assumed or exercised by any other competent authority, it cannot be denied that such a power is inherent in the inhabitants of any country, isolated and separated as Oregon was from all other communities of civilized men. Some effort has been made to assimilate the laws in question to mere neighborhood agreements, but the argument seems to apply with equal force to the acts of all governments established by the people."

A sketch of the conditions of the town and country from 1850 to 1856, from the pen of a man who actually passed through that period, Mr. H. W. Scott, of the advisory board, is here added, that readers may know the actual facts from one eye witness.

"A youth who had come from Puget Sound, 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 Willamette, 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 11 o'clock; and from Oregon City pushed on to the southern end of Clackamas county that afternoon, to a point near Butte creek, arriving there at 6 p. m., thirty-six miles from Portland. It was a good days walk, but for those times, only ordinary work.

Last Thursday, October 4, 1906, this 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 eighteen hundred inhabitants. All business was on 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 or Cornell road was even more difficult, for it had sharper turns and steeper places. It crossed Canyon or Tanner creek near the 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 cross-laid with timber a portion of the way. No one who passes over those roads now can have any idea of the size of the trees or the density of the forest then. The logs, undergrowth, ridges and gulleys, hills, steepes and sharp turns in the ravines rendered road making a thing difficult now to comprehend or believe.

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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 towards 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 partially cleared—though logs and stumps everywhere abounded—the whole site of the present city was covered with ‘the continuous woods where rolled the Oregon.’ So dense was the forest, so impervious to the sun, so cool the shades, that the mud-holes 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 didn't get the Roman name of impedimentum. 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 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 October, fifty-four years ago, the weather was fine as now. The early rains had washed the smoky dust out of the atmosphere, and the woods were fresh and clean, untouched 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 her 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 in 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 foot log, 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 swim was nothing. All young fellows took it as a matter of course. On the Chehalis, on the Newaukum, on the Cowlitz, there was no place where you could get an outlook—not an even up and down the sinuous streams for any distance. The great trees and dense undergrowth 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 powerful 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 over night; and on the east fork of the Cowlitz, at its junction with the main stream, there was a settler named Gardiner, who, with his son, a boy of fifteen, lived the life of a hermit, yet would help on his way with fare



of hardtack and bacon and a roof when it rained, the traveler who chanced to drop in on him. To the wayfarers of the Cowlitz trail he was known as "Old Hardbread." Mighty good man he was.

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Western Oregon, fifty-four years ago, was so fully settled that the most desirable lands were most all taken. The great donation claims of 640 acres to man and wife covered all or nearly all 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 proven 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 white 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 was first interrupted and afterward supported by the Indian war. Fifty years ago there was pretty regular steamboat movement between Portland and The Dalles, with portage connection 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. W. S. Ladd gave notice that the price of freight by these boats from Portland to The Dalles was \$40 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 *Willamette*, the boat on which this writer came from Rainier to Portland fifty years ago, had been brought around Cape Horn, but she was too expensive for service here, and was taken to California. 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 Milwaukee in 1850. She also was taken, after a while, to San Francisco, as she 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 *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 the pioneer country, and Portland owed its early growth entirely to its position in relation to navigation on one hand, and to accessibility from the pioneer settlements on the other. With the outer world communication was had chiefly by steamer from San Francisco. Fifty years ago the steamer came usually twice a month. Latest news from the east was from one month to six weeks old. But it was matter only of mighty interest that could fix the attention of a people so nearly isolated from the world and devoted of necessity to the little life around them. People here hardly cared who was elected president in 1856. By 1860 somewhat closer touch had been gained with the world. Oregon then for the first time was to vote for president, and the question of that year, resulting in the election of Abraham Lincoln, quickened the attention of all. Even so late as 1860, the entire population of Oregon and Washington was but 62,059, more than three-fourths of which was in Oregon.

But our pioneers, most of whom had come from the middle west, or upper Mississippi valley, and had much experience in pioneer life there, used to say

that life here in our pioneer times never encountered so many difficulties or privations as in the early settlement of the older states. The reason was that the great interior country out of which the states of Kentucky, Ohio, Indiana, Illinois and Missouri were formed, was remote from the seaboard and almost inaccessible from it. On the other hand, access to the Oregon country was had direct from the sea, and necessities of many kinds were obtainable here soon after the settlement began, which the pioneers of the old west could not obtain at all. Especially after the discovery of gold in California, and after the rush thither began, tools, nails, glass and clothing could be had here. Our women in Oregon did not spin and weave in the households, as our mothers and grandmothers did in the older states, in their pioneer time. Certain luxuries soon began to appear here which our pioneers had not known in the states whence they came.

There were dried codfish, barreled pork, Malaga raisins and English walnuts. A few had carpets, possessions unknown to the early settlers of Illinois and Missouri. Attempts to imitate fashions in dress were not unknown. As soon as wheat and potatoes could be grown, living became easy, and in a sense luxurious; for there was every kind of game, excellent fish in all waters, and the small wild fruits in greatest abundance. Social life was open, hearty and free. Every house was open to the comer, whether neighbor or stranger. If night overtook you and you wished to stay, you knew you would find welcome. You had to ask no questions. It was a thing of course.

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The country lay isolated so long that it took on a character of its own. Manners, habits, customs, naturally assimilated. One year was very like another. The few who came into the country from year to year from abroad soon and naturally fell into the prevailing modes of life. Industry was not strenuous. Production was carried scarcely beyond the wants of our own people, for transportation was lacking, and accessibility to markets. Of course, the mercantile interest in such a community, though the leading one, could not be very great. The foundation of a few large fortunes were laid, but the country in general 'got ahead' very little. As the years wore on there came some local railroad development; but in the low state of industry then existing, it had little effect. It was not till connection was made by rail across the continent that the new era began. Even then, for a number of years, the progress was slow. It had taken time for the forces to gather that make for the modern progress. But now they are in operation to an extent, and with an energy that the survivors of the early times never could have expected to witness. Portland, as a leading center of this progress, presents wonderful aspects. No one who saw Portland fifty years ago, or thirty years ago, could have imagined the city would be or could be what it is today. And now we see that its growth is but just fairly begun."

## CHAPTER XIII.

1849—1858.

*The Hudson Bay Company Offers to Sell Out—Organization of Territorial Government—Lane Reaches Oregon City—The First Census of Oregon—The Territorial and State Seals—Effect of the California Gold—Cost of Goods—Character of Clothes—Territorial Progress—Discovery of Gold in Oregon—Organization of State Government—State Officials, Notices of.*

Foreseeing that the aggressive Americans who had set up an independent American state in the heart of the Oregon wilderness, and surrounded on all sides by the forts of the Hudson's Bay Company, would sooner or later force the hand of the United States government and compel national suzerainty and thereby greatly depreciate, if not destroy the value of said company's possessions in Oregon, they set their agents to work to sell out to the United States. It was a cunningly devised scheme to make the Americans pay for a country they already owned. And the great wonder is, considering the disgraceful manner in which the Polk administration gave away one-half the American territory west of the Rocky mountains, that the Britishers did not get the American gold into the bargain.

At the time this proposition was broached, in 1848, the Oregon provisional government was informally represented at Washington city by Col. Joseph Meek, and J. Quinn Thornton. The bill for a territorial government had been agreed upon. And pending final action, Mr. Knox Walker, the private secretary of President Polk, brought to Mr. Thornton at his lodgings in Washington city, a Mr. George N. Saunders, introduced him, and left him with Thornton. Mr. Saunders then opened up his business proposition, which was in substance, that in view of pending legislation which might induce inharmonious relations in Oregon, the Hudson's Bay Company were willing to sell out all their possessions in Oregon for the sum of three million dollars, and depart in peace. And furthermore if Mr. Thornton would favor and advocate such a composition of imaginary troubles he would be paid a fee of twenty-five thousand dollars. Thornton regarding this, according to his own account of it, as an attempt to bribe him to betray his country, threatened to kick Saunders down stairs; whereupon Saunders departed without that trouble. Not content with this, Thornton wrote a vehement letter to the president, bitterly denouncing the whole business, whereupon, the president's private secretary came back and asked Thornton to withdraw his letter, which he refused to do.

That there was some foundation for this story, is presumable, from the fact that Sir George Simpson and Mr. Finlayson, representatives of the Hudson's Bay Company, visited Washington City at that time, and that on their leaving

the city, they left the company's interests in the hands of the British charge de affairs, Crampton. The Hudson's Bay Company placed a large valuation on their property and lands in Oregon as guaranteed under the treaty of 1846. And as the Oregon Americans held in utter contempt their claims to the lands, it is not surprising that the company sought to recoup their losses through the national treasury. But the scheme was entirely too rank to have got through congress in the face of the uprising of public sentiment against what was called the "Loco-foco" sell out. "Loco-foco" was the slang name for Democracy in those days.

But the sequel to this scheming behind the curtains is quite as interesting as the main play. The president had promised to appoint Thornton one of the territorial judges in Oregon, and congress had allowed an item of ten thousand dollars for incidental expenses in connection with the organizing of territorial government in Oregon. Thornton thought he ought to be allowed his expenses to Washington and return out of that fund. But on account of Thornton's letter above referred to, the president refused, and he also revoked his promise to appoint Thornton to a judgeship. Thornton then scurried around for help. Congressman Smith of the Alton, Illinois district, went to the president to allow Thornton to be paid, and the president refused. Then Senator Benton's influence was sought; and Benton put the matter off on the "Little Giant," Senator Douglas. And Douglas, who was never beaten but once, and then by "Honest Old Abe," was equal to the emergency. He went to the president, and requested that Thornton be allowed his expenses and Polk refused him, as he had all the others. Then Douglas blandly remarked, "Well, I'll just give Thornton his expenses out of my own pocket, and let him get back to Oregon; and at the next session of congress, I will introduce a bill to pay Thornton what he ought to have." This threat brought President James K. Polk to terms. He did not want the matter aired in the next congress, and he forthwith made an order that J. Quinn Thornton, representative of the Oregon provisional government, be allowed \$2,750 for his traveling expenses from Oregon to Washington City and return. And this was the last mention of the provisional government of Oregon, congress or the president.

Some people imagine that all the political corruption in this country commenced with the timber land stealing era in Oregon that ended up with the ruin of a United States senator, a member of congress and an ex-district attorney; but the career of the man Saunders above mentioned, shows that the poor little land stealers in Oregon were in very small business, compared with the operation of Saunders. His career is quite well known; and as it seemed to start with an attempt to sell the British claim to Oregon, it may be stated that Saunders had been the editor of the wrecked "The Democratic Review," a very influential magazine known to the old-timers away back in the forties. And while on the Review, he got a reputation as "President Maker." After losing his position on the Review, he became a lobbyist around the halls of congress. He was the manager of the faction that forced James Buchanan on the democratic party for president in 1856, over the heads of Stephen A. Douglas and Franklin Pierce; and carried Pennsylvania for Buchanan against the solid Quaker vote against him. Buchanan appointed him naval agent at New York, in which office he stole \$21,000 from the government; then went down south, preached secession, and when the war came on, went to Canada to plot yellow fever scourges against his native land.

President Polk was anxious to have Oregon organized as a territory during his administration, and hurried the organizing act through congress. And before the act became a law, he had all the officers of the territory picked out, two of which, Burnett for associate justice, and Meek for marshall, were residents of Oregon. As soon as the act passed, he sent in all his nominees for territorial officers in one communication to the senate; Joseph Lane of Indiana for governor; Knitzing Pritchett of Pennsylvania for secretary, Wm. T. Bryant of Indiana for

chief justice, Peter H. Burnett of Oregon and James Turney of Illinois for associate justices, Isaac W. R. Bromley of New York for United States attorney. Joseph L. Meek, marshal, John Adair of Kentucky, collector of customs. Of these, Turney declined, and O. C. Pratt of California, was appointed in his stead. Burnett declined and Wm. Strong of Ohio, father of Thomas N. Strong, Esq., of Portland, was appointed in place of Burnett. Bromley declined and Amory Holbrook of New York, was appointed in his place.

The most distinguished of these was Gen. Lane, who had served with distinction in the Mexican war. Lane was born in Buncombe county, North Carolina, in 1801. Was moved to Kentucky while a child. Got married at the age of nineteen, and settled in the state of Indiana in 1820. Lane was wholly a self-made man; winning recognition and fame with all the odds of poverty and lack of education against him. His one talent that never failed him, was an eloquent tongue, supplied with an easy and natural flow of good English. This early landed him in the legislature of Indiana. He went into the Mexican war as a private, was speedily made captain, then colonel, and came out a brigadier-general; and on this record was sent to Oregon as the first governor under the United States law. In Oregon he became delegate to congress, United States senator, and then candidate for vice-president on the pro-slavery ticket, with John C. Breckinridge for president; returned to Oregon in 1860, and retired to private life, dying at Roseburg, April 19th, 1881.

Governor Lane reached Oregon in March, 1849, and lost no time in setting the territorial government in operation. One of his first acts was to order a census of the people in the territory. This taken, showed a total population in 1849, of Americans, of 8,785 of all ages and both sexes, and 290 foreigners. But this was not, in fact, half of the people belonging in the territory, on account of the great exodus to the newly discovered gold mines of California.

After taking the census, the governor undertook to establish a permanent peace with the Indians, by a liberal distribution of presents to all the chiefs of the different tribes. This did not have much influence, for it was not long until Governor Lane had a lot of trouble with the Klickitats and Cayuses.

At the first session of the territorial legislature called by the governor, a memorial to congress was adopted, asking congress to pay the expenses of the provisional government. But congress always ignored the claim, and never did pay it, clearly showing or acknowledging that the provisional government was wholly an independent government for the protection and benefit of all the people, Americans and British alike.

One of the first duties of the first legislature under act of congress, was to adopt a territorial seal. And they found a design ready for adoption. J. Q. Thornton was at Washington in 1848, working for territorial organization; he anticipated the wants of the territory by drafting a design that was eminently appropriate, an engraving of which is here given. This seal was used by the territorial officers, but does not appear to have been adopted by law. The motto—"Alis volat propriis"—"I fly with my own wings," indicated the origin, crowning honor and distinction of this state, and should never have been abandoned for the senseless design on the present seal of the state.

Now the state has practically no legally authorized seal, alterations in the seal that is used, having been made without authority of law. The original state seal was prepared by Harvey Gordon at the instance of a committee composed of Benjamin F. Burch, L. F. Grover, and James K. Kelly. That original seal shows an escutcheon, supported by thirty-two stars and divided by an ordinary with the inscription "The Union" thereon. In chief are mountains, a wagon, the Pacific ocean, on which a British man-of-war is departing, and an American vessel arriving. This represents the early settlements, and the cessation of the joint occupancy of the country by Great Britain and the United States. The second quartering is in gold, with a sheaf, a plow and a pick, denoting the pursuits of husbandry and mining. Also the seal contains the American eagle, and the

legend "State of Oregon." In 1903, the seal was amended to include thirty-three stars and an elk, with branching antlers.

But in the new seal were made additions of a rising sun, some horses and some material alterations in the location of the various objects described. Chief clerk, Corey, is at a loss to know just how to send the state seal for use at the national capital, as there are apparently some unauthorized additions as the seal now stands.

The large prices paid for Oregon produce and lumber by the great influx of population to the California gold fields and towns, together with the bushels of gold dust brought back to Oregon by returning Oregonians from the mines, produced a vital change in every phase of Oregon life and development. It was in fact the first breath of prosperity the little community had received since casting off all the old ties in Missouri and other eastern states. Before gold was discovered, it was free land that attracted the immigrants for two thousand miles. And the land hunters had made as many and severe sacrifices to reach and get the land as did the gold hunters in their crazy rush to get the yellow metal. But there was a difference. The men and women who came to get land were not land speculators, but land cultivators. They were not of the class that wanted to grow rich suddenly. In fact they did not think of great riches. It was independence and homely comforts they sought, where they could sit under their own apple trees, owing no man anything, and repose in dignified independence. And those of this class that went to California for gold, soon satisfied their desires and returning to their farms with well filled purses, prudently and sensibly expended their treasures from the mines in improving their farms and building better homes.

Nevertheless the easily gotten gold had a powerful influence on the state, and especially on this city. The gold fields were near enough to Portland to stimulate its trade and largely increase its shipping. This built up the city and kept its population at home and interested in matters more permanent than placer gold mining. Then also, the distance from the gold mines and the steady going character of the Oregon people protected them from the demoralization, gambling and dissipation of all kinds which afflicted California for years, and in fact colored the whole life of that state down to the present. The provisional government of Oregon would not have stood twenty-four hours in the excitement, crime and reckless craze for gold in California in 1849. But here it was universally respected, and made the servant of peace and security for life and property.

The gold dust era produced a remarkable change in another quarter. The Hudson's Bay Company had always been the controlling factor in all business transactions involving the progress of the community; but now a new master of business appeared on the Oregon stage. The gold craze in California carried away the company's servants and left them without men to trap for furs or man their forts and manage the Indians. But worse even than this, the newly made land laws required all land claimants to take the oath of allegiance to the United States, and the British subjects lost no time in abjuring old England and casting in their lots with the Missourians. It was an awful trial for ardent Britishers, but it had to be done. All disputed questions were settled, the stars and stripes floated everywhere, and Portland took on new life and ambition for the future.

The plethora of gold, just as much as the over-issue of paper money, always raises the prices of goods. It did so in Portland in 1849. Everybody rode horseback in those days, and saddles were a prime necessity. And saddles that cost from ten to twelve dollars in New York, were sold here in Portland for from fifty to seventy-five dollars apiece. Playing cards that cost five cents a

pack, were sold to the soldiers at Vancouver for a dollar and a half. Brown sugar that cost five cents a pound by the barrel, was sold for from forty to fifty cents a pound at The Dalles, Walla Walla, and other places outside of Portland. Cut nails that cost three cents a pound in New York, were sold for fifteen cents a pound in Portland, and everything else in proportion.

The people had passed through the worst of their straits for the necessities of life which they suffered on reaching the country five years before the gold excitement. Even then, thanks to the wise counsel of Dr. McLoughlin, who advised them all to plant potatoes and sow wheat, they all had plenty to eat. But on the subject of clothes, everybody was on a dead level in the days of 1844, and that level was not far above the native red skins. The incoming immigration had exhausted the stock of goods in all the stores at Vancouver and Oregon City. Clothing was, like "Joseph's coat of many colors," made by putting piece to piece without regard to color or texture; and the Indian moccasin took the place of boots and shoes with about everybody in Oregon at that time. The veteran farmer, poet, statesman and patriot, John Minto, still living at Salem with all his faculties unimpaired, describes his experience with clothes in 1844 when he went to Vancouver to take a boat and goods up the Columbia. His pantaloons were ripped up to the knees; he had no coat, having worn out the one he started with across the plains, and a blanket obtained of McLoughlin doubled across his shoulders over a string around his neck to hold it in place, took the place of coat and with his feet nearly bare, in that plight he faithfully fulfilled his contract and earned his first money in Oregon. That's the sort of men that laid the foundations of old Oregon; and one such man is worth a thousand of the mollycoddles turned out of colleges today to crowd the learned professions and run an automobile.

With the settlement of the title to the country, the organization of the territorial government by the United States and the influx of gold for currency, the city took on new life, and everywhere there was abundant evidence of the new order of progress and prosperity. Immigration from the states overland by wagons continued, but with so many comforts and conveniences along the way that the immigrants arrived in good shape, and with ready means to go to work. The donation land law worked wonders in attracting settlers and filling up all the open spaces in the Willamette, Umpqua and Rogue River valleys. The prosperity and influence of these settlements was reflected in the increasing trade of the city. Means of transportation were scarce and expensive, but what was lacking in this regard was fully made up by the enterprise of the people. Wagon trains and pack mule trains would load up with goods in Portland and make their way as far south as the gold mines at Jacksonville. And farmers in Douglas county would haul bacon, lard, butter, cheese and hides all the way by wagon transportation two hundred miles to Portland, and haul back a wagon load of dry goods and groceries. In a limited way, steamboat transportation had been inaugurated on the Willamette and Columbia, and was being extended as rapidly as possible.

The territorial government had started off well. Lane was an energetic executive, and after vainly trying to maintain peace with the Indians, vigorously pushed measures to punish them for depredations on the Rogue River settlers, until a lasting peace was secured. But all the ambitious men saw that the territorial government was only a makeshift, and could not last long. And it was not surprising that the embryonic statesmen should be found laying their fences and planting their stakes for the big plums of United States senatorships, United States judgeships, and so on. This very uncertainty in the tenure of the territorial officers, led to scheming for advantages and to the creation of factions all working for selfish ends rather than public welfare.

And it was during the life of the territorial government that the search for gold in Oregon commenced. Oregonians returning with gold from the California mines, and now familiar with the native gold, soon heard the report of gold

found by an immigrant party coming in through the Malheur country. It was reported that such a party had found a lot of yellow metal in the bed of a creek, and to try it pounded out a piece on the tire of a wagon wheel, but not knowing what it was tossed it into the wagon box where it was lost on the way to Portland. It was recalled that at the place where the gold was found, the immigrants lost a "blue bucket," and so the exciting story of the Blue Bucket mine got started, and repeated attempts to find the spot were made, some of the parties being chased out of the country by the Suake Indians, losing all their horses and camp outfits. This mythical placer mine had held its jack-o-lantern attraction to the enthusiasts in gold mine hunting for forty years, the last reported party having gone out there hunting for the old "blue bucket" in the year 1900. But hunting the mine that was never found, led to the examination of all the eastern Oregon streams for placer gold, and the first actual find seems to have been on the John Day river in Grant county in 1861.

Portland was vitally interested in these discoveries. The gold hunting mania is never assuaged. It grows by what it feeds on, no matter whether it is delusion or gold. When once the gold fever gets a strangle hold of a man, he never gets rid of it. One discovery of gold led to another, and soon there were thousands of armed men pouring into eastern Oregon to mine for the precious metal and fight the Indians if need be. The gold fever practically settled the Indian question, and opened eastern Oregon to settlement. The demand of the miners for transportation soon placed steamboats on the upper Columbia, and gold dust poured into Portland for goods, and the city grew and prospered beyond all former experiences.

The continued influx of immigration from the east by wagon road, and of business men by ocean steamer, steadily but slowly built up the city and state; and the people, becoming restless under the changing territorial governors, clamored for a state organization and home rule. It is not a material fact for this history, but an interesting one to the people generally, that in the space of ten years, under territorial government, the Oregonians had four different governors—Joseph Lane of Indiana, appointed in 1848; John P. Gaines of Kentucky, appointed in 1850; John W. Davis of Indiana, appointed in 1853; and George Law Curry of Philadelphia, appointed in 1854.

General John P. Gaines was a man of ability, distinction, and an honorable military record, having been a soldier in the war of 1812, and winning laurels in the war against Mexico.

Governor Davis was a physician by profession, born in Pennsylvania, moving to Indiana, got into the legislature, became speaker of the house, was three times elected to congress and twice president of the national democratic convention before coming to Oregon.

Governor Curry was born in Philadelphia in 1820 of a distinguished family and emigrated to St. Louis in 1843, and to Oregon in 1846. His first connection with the government was that of secretary of the territory, and became governor in the November following the resignation of Governor Davis, and discharged the duties of the office with credit and ability until the state was admitted to the Union in 1859. Curry county was named in his honor. He died July 28, 1878, leaving four sons, three of which R. B., N. B., and William still reside in this city.

Of all the other territorial officials appointed from Washington city, three only attained prominence and distinction in the history of the state; and these three were territorial judges. Matthew P. Deady, George H. Williams and William Strong largely influenced and controlled the destinies of Oregon. Justice Deady attained a national reputation as a jurist, and was for some years the dean of the United States judiciary. And he was in more respects than length of service the greatest man on the federal bench. Although fearless and incorruptible, he loved his high office for its sacred duty of rendering justice



to high and low, rich and poor, without money and without price, intimidation or favor.

Judge Williams, too, attained a national reputation, but not as a judge. He was on the great question of reconstructing the seceded states easily the master mind and most eloquent speaker in the United States senate. Further notices of Justice Deady and Judge Williams will appear in other parts of this history.

Of Justice Strong, it may be said that he was the leader of the Oregon bar in his day. He was the first great authority on corporation law in Oregon, and he has never had his equal since.

At the first election under the state government, held in 1858, John Whitaker of Lane county, was elected governor; Lafayette Grover was elected representative to congress; Lucien Heath, secretary of state; John D. Boon, state treasurer; Asahel Bush, state printer; Matthew P. Deady, Riley E. Stratton, Reuben P. Boise, and Aaron E. Wait, judges of the districts and of the supreme court. Judge Deady was almost immediately thereafter appointed U. S. district judge for the district of Oregon, and did not qualify as a state judge. And at the ensuing session of the legislature, General Joseph Lane of Douglas county, and Delazon Smith of Linn county, were elected United States senators.

John Whitaker, the governor, was born in Dearborn county, Indiana, in 1820, and came to California across the plains in 1849, and up to Oregon in 1852; he was reared on a farm, and ranked as a farmer all his life. His first office was that of county judge of Lane county, and then he was sent to the legislature. After holding the office of governor, he was once elected to congress, and after that held the office of U. S. revenue collector for this district. He was a man of moderate ability, but of sterling integrity, and earned the title of "Honest John."

## CHAPTER XIV.

1850—1893.

*The Growth in Shipping, Population, Buildings, Newspapers, and Public Works—The First Cargo of Wheat Shipped Foreign, 1868—The Great Fire of 1873—Salmon Packing and Export Commences—The Express Companies—The Telegraph Lines Come—The First Mails, Delegate Thurston, and Postal Business.*

Taking a stroll through Portland on May day, 1850, there was not found any good opportunity for a promenade. The sidewalks of rough planks were of the most primitive and make-shift order; and reaching the outskirts of the town in any direction—and the visitor did not have far to go to do so—he found it fenced in with the immense crop of fallen timber lying criss-cross in every possible shape. This resulted from no lack of desire on the part of the town's people to have the outlook better, but from inability to master the frowning obstructions of an impenetrable forest. The automobilists who skip out to Mt. Hood in a couple of hours over a nice smooth road now-a-days, think they have seen the grand old forests of Oregon. But they have not. What they can see now along the road to Mt. Hood is nothing compared with what existed on Portland town-site sixty years ago.

It was a serious undertaking to build a city, in such surroundings. The erection of dwellings and business houses went on so slowly that progress was scarcely perceptible. People built a house from dire necessity, and then only the smallest and cheapest house that would serve their wants. There were but two houses in the town in 1850 that were finished on the inside with plaster. The first hotel was called the California house, and stood on Front street above Alder. Dennis Harty kept a boarding house on Jefferson street. Harty made some money at the business and went up to Polk county and took up a land claim, and when the Narrow Gauge Railroad was built up the Yamhill valley in 1878, Harty's widow boarded the construction forces on her donation claim. The first hotel of any pretensions was erected by General Coffin in 1851, at the northeast corner of Front and Washington streets. It was subsequently enlarged by additions and called the "American Exchange;" and was finally sold to Van de Lashmutt, who moved it up to the corner of Front and Jefferson streets where it stands to-day. Wooden buildings continued to be the rule until 1853, when W. S. Ladd erected a small brick building for store purposes on Front street. It is still standing and doing business, being now occupied by sheet-iron workers, manufacturing all sorts of pipe.

The following list of brick buildings erected from 1853 to 1860 was prepared by the late Edward Failing in his life time, and is reliable:



VIEW OF PORTLAND FROM THE EAST SIDE—1838



1853—W. S. Ladd, 103 Front street, between Stark and Washington; D. C. Coleman, southeast corner Front and Oak (cost \$9,500), Lucien Snow, Front street, between Pine and Oak; F. B. Miles & Co., southwest corner Front and Pine (cost \$13,500).

1854—Blumauer Bros., Front street, between Washington and Alder (afterwards owned by Cohen & Lyon), J. Kohn & Co., Front street, between Stark and Washington, next south of Ladd's; Geo. L. Story, Front street, between Stark and Washington, next north of Ladd's; P. Raleigh, southwest corner Front and Stark (2 stories); J. A. Failing & Co., southeast corner First and Oak, small brick warehouse.

1855—L. Snow & Co., 1-story brick, next north of the store built in 1853.

1856—Sellers & Friendly, 89 Front street, between Oak and Stark.

1857—Holman & Harker, Front street, between Morrison and Yamhill; Baum & Bros., 87 Front, between Oak and Stark; Benjamin Stark (3 stories), 91 Front, between Oak and Stark; Hallock & McMillan (2 stories), northwest corner Front and Oak; M. Weinshank, two stores, each one story, Front street, between Ash and Pine.

1858—H. W. Corbett (2 stories), northwest corner Front and Oak; Benj. Stark (3 stories), 93 Front street, between Oak and Stark; Allen & Lewis (2 stories), northeast corner Front and B; E. J. Northrup, northwest corner Front and Yamhill; A. D. Fitch & Co., next door north of Northrup; Seymour & Joynt (2 stories), Front, between Washington and Alder; A. R. Shipley & Co. (2 stories), Front, next south of S. & J.; A. D. Shelby (2 stories), 105 First, between Washington and Alder.

1859—Failings & Hatt (2 stories), 83 Front street, between Oak and Stark; Geo. H. Flanders (2 stories); Old Masonic hall, southeast corner Front and B.; A. D. Shelby (2 stories), 103 First, between Washington and Alder, north of his store built in 1858.

1860—Harker Bros. (2 stories), next south of Holman & Harker, built in 1857; Pat. Raleigh (3 stories), southeast corner First and Stark; H. Wasserman (2 stories), Front, between Washington and Alder; Weil Bros. (2 stories), Front, next south of Wasserman's; A. D. Shelby (2 stories), southwest corner First and Washington.

In point of residences the prosperous merchants quite early exhibited their pride and good taste in fairly good buildings. H. W. Corbett built his home on the block immediately south of the postoffice in 1854. That building was moved away in 1878 to make room for the present elegant home of Mrs. Corbett.

The first home of Capt. John H. Couch, where he lived all his life, in Portland, a photo of which is given on another page, was erected before the Corbett home, and stood on the west side of Couch lake, and Captain Couch could sit on his front porch and shoot a duck in the lake any day for dinner. Couch lake was a real lake covering about forty city blocks, commencing at Flanders street between Second and Fourth streets and running north as far as Thurman street. The present Union Railroad Depot stands in the old lake on a battery of piling outlining the whole of the brick structure; the whole of the lake having now been filled up to the established street grade by pumping sand out of the river opposite.

The steam saw-mill, the first in Portland, which Reed & Abrams had labored so hard to establish, was destroyed by fire in 1853, and its loss was a veritable calamity to the little city. And thinking the town had got its growth, some enterprising citizen took a census of the business houses in 1855, and found in operation four churches, one academy, one public school, two steam saw-mills, four printing offices, two express offices, four physicians, six lawyers, two dentists, five furniture shops, three bakeries, four stove and tin stores, two merchant tailors, two jewelry stores, four blacksmith shops, one foundry and machine shop, three wagon makers, six painters, two boat builders, five livery stables, twelve hotels and boarding houses, three meat shops, six whiskey saloons, two billiard

and bowling alley rooms, one book store, one drug store, one picture gallery, one shoe store, one candy factory, half a dozen tobacco shops, twenty-five general stores of dry goods and groceries, ten exclusively dry goods stores, and seven exclusively grocery stores, two feed stores, and two hardware stores.

Up to 1854, what is now known as Multnomah county, was a part of Washington county, and the Portland people had to go out to the village of Hillsboro to transact their county business, and fight out their law suits. In this year the legislature divided the territory of Washington, setting off the present Multnomah by itself and making Portland the county seat. And this gave Portland quite a little "boost" on the road to greater prosperity.

In 1855 and '56 the Indian war broke out on the upper Columbia and made traveling dangerous if not impossible in both Oregon and Washington territory. Portland became, in consequence thereof, the chief supply point and the outfitting point for all the military forces. A general camp and headquarters was established across the river in what is now East Portland, from whence the volunteers were carried by steamboat to the Cascades, where the first fighting took place. This military preparation and expense stimulated business at all the stores, but it checked all building operations, mainly because all the fighting men had gone out after the Indians, and but few were left to hammer and saw.

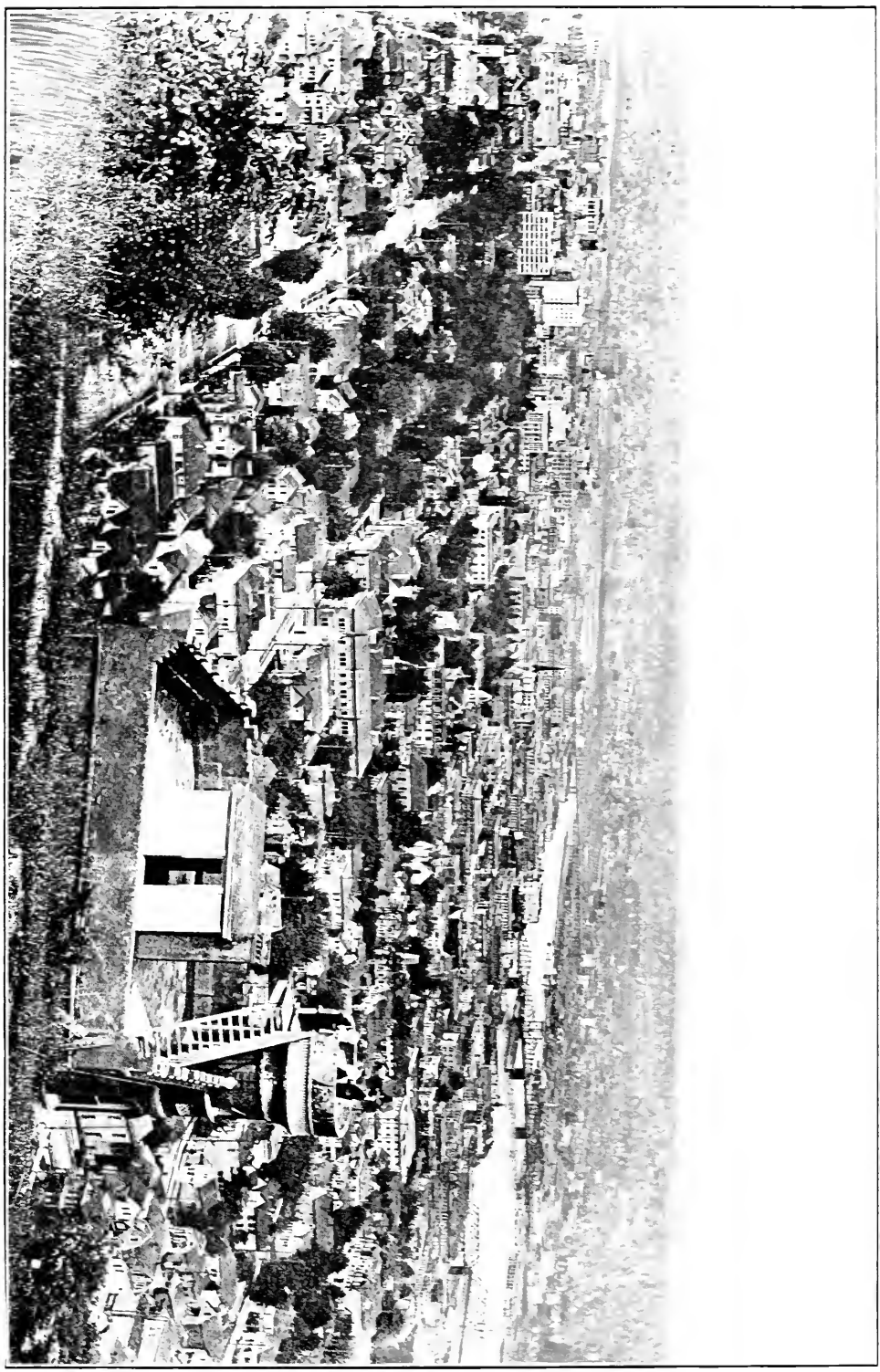
This Indian war was inevitable. It had been brewing for a long time. Its first outcrop was the murder of Whitman and his family, and dependants. The seething storm was ill-concealed from such careful observers of Indian character as McLoughlin, Meek, Ogden, and Newell. McLoughlin constantly warned the settlers to be prepared, while at the same time he strove to hold in check the determined chiefs of the restless, dissatisfied tribes. "Is it right to kill the Americans?" asked a Cascade chief of McLoughlin one day. "What," roared the doctor. "They or we must die," calmly replied the Indian. "Not only do they spoil our forests, and drive away our game, depriving us of food and clothing, but with their bad morals and religion they poison us with disease and death. We must kill them, or let them kill us."

That was the whole story; that was the view every Indian took of the situation. And the remnant of them feel that fate today. They are strangers and trespassers in the land the Great Spirit gave them. Hence, they are for the most part reserved, silent, sullen in their intercourse with the white people.

The first assessment for taxation shown by existing records, makes Portland property worth, in 1857, the sum of one million one hundred and three thousand eight hundred and twenty-nine dollars. The population of the town this year amounted to 1,280. At the election held the next year, 1858, there were four hundred and sixty votes cast. The first daily paper was issued in 1859 by S. A. English & Co., and called the "Portland Daily News." This was, however, not the first paper in the town. The Oregon Weekly Times, which was formerly the Western Star, of Milwaukee, and the Weekly Oregonian, had been published for nine years before this first daily. The Daily News did not last long, and after a few issues suspended permanently. The first issue of the Oregonian appeared on December 4, 1850, as a protege of the townsite proprietors. Its first issue was heralded with great eclat, and Col. Chapman sent a special messenger with a bundle of the first issue by horseback up the west side of the Willamette valley as far as Corvallis, and back down by the east side of the valley, giving Oregonians to everybody to read. Thomas J. Dryer was the founder of the paper, and its first editor. The paper started off at a lively gait, and has kept it up ever since, until now it has the largest circulation of any paper west of the Rocky mountains. The Oregon Times became a daily in 1860, and the Oregonian issued its first daily in 1861.

In the enrollment of school children in 1860, six hundred and ninety-one were found of school age; and the total population was two thousand nine hundred and seventeen, of which sixteen were negroes and twenty-seven Chinese.

VIEW OF PORTLAND FROM ROBINSON'S HILL, 1908







Discovery of mines in Idaho and eastern Oregon greatly stimulated navigation on the Willamette and Columbia, and as many as twenty steamers were plying in 1862 on these rivers. In that year the population, as determined by the city directory, rose to four thousand and fifty-seven. Of these, seven hundred are reckoned as transient, fifty-two colored, and fifty-three Chinese. The Oregonian of that year remarked that the increase in wealth and population had been of the most substantial character. "Eighteen months ago," it said, "any number of houses could be obtained for use, but today scarcely a shell can be found to shelter a family. Rents are up to an exorbitant figure, many houses contain two or more families, and the hotels and boarding houses are crowded almost to overflowing. The town is full of people and more are coming in. Buildings are going up in all parts of Portland, streets graded and planked, wharves stretching their proportions along the levees, and a general thrift and busy hum greet the ear or attract the attention of a stranger upon every street and corner." "Substantial school houses, capacious churches, wharves, mills, manufactories and workshops, together with brick buildings, stores and dwelling houses and street improvements," are referred to in the city directory. As for occupations, the following list is given: Three apothecaries, four auctioneers, three brewers, two bankers, six billiard rooms, two confectioners, five dentists, twelve restaurants, fourteen hotels, twenty-two lawyers, five livery stables, twenty-eight manufacturers, eleven physicians, eight wholesale and fifty-five retail liquor dealers, forty-five wholesale and ninety-one retail dealers in general merchandise, two wholesale and eight retail grocers.

During 1863 a long step toward improvement was the organization of the Portland and Milwaukee macadamized road, with A. B. Richardson as president, Henry Failing secretary, and W. S. Ladd treasurer of the board of directors. The shipping lists of the steamers show large exports of treasure, one hundred thousand dollars, two hundred and forty thousand dollars, and even seven hundred and fifty thousand dollars being reported for single steamers. Six thousand to seven thousand boxes of apples were also reported at a single shipment. The old sidewheel steamer John H. Couch, for many years so familiar a figure on the lower Columbia, was launched this year. The principal building was that of the Presbyterian church at the corner of Third and Washington streets. The laying of the corner stone was observed with due ceremony, Rev. P. S. Caffrey officiating, assisted by Revs. Pearne and Cornelius. A new school house of the congregation of Beth Israel was opened this year. The arrival of thirty-six thousand pounds of wire for the Oregon and California telegraph line showed the interest in telegraphic communication with the outside world. The assessed valuation of property was three million two hundred and twenty-six thousand and sixty dollars.

In 1864 much expansion was noticed. Grading and draining of the streets was largely undertaken. The Presbyterian church was finished at a cost of twenty thousand dollars and was called the finest structure in the state. The Catholic church was improved to an extent of two thousand dollars. J. L. Parrish erected a three-story brick building, fifty by one hundred feet, on the corner of Front and Washington streets. A house was built by the city for the Columbia Engine Company No. 3, on Washington street, at a cost of six thousand dollars. The lot cost two thousand dollars. Two new hotels, the What Cheer House and the New Columbian were built, and older ones such as Arrigoni's, the Western, the Howard House, the Pioneer and Temperance House were improved. A considerable number of stores and dwelling houses were also put up. The greatest improvement, however, was the O. S. N. Company's dock on the water front between Pine and Ash streets. It was necessitated by the increasing traffic with Idaho and the upper Columbia. There was not hitherto a dock to accommodate vessels at all stages of the water. This new wharf was accordingly built with two stories, the upper being fifteen feet above the other. The lower wharf was two hundred and fifty feet long by one

hundred and sixty wide; the upper, two hundred by one hundred and twenty, thus occupying the entire front of one block. For this work there were used sixty thousand feet of piles and timber, five hundred thousand feet of sawed plank, two thousand eight hundred perch of rock, and six hundred barrels of cement. The work was completed from plans of J. W. Brazee and supervised by John D'Orsay. The cost was fifty thousand dollars. The wharf and buildings of Couch and Flanders, in the northern part of the city, were improved, bringing their value up to forty thousand dollars. The river front was not then, as now, a continuous series of docks, and these structures made an even more striking appearance than later ones far more pretentious and valuable. In order to prevent delay and vexation in the arrival of ocean vessels, a call was made for money to deepen the channel of the lower Willamette, and was met by double the sum named. The improvements were soon undertaken with great vigor. Five thousand dollars was spent in grading and improving the public square between Third and Fourth streets on Main. With the general leveling of the irregularities of the surface of the city and the removal of stumps, more effort was made to adorn the streets and dooryards with trees and shrubbery, and to make handsome lawns. The surroundings of the city were, however, still wild, and the shattered forests blackened with fires had not yet given away to the reign of art.

The population was now five thousand eight hundred and nineteen; there were one thousand and seventy-eight frame buildings, fifteen one-story, thirty-seven two-story and seven three-story brick buildings—one thousand one hundred and thirty-seven of all kinds.

There were seven wharves in the city: Abernethy's at the foot of Yamhill street, Carter's at the foot of Alder, Knott's on Water between Taylor and Salmon, Pioneer at the foot of Washington owned by Coffin & Abrams, Vaughn's at the foot of Morrison, the O. S. N. wharf between Ash and Pine streets, and the Portland wharf of Couch & Flanders in North Portland, at the foot of C and D.

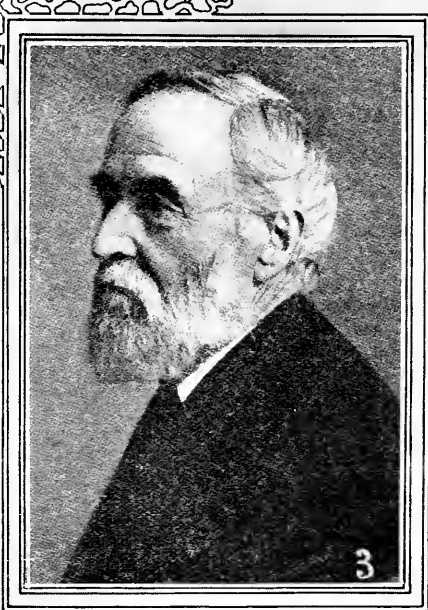
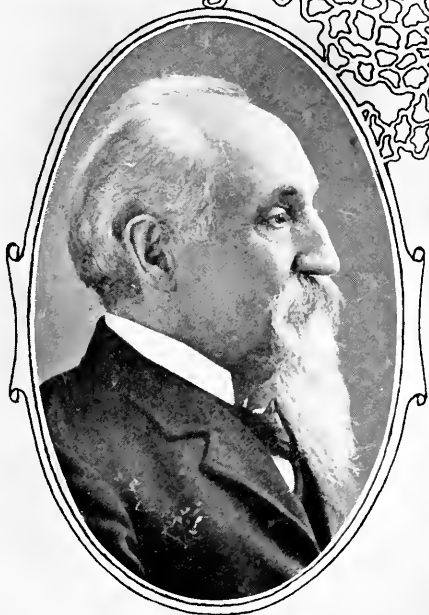
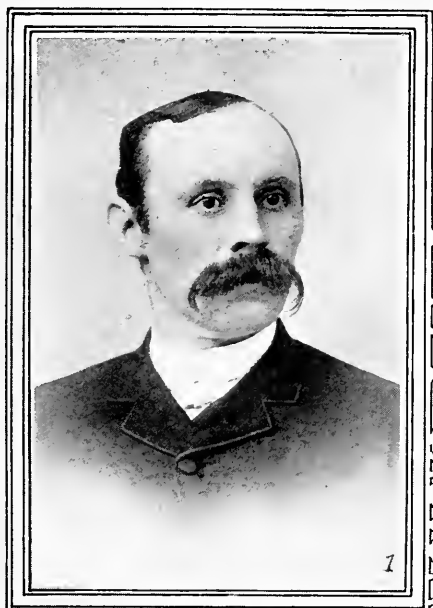
There were thirty-eight dealers in dry goods and general merchandise, thirteen grocers, ten meat markets, four dealers in produce and provisions, three drug stores, fifteen physicians, four dentists, twenty-eight attorneys, three booksellers, thirteen hotels.

The real estate agents now omnipresent and legion were represented by the single firm of Parrish & Holman. Plumbers were represented by a single name, C. H. Myers, 110 First street. Hatters had but one name, A. J. Butler at 72 Front street, while saddlers had four, J. B. Congle, 88 Front street; H. Kingsley & Reese, 100 First street; Wm. Kern, 228 Front street, and S. Sherlock & Co., 52 Front street. S. J. McCormick published the Oregon Almanac, 105 Front street; H. L. Pittock, The Oregonian, at No. 5 Washington. The Pacific Christian Advocate was published at No. 5 Washington by the Methodist church, and the Evening Tribune at 27 Washington street by Van Cleave & Ward.

There were salt depots on Front street, a soap factory operated by W. L. Higgins on Front street near Clay, and a turpentine manufactory by T. A. Wood & Co., near the same site. Carson & Porter at 208 Front street, and J. P. Walker at 230 Front street foot of Jefferson, operated sash and door factories.

The total exports of 1864 reached eight million seventy-nine thousand six hundred and thirty-one dollars; most of this was gold dust from Idaho, and the price of produce was far in excess of that at present.

During 1865 a steady forward movement was felt. Some of the streets were macadamized and some were laid with Nicholson pavement. A factory for furnishing staves, heads and hoops ready to be set up into barrels for the Sandwich Island trade was established in North Portland. The old court house on Fourth and Salmon streets, a handsome building in its day, was erected at



- 1—William Dunbar, started flour trade to China.
- 2—Joseph Watt, exported first cargo of wheat direct to Europe.
- 3—Joseph H. Lambert, produced the "Lambert cherry"—the best in the world.
- 4—Cyrus A. Reed, built the first sawmill.



a cost of seventy-five thousand dollars. A public school house was erected on Harrison street, at a cost of seven thousand dollars. The old Central public school on Sixth street, where the Hotel Portland is now, was, until this time, the only building to accommodate the thousand or more children of school age. There were, however, other educational institutions in the city, as St. Mary's Academy on Fourth street, between Mill and Market, with an attendance of one hundred and fifty pupils; St. Joseph's day school, at the corner of Third and Oak streets, with one hundred pupils; Portland Academy and Female Seminary, on Seventh street, between Jefferson and Columbia, having one hundred and fifty pupils; the Beth Israel school, at the corner of Sixth and Oak streets, with sixty-five pupils; a private school by Miss M. A. Hodgson, a lady of culture from Massachusetts, and now long known as an educator in our state, and a commercial academy in the Parrish building on Front street. For a further and fully connected account of schools from the first, the reader is referred to the special chapter on schools.

Of brick buildings made in 1865, Cahn & Co.'s, at 37 Front street, extending to First; Willberg's two-story building on Front street; Moffett's on Front, and that of Wakefield, Glenn and others on Front, were the most prominent and represented a considerable outlay of money. Cree's building at the corner of Stark and Front, built in 1862, may be mentioned. A broom factory, a match factory, the Willamette Iron Works and the First National Bank were established this year. To these may be added Vaughn's flour mill on Front and Main streets, then an expensive and imposing building, costing about fifty thousand dollars. About thirty-five thousand dollars was spent on street improvements in 1865.

The total value of exports was seven million six hundred and six thousand five hundred and twenty-four dollars, the most of it being gold dust. To form commercial communication with San Francisco, there were two lines of ocean steamers, one running the Sierra Nevada and the Oregon, and the other the Orizaba and the Pacific. Of these, the Orizaba was the largest, registering fourteen hundred tons. To Victoria the Active was run under the command of Captain Thorn. There were sailing vessels also to San Francisco, some of which, were later run to the Sandwich Islands. These were the bark Jane A. Falkenberg, of six hundred tons; the bark Almatia, of seven hundred tons; the bark W. B. Scranton, of seven hundred tons; the bark Samuel Merrit, of five hundred and fifty tons; the bark Live Yankee, of seven hundred tons. To the Sandwich Islands, also, there were then running the barks A. A. Aldridge, of four hundred tons, and the Comet, seven hundred tons.

Of the steamboat lines on the river, there were now in operation the following three: The Oregon Steam Navigation Company, running to Astoria; the J. H. Couch, with fare at \$6.00 and the freight at \$6.00 per ton; to Monticello; the Cowlitz or the Rescue, fare \$3.00 and freight \$4.00; to The Dalles, the New World, Wilson G. Hunt, the Cascade, Julia, Oneonta, Idaho and Iris, with fare at \$6.00 and freight at \$15.00; above The Dalles, the steamers Owyhee, Spray, Okanagon, Webfoot, Yakima, Tenino, and Nez Perces Chief, with fare to Lewiston at \$22.00 and freight at \$60.00 per ton. These were the palmy days of river travel, the steamers being crowded and a small fortune being made at every trip. The People's Transportation Company confined itself to the Willamette and ran the Senator and Rival below Oregon City, and the Fanny Patton and others above the falls. The independent steamer Fanny Troup ran to Vancouver, and on the Willamette above Canemah there were the Union and the Echo. The Willamette Steam Navigation Company, still another line, ran the Alert and the Active on the Willamette. These Willamette craft, having no competition from railroads, also did a fair business.

The population of Portland in 1865 was six thousand and sixty-eight. The occupations represented are illustrated by the following list: Of apothecaries, four; architects and civil engineers, four; assayers, three; auctioneers, three;

bankers, four; billiard rooms, six; bakers, two; contractors and builders, seven; brokers, eight; butchers, seventeen; dentists, three; restaurants, five; hotels, sixteen; insurance agents; three; lawyers, twenty-three; livery stables, seven; manufacturers, sixty-three; photographers, five; physicians and surgeons, fifteen; plumbers, two; real estate agents, three; retail dealers in merchandise, one hundred and thirty-three; retail liquor dealers, one hundred and five; theater, one; wholesale merchants, thirty-nine; wholesale liquor dealers, twelve. There was assayed gold dust valued at two million nine hundred and thirty-four thousand one hundred and seventy-seven dollars. These are the figures of a busy little city. The number of voters was one thousand seven hundred and twenty-three.

The old courthouse, now being replaced by the new and elegant structure of steel, stucco and porcelain brick, was completed in 1866. In a charming letter by Judge Deady to the San Francisco Bulletin of that date, we get a description of the panorama seen from the top of the new courthouse as follows: "But to return to Portland. On every side of me I saw its varied and sometimes motley structures of wood and brick, densely packed together, and edging out toward the limits of the natural site of the city—green semi-circle of irregular shaped fir clad hills, on the west and south, and the water of the bright Willamette curving outwardly from the north to the south. A radius of a mile from where I stood would not more than reach the verge of the town. Across the Willamette, and upon its east bank, I could count the houses and orchards in the suburban village of East Portland. This place is yet half town, and half country, but it is destined at no distant day to furnish an abundance of cheap and comfortable homes to the thrifty and industrious artizans and laborers whose hands are daily turning this raw clay and growing timber into temples and habitations all of civilizd man." A beautiful picture and well fulfilled.

In 1866 Portland men built and commenced operating the only furnace for making iron on the Pacific coast. The Oregon Iron Company's Works at Oswego, were completed this year and commenced running by putting out ten tons of pig iron daily. W. S. Ladd was president and H. C. Leonard, vice-president of the company. Mr. Leonard is still with the city he helped so much to build, enjoying life to the full for an octogenarian.

The assessed value of property was four million one hundred and ninety-nine thousand one hundred and twenty-five dollars. The export of produce reached the following figures: Flour, one hundred and forty-nine thousand and seventy-five dollars; salmon, twenty-one thousand seven hundred and ninety-four dollars; bacon, seventy thousand and sixteen dollars; apples, sixty-eight thousand eight hundred and sixty dollars; wool, sixty thousand, eight hundred and forty dollars, making an aggregate of four hundred and fifty-five thousand, four hundred and fifty-seven dollars. The shipment of gold dust, bars, etc., reached the large sum of eight million, seventy thousand, and six hundred dollars, which, it is possible, was an over estimate.

The screw steamship Montana and the side-wheeler Oriflamme appeared on the line to San Francisco, and the little screw steamer, Fideliter, to Victoria. The population was six thousand, five hundred and eight, of whom three thousand and twenty-four were Chinese.

During 1867 there began in earnest, agitation for a railroad through the Willamette valley to Portland, a full account of which appears elsewhere. Propositions were made by the newly formed railroad companies that the city guarantee interest on bonds to the value of \$250,000, and a committee appointed by the city council made a favorable report, setting forth the advantage to the farmers and the country towns of cheap transportation to the seaport and the reciprocal advantage to the city from increased trade and commerce. The movements of the time, of which this was a sign, stimulated building and the sale of real estate. The Methodist church at the corner of Third and Taylor streets, was erected this year, 1867, at a cost of thirty thousand dollars. A schoolhouse, with a main part fifty-six by eighty feet and two wings, each twelve by forty feet, was built



PETER TAYLOR  
Founder of iron industries in Portland





for the north Portland school, between C and D streets. The Bank of British Columbia, erected the flatiron building on Front street. Brick stores were constructed by Dr. E. Poppleton and others on First street. The Unitarian church was erected at Seventh and Yamhill streets.

Exports of produce and merchandise reached the value of two million four hundred and sixty-two thousand seven hundred and ninety-three dollars. The great apparent increase over 1866 was due to a more perfect record kept, and actual improvement. The shipment of gold dust fell to four million and one thousand dollars. The river was much improved at Swan Island. The population of the city for this year was estimated at six thousand, seven hundred and seventeen.

#### COMMENCEMENT OF RAILROADS.

In 1868 the railroad company began work, the west side breaking ground April 15th, and the east side two days later. During this year also an independent commerce sprang up with New York, and the way was opened for direct export of grain to Europe. The iron works of the city began to command the trade in the supply of mining machinery for the Idaho and eastern Oregon companies. The saw-mill of Smith, Hayden & Co., on the corner of Front and Madison streets, was improved so as to cut twenty-four thousand feet of lumber per day, and that of Estes, Simpson & Co., on Front street was enlarged to a capacity of twenty thousand feet. The handsomest building of this year was that of Ladd & Tilton, for their bank, at the corner of First and Stark streets, at the cost of seventy thousand dollars. This year over four hundred dwelling houses were erected. "And yet," said the Oregonian, "you will find that there are no desirable houses to rent. The great and increasing growth and improvement of our city is no chimera." Indeed during this year Portland was experiencing one of those waves of prosperity by which she has been advancing to her present eminence.

The exports of the year reached a value of two million, seven hundred and eighty thousand, four hundred and eight dollars, requiring the services of nine steamers and thirty sailing vessels. The assessed value of property was four million, six hundred thousand, seven hundred and sixty dollars. Real estate transactions reached a volume of one hundred and forty-three thousand, eight hundred and forty-six dollars. The price paid for the lot on the corner of First and Alder streets by the Odd Fellows (1868) was twenty-two thousand, five hundred dollars. The shipments of treasure and bullion were three million, six hundred and seventy-seven thousand, eight hundred and fifty dollars. The population was seven thousand, nine hundred and eighty.

The first attempt to systematically advertise the city and country and attract immigration and capital, dates back to the year 1869, when an organization was formed called the "Immigration Exchange." Some money was collected and some literature prepared, setting forth the resources, advantages and attractions of the country, and the printed matter sent to the eastern states in a hap-hazard sort of way. It did not accomplish much, but it was a beginning of that work which has made Thomas Richardson famous, and given Oregon and Portland thousands of people and millions of capital.

The first cargo of wheat exported direct from Portland to foreign countries was loaded and sent out in 1868. Joseph Watt, a farmer of Amity, Yamhill County, and the same man that brought the first flock of sheep two thousand miles across plains and mountains to Oregon, and also raised the money and started the first woolen factory in Oregon, has also the honor of shipping this first cargo of Oregon wheat from Portland, Oregon, to any foreign country, sending it to Liverpool. Ladd & Tilton advanced the money to Watt to purchase the wheat, which came from "Old Yamhill" as a matter of course, and was carried down on the little river boats from Dayton to Portland. And after Watt got his wheat aboard the ship, and insured, he took his bills of lading and insurance policies to Edwin Russell, manager of the bank of British Columbia

and Russell took the papers and drafts on Liverpool, gave Watt the purchase price of the wheat, enabling him to pay his debt to Ladd & Tilton, and having bought the wheat, got it down to Portland, loaded this first ship and got his money back, and paid his debt all inside of thirty days.

In 1869, in the line of buildings there were erected seven of brick, aggregating a cost of \$172,000, and twelve large frame buildings, costing altogether \$58,000; while many smaller ones were built, making a total of about \$400,000. The most conspicuous of these was the Odd Fellows' building at the corner of First and Alder streets, three stories in height, and costing \$40,000; the United States building for courthouse, customs house and postoffice was begun on a scale to cost three hundred thousand dollars. The reservoir of the Water Works Company on Sixth street, with a capacity of three million, five hundred thousand gallons, was built this year. On the improvement of the Willamette there was spent thirty-one thousand dollars. Exports reached one million, sixty-six thousand, five hundred and two dollars; treasure, two million, five hundred and fifty-nine thousand dollars; and bullion, four hundred and nineteen thousand, six hundred and fifty-seven dollars. Real estate transactions were upward of half a million. The population of Portland proper was estimated at eight thousand, nine hundred and twenty-eight, and of east Portland, five hundred.

The railroad on the east side of the river was completed to Barlow, and work on the west side was progressing. The shipping of grain to Great Britain was becoming more firmly established. A greater spirit of enterprise was manifested among merchants and other citizens to publish abroad the advantages of soil and climate and position. A number of fine buildings were erected as follows: Corbett's three-story building, with solid iron front on First street, between Washington and Alder, costing forty thousand dollars; a brick block of four buildings occupying a frontage of one hundred feet on Front street, and running back eighty feet, of iron front, costing thirty thousand dollars, built by Lewis & Flanders; a three-story brick building, having one hundred feet frontage on First street and eighty feet on Ash, at a cost of thirty-two thousand dollars, by Dr. R. Glisan; all addition by the O. S. N. Co. to their block on Front street, forty by ninety feet, costing twenty thousand dollars; the Protection engine house at the corner of First and Jefferson streets, costing ten thousand dollars; a new edifice by the Congregational church at the corner of Second and Jefferson streets, with one spire one hundred and fifty feet high, costing twenty-five thousand dollars; the Bishop Scott grammar school building on B street at the junction of Fourteenth.

As 1870 fills out a decade, it is not out of place to give here a somewhat more detailed list of the occupations then flourishing in the city. Of hotels there were twenty-two: The St. Charles, at the corner of First and Morrison; The International, at the corner of Front and Morrison; the American Exchange, at the corner of Front and Washington; the Occidental, at the corner of First and Morrison, The Western Hotel, on Front near Pine; the Pioneer Hotel, on Front near Ash; The Shakespeare Hotel, at 23 Front street; the Washington Hotel, corner of Alder and Second; the New Orleans Hotel, at the corner of Yamhill and First; the Wisconsin House, at the corner of Ash and Front; the Russ House, at 126 Front street; the Railroad House, on Front near Yamhill; the St. Louis Hotel, on Front street; the New York Hotel, at 17 North Front; the Patton House, at 175 Front street; the Fisk House, on First near Main; the Cosmopolitan, at the corner of Front and Stark; The California House, at 13 Stark street; the Brooklyn Hotel, on First street near Pine. There were also twelve boarding houses and nine restaurants. Real estate agents now numbered six houses: J. S. Daly, Dean & Brother, William Davidson, Parrish & Atkinson, Russell & Ferry, Stitzel & Upton. The wholesale merchants contained many names in active business: Allen & Lewis, Baum Bros., Fleischer & Co., Jacob Meyer, L. White & Co., Seller, Frankeneau & Co., and Goldsmith & Co. Of retail merchants of that time there may be named: C. S. Silver, S.

Simon, A. Meier, D. Metzgar, W. Masters & Son, John Wilson, M. Moskowitz, P. Selling, Loeb Bros., Koshland Bros., Van Fridagh & Co., S. Levy, Mrs. C. Levy, Kohn Bros., Galland, Goodman & Co., Joseph Harris & Son, J. M. Breck, M. Franklin, J. M. Fryer & Co., Beck & Waldman, Clarke, Henderson & Cook, Leon Ach, and John Eney. In the groceries and provisions there were the wholesale merchants: Amos, Williams & Meyers; Leveredge, Wadhams & Co., and Corbitt & Macleay, and thirty-three retailers. In hardware: Corbett, Failing & Co., Hawley, Dodd & Co., E. J. Northrup & Co., and Charles Hopkins. The druggists were: J. A. Chapman, Hodge, Calef & Co., Smith & Davis, C. H. Woodward, S. G. Skidmore, and Wetherford & Co. George L. Story made a speciality of paints and oils. There were nine houses of commission merchants: Allen & Lewis, McCracken, Merrill & Co., Knapp, Burrell & Co., Everding & Farrell, George Abernethy, Williams & Meyers, Everding & Beebe, Janion & Rhoades, and T. A. Savier & Co. The lumber manufacturers and merchants were: Abrams & Besser, Smith Bros. & Co., J. M. Ritchie, and Estes, Stimson & Co. The foundries were: the Eagle, the Oregon Iron Works, the Willamette Iron Works, Smith Bros. Iron Works and the Columbia Iron Works. The furniture dealers were: Hurgren & Shindler, Emil Lowenstein & Co., W. F. Wilcox, and Richter & Co. Hat manufacturers were: J. C. Meussdorfer, N. Walker and Currier & Co. The flour mills: G. W. Vaughn and McLeran Bros. The physicians were: R. Glisan, J. S. Giltner, J. A. Chapman, J. C. Hawthorn, A. M. Loryea, W. H. Watkins, R. B. Wilson, G. Kellogg, J. W. Murray, E. Poppleton, J. A. Chapman, I. A. Davenport, H. A. Bodman, S. Parker, F. C. Paine, J. C. Ryan, F. W. Schule, Robert Patton, J. M. Roland, J. F. Ghiselin, H. McKinnell, Charles Schumacher, G. W. Brown, T. J. Sloan, W. Weatherford and J. Dickson. The printers were: G. H. Himes and A. G. Walling. The publications were: The Oregonian, which issued daily and weekly editions and was published by H. L. Pittock with H. W. Scott as editor; The Bulletin, James O'Meara editor; the Oregon Herald, H. L. Patterson proprietor, and Sylvester Pennoyer editor; the Pacific Christian Advocate, I. Dillon editor; the Catholic Sentinel, H. L. Herman editor; the Oregon Deutsche Zeitung, A. Le Grand editor; and the Good Templar, with C. Beal as editor. The Oregon almanac and city directory were regularly issued by S. J. McCormick.

The saddlers were J. B. Congle, Samuel Sherlock & Co., N. Thwing, and Welch & Morgan. The leather dealers, J. A. Strowbridge and Daniel O. O'Reagan. The dentists were J. R. Cardwell, C. H. Mack, J. G. Glenn, J. H. Hatch, J. W. Dodge, Wm. Koehler and Friedland & Calder. In the crockery and glassware trade there were W. Jackson, H. W. Monnastes, A. D. Shelby, M. Seller and J. McHenry.

There were seven wholesale dealers in liquors, nine livery stables, thirteen meat markets, four photograph galleries, twenty cigar and tobacco dealers, six breweries, five bakeries, two brickyards, four banks, fourteen printers, one match factory, one soap factory, one salt works, one barrel factory, two box factories, twenty-one dressmakers, five dealers in Chinese goods, two book binderies, one tannery, five wagon makers, six blacksmith shops, two express companies, three railroad companies, five merchant tailors, two telegraph offices, thirteen licensed draymen and two undertakers, besides a number of other occupations such as auctioneer and wigmaker.

The assessed value of property in the city was six million, eight hundred and forty-eight thousand, five hundred and sixty-eight dollars; about half of its purchasing value. The population was estimated at nine thousand, five hundred and sixty-five.

In 1871 the improvements continued, the amount spent on buildings being estimated at one million, two hundred and eighty-six thousand dollars. Commenting upon this at the time, the Oregonian said: "Many of these buildings are costly and of handsome and imposing appearance. We doubt if any city

on the Pacific coast can show anything like a parallel. The exhibit proves conclusively and in the most appreciable manner the rapid strides of our city towards wealth and greatness. . . . Every house is occupied as soon as finished, and not infrequently houses are bespoken before the ground is broken for their erection. . . . Rents are justly pronounced enormous."

The finest buildings of this year were the New Market theatre of A. P. Ankeny, sixty by two hundred feet, on First and A streets, extending to Second, and the Masonic hall on Third and Alder, of three stories, and a Mansard roof, still a very prominent building, and finished in the Corinthian style.

The number of steamers registering in the Willamette district were thirty-one; of barks, one; brigs, six; schooners, two; scows, two; sloops, four. The total value of property assessed was ten million, one hundred and fifty-six thousand, three hundred and twenty dollars, with an indebtedness of one million, one hundred and ten thousand, one hundred and five dollars. The population as estimated reached eleven thousand, one hundred and three.

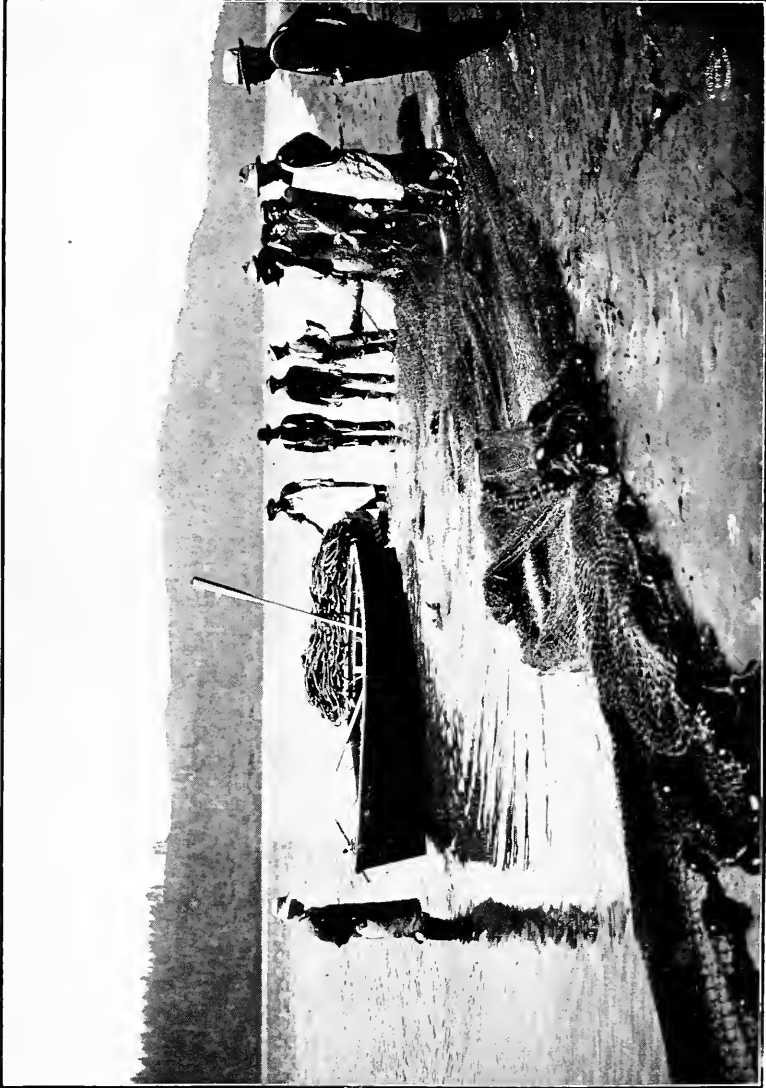
In 1872, Ankeny's New Market theatre was completed at a cost of one hundred thousand dollars, and the Masonic Temple at eighty thousand dollars. A Good Templar's hall was built on Third street costing ten thousand dollars. The Clarendon hotel was built on north First street near the railroad depot. Smith's block, a row of warehouses between First and Front streets and Ash and Oak, was built this year at a cost of fifty thousand dollars. Pittock's block on Front near Stark was completed at a cost of twenty thousand dollars. Trinity church erected a house of worship on the corner of Sixth and Oak streets, at a cost of twenty-five thousand dollars. Dekum's building on the corner of First and Washington streets, of three stories and still standing, costing seventy thousand dollars, was begun in 1871, and completed in '72. The home for the destitute was built this year.

In the line of shipping there were five ocean steamers plying to San Francisco, the John L. Stephens, an old-fashioned side-wheeler being the largest, carrying one thousand, eight hundred and thirty-seven tons. Coastwise tonnage aggregated one hundred and nine thousand, nine hundred and forty-nine tons; in the foreign trade there were eighteen thousand, nine hundred and forty-four tons. From foreign countries there arrived twelve barks and two ships, with a total capacity of nine thousand, four hundred and forty tons. Imports—that is strictly from foreign countries—were seven hundred and twenty-eight thousand, seven hundred and twenty-five dollars; exports to foreign countries six hundred and fifty-eight thousand and six hundred and fourteen dollars. The west side railroad was running to the Yamhill river at St. Joseph, and the east side to Roseburg in the Umpqua valley. Large fires occurred in 1872 making a total loss of three hundred and fifty thousand dollars. The population was estimated at twelve thousand, one hundred and twenty-nine.

#### THE GREAT FIRE.

In August, 1873, a great fire occurred, burning twenty-two blocks along the river front south of Yamhill and a part of Morrison street. The fire began at about 4:30 o'clock A. M. August 2, 1873, while the summer drought was on, and, by popular opinion at the time, was due to incendiarism. It began in the furniture store of Hurgren & Shindler on First street near Taylor. Fastening on the oils and varnishes in the work room, the energy of combustion was so great as to send up a shaft of flames through the building far into the air, with dense smoke accompanying, which soon burst into sheets of fire, and involved the entire structure. The alarm of the bells and the cries of the firemen aroused the city, and the streets were soon crowded with men. There were wooden buildings close by, the Metropolis hotel, the Multnomah hotel, the Patton house and a saloon, carpenter shop and foundry, on the same block; and within a quarter of an hour the whole was under the flames. The fire passed through





A Salmon haul in the Columbia River, indicating an industry which has from the raw material yielded by that river produced over fifty millions of dollars.

these buildings of fir lumber like kindling wood, burning with the violence of tinder. Although promptly on the ground, the firemen were unable to check the devastation, and under a breeze from the hills the conflagration soon spread to include six blocks, reaching the river and between Taylor street to Main and Second streets. From this start the fire spread north and south between Second street and the river until it had reached Yamhill street and destroyed Kelloggs hotel on the river front and threatened the St. Charles hotel, then the grandest building in the city, and swept everything clean as far south as Jefferson street and the public levee, where the Salem Electric and Narrow Gauge railroads now terminate. The fire wiped out everything on twenty-two city blocks; and would have taken much more of the city had not the firemen got in on steamboats from Vancouver and Oregon City, and by special train from Salem to relieve the exhausted Portland men. The Salem firemen promptly responded to a telegraph call and got their engine and men to the train and rushed to Portland without a stop—a 52 mile run in 57 minutes. The contest with the devouring flames lasted the entire day; the women turning out and serving coffee and sandwiches to the firemen, while they continued fighting the flames. The loss was about two and a quarter million dollars; and was in the end stopped mostly by shade trees.

The great disaster to the city was of course telegraphed far and wide and not only offers of aid but checks for money was sent in from San Francisco and many eastern cities. Henry Failing was made chairman of the relief committee that was immediately organized; and promptly telegraphed the thanks of Portland for the generous offer of aid, but kindly declined them all. For a time this decision aroused bitter opposition and called out severe criticism. Mr. Failing met this storm with the dignity and firmness that characterized his whole life, saying: that it was not meet, even in sore distress, for a rich city, like Portland to accept charity; and that the manly thing, and the right and proper thing to do was for the rich men to put their hands deep down into their purses and discharge this duty to the honor and credit of the city; and to make his acts tally with his brave words thereupon subscribed ten thousand dollars himself. That ended all discussion, silenced all criticism, healed all the bruises, and set everybody to work, to rebuild the city with funds to purchase tools and clothing for workmen rendered houseless, and the loss was soon forgotten and the blackened ruins soon again covered with better buildings than those swept away by the fire.

#### THE SALMON INDUSTRY.

The value of the salmon in the Columbia river had long been understood. The early fur traders had caught a few salmon and carried them away in salt with their furs. The Hudson's Bay Company had every year sent some salted and dried salmon home to London with their returning ships. And both Winship and Wyeth had come to the Columbia river prepared to carry away salmon, salted dried or kippered. But none of them had ever made a success of such efforts. Their failures were not owing to any scarcity of fish, but mostly because they had to depend on Indians to catch the fish. And Indians could catch but one fish at a time, either by spearing him, or hooking him with a line. This was too slow for commercial profit, and the Indian knew nothing about the use of nets or pounds. It remained for the white men to discover a way to utilize the vast schools of salmon which annually swept into the mouth of the great river. Salted salmon in kits and barrels had been on the market for years, but it was poor food, and worth a man's life to be compelled to depend on the stuff.

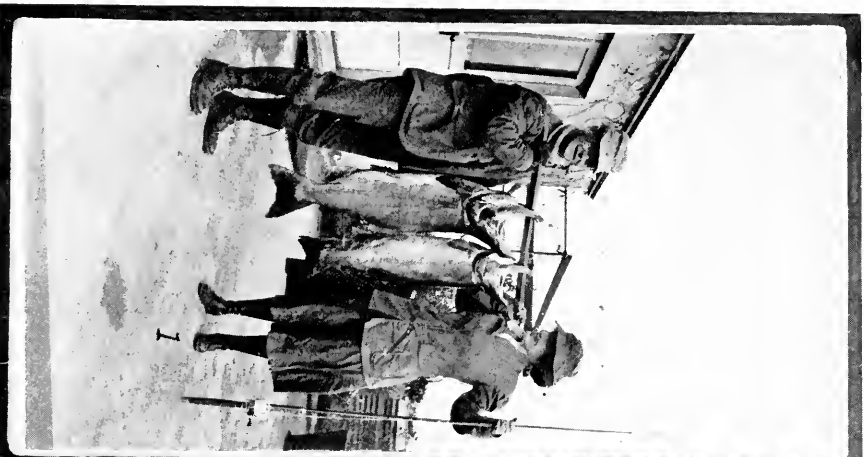
While temporarily stopping at the old American Exchange hotel, at the foot of Washington street, in 1864, General Coffin said to this writer one evening, "Come around to the wharf and I'll show you some fish." I went and saw a sight; and admitted I had never seen any fish before. A husky steamboat roustabout was pitching salmon off a little steamboat that had just got in from

down the Columbia, and had a wagon load of salmon for sale to anybody that wanted fresh fish. There were big salmon and little salmon and salmon of all sizes from the royal Chinook weighing seventy-five pounds down to the youngsters weighing two pounds. And people were coming in to get what they wanted. The hotels and restaurants—no “grills” in those days—took the large fish at two-bits apiece, and the family men took the little fish at ten cents apiece. Think of it; now you pay twenty or twenty-five cents a pound for royal Chinook, and four-bits for a two pounder called “Salmon trout.”

I said to General Coffin “why don’t you can these fish?” “Oh you can’t do that, you can’t can fish, they’d all spoil.” I suggested that eastern men were canning oysters, and I could see no reason why salmon would not be canned. As a matter of fact, at that very time the Hume Brothers had, after years of trial, succeeded in successfully canning salmon on the Sacramento river in California, and the very next year came up to Oregon and started a cannery down the Columbia and made a fortune out of the business before anybody else found out the secrets of the canning process. But employees soon discovered that there was money in the knowledge they possessed, and lost no time in getting Oregonians to put up the money to build canneries, and since that first little cannery of the Humes there has been taken out of the Columbia river and turned into gold coin not less than fifty million dollars worth of salmon. It has been the greatest gold mine the state has possessed excepting only the wheat fields, until now, when lumber is booming up big as a greater mine of wealth than fish or wheat. And notwithstanding the easy money, great profits and reliability of the business, the wealth of the fisheries has well nigh been destroyed by the selfishness and shortsightedness of the fishermen, and some cannerymen, who would not forego a penny of profit, or the chance of losing a single fish, in any effort to maintain a supply of fish, raised without costing one cent, by giving the fish a chance, or half a chance, to propagate their species, or to help out the spawning by artificial hatcheries. Fifty years from now when some one rewrites this history, it will be curious to look in and see if the Columbia river fishermen did ever awake to a common sense view of their business, and a patriotic duty to their city and state, and take effective measures to preserve, and conserve the Columbia river salmon.

Anent this story of the origin of the salmon fisheries in the Columbia, there is another “fish story.” Everybody could see and feel the inconvenience of being compelled to buy a whole fish on the wharf whether they wanted a whole fish or not, and then carry it home. As soon as John Quinn, a jolly good natured son of the Emerald isle saw the fish market on the dock a bright idea struck him. “I’ll open a little shop, buy the fish, cut them up to suit customers, and do some business,” said he, and no sooner said than done, for that very day he rented a little room on the south side of Washington street between First and Second and next door to the grocery establishment that made the Labbe Brothers fortune, and got in his block, scales and knives and was ready for business the next time the boat came up with salmon; and the present enormous fish business of the city started right there in Quinn’s little eight by ten shop. From cutting up fish for each customer as they came along, he branched out into the idea of delivering the goods, and John Quinn was the first man in Portland town to deliver parcels to purchasers. His delivery accommodations at first were a basket carried by himself. And as Quinn turned to delivering the purchases his good wife donned her big apron and took his place at the block, and proved as good a salesman and fish cutter as any man. Prosperity rolled in to the happy busy couple. When Alvarez Matteson would come in from Wappato lake with a wagon load of ducks, venison and native pheasants he found a ready market at Quinn’s, and dressed poultry and game were added to the attraction of the Quinn market. Those were the halcyon days in Portland life. Venison cost but ten cents a pound, a brace of native pheasants two-bits, a canvas-bird, fifteen cents, and Joe Bergman was selling choice porterhouse steak for a cent and





Hook and line fishing at Oregon City.



Steam tug gathering fish from the seines.



ten cents a pound. Everybody had all they could eat, and the best in the market, and no notes coming due in bank to worry about. Now choice steaks are thirty cents a pound, and venison and pheasants are reserved for millionaires and other favored of the earth.

But this book must not overlook Mrs. Quinn, the faithful helpmeet that made John a rich man. Several years after the Quinns had got all the business they could handle, and Mrs. Quinn was still cutting away in her spotless white apron, an old friend and customer said to her. "And don't you get tired of this job, Mrs. Quinn?" "Oh yes," she replied, "it is not a beautiful job to be sure, but I am going to stay right here at this block until I make twenty thousand dollars and then I'll quit and get myself the finest silk dress ever brought to this city." The story passed around the town and everybody had their little joke and laugh, but the Quinns held on the even tenor of their way. One morning Mrs. Quinn was absent from the shop and a man was at her block. The story of the twenty thousand dollars was recalled, and before noon of that day, Mrs. John Quinn appeared at the first department store of the city of Portland then kept at the southeast corner of First and Washington streets by Clark, Henderson & Cook, the predecessors of the Lipman, Wolf & Co. store. She was radiant with smiles, and evidently a happy woman. As she entered the store one of the proprietors, Mr. Vincent Cook, came forward to wait on her and jokingly inquired if she had made that twenty thousand dollars yet. The response was quick and hearty, "Yes I have," and the reply was "then you want that silk dress." "That's what I've come for." Mr. Cook was equal to the occasion—in fact "Vint" Cook was always equal to any occasion—and, keeping in mind the reputation of his house, replied: "I've been keeping a piece of silk for you for some time. It's the finest piece of silk ever brought to this city," placing it on the counter, "and there never will be as good a piece of silk brought to Portland again, for I can tell you confidentially, this silk was made to order for the empress of China or some other empress—just look at it," as he unrolled it, "it will stand on end like a row of salmon barrel staves." "How much must I have," said the delighted customer. "Well," says the merchant, "you're a fine large lady that will become this fine goods, I think twenty yards would not be any too much." And so twenty yards were cut off and paid for. "Now," says Mr. Cook, "I could well afford to give you that dress, Mrs. Quinn, for I've learned something from you." "What's that," replied the lady? "Well, it's just this, if you and John Quinn can make twenty thousand dollars in this fish business in a few years, I think I can make something at it myself, and I will sell out here and go into the fish business." And he did sell out and joined his brother James in packing salmon, and made his million.

This is but a sample story in the life and growth of this far western city. It illustrates much of this life and growth, and it is just as necessary to this history as any account of the growth of ocean commerce or development of rail-way transportation.

#### THE EXPRESS BUSINESS.

Transportation interests in building up the city commenced of course with the first ships that tied up to the oak trees growing along the river front from Jefferson street down to Hoyt street. And without this great builder of cities and nations there would have been no Portland. But along with this chief agency, came other and minor elements of growth, which deserve recognition. The express business to Portland came in on board the first steamship that tied up to the Portland water front, in the person of an express messenger. But no permanent office was established in the city until 1852, when "The Adams Express Company" opened an office here and continued in business until the advent of Wells Fargo & Company in 1853, when the field was abandoned to the latter company. There were on the overland route between Oregon and California

a number of express riders carrying letters and small packages as early as 1851, the charges for carrying letters being fifty cents for each letter.

In 1853, Wells Fargo & Company opened an office at Front street near the foot of Morrison street with Major William H. Barnhart as agent, and the office and agent is shown in the picture of Front street of 1853. On this subject Mr. Eugene Shelby, a native of the city and now superintendent of the Wells Fargo lines on the Pacific coast, and residing at San Francisco, says:

"Our first agency was located in a store, but in the course of a few years, as the business grew, exclusive offices were secured, and up until about 1868 or 1869 we were always located on Front street, north of Stark street. Sometime about the time named, we moved into the building which still stands on the northeast corner of First and Stark streets, which we occupied until 1874, moving thence to a room constructed especially for our business in the Newmarket building on the southwest corner of First and Ankeny streets. We continued to occupy this space until the flood of 1894 drove us out, and our next location was in the Imperial hotel building on the northeast corner of Seventh and Washington streets. We remained there three years, moving in 1897 to the wooden structure, purchased by the company on the southeast corner of Fourth and Yamhill streets. That location we left in 1907 to take up quarters in the spacious structure erected by the company at Sixth and Oak streets—the present location.

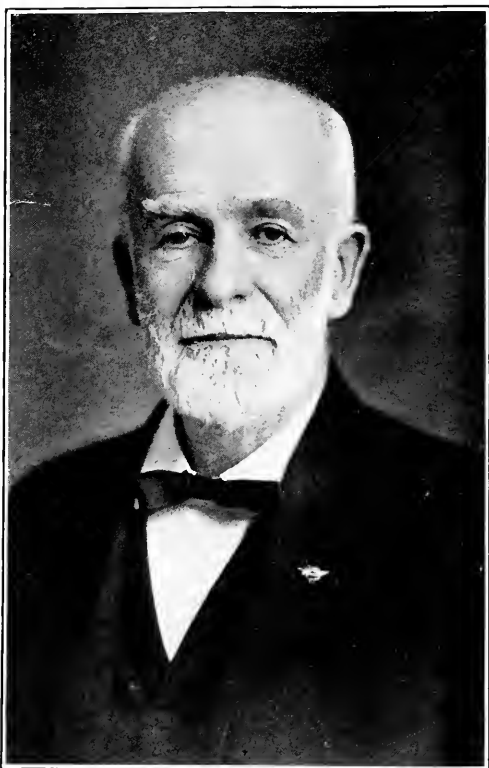
While I am confident I do not recall the names of all the old agents in the list, the most of them appear—W. H. Barnhart, J. M. Vansycle, W. W. Briggs, E. W. Tracy.

These gentlemen, I think, with two or three others, I cannot remember, were the agents between the years 1853 and 1872. Sam C. Mills and Frank M. Warren were also connected with the company at Portland prior to 1872, and James A. Henderson acted as cashier there in the old days. H. C. Paige was prominent as a route agent, though when his services with the company terminated later on he was very much under a cloud. In 1872 Major W. A. Atlee was appointed agent, serving until about the first of the year, 1873. At that time Colonel Dudley Evans, now president, was placed in charge of the Portland office, and he retained the agency until 1883. Mr. Ralph Welch then assumed control which he retained from 1883 to 1884. In March, 1884, Mr. Eugene Shelby was made agent, and he continued to act in that capacity until June of 1906, being succeeded at that time by the present general agent, Mr. H. Beckwith.

Early history of Wells Fargo & Co., in Portland would doubtless prove interesting, but unfortunately, there are very few people now living who are familiar therewith. We handled letters for many years after the business was first established, and nearly all the important business communications were intrusted to our care. Upon the arrival of a steamer at Portland from San Francisco, the latter city in the early days being Portland's supply point, a large bag containing letters was all ready to be thrown ashore before the steamer was landed. It was rushed to the uptown office, opened and assorted, a large letter list, which the steamer messenger had meanwhile prepared, being conspicuously placed on the wall and for an hour or more thereafter the office was flooded with business men. This condition prevailed even when steamers arrived as late as twelve o'clock at night. In fact, in those days every employe of our company was on terms of personal acquaintance with every prominent merchant and banker, a condition which does not now prevail in any city, in the United States.

Amongst the best known employes in the sixties was Sam C. Mills, who afterward moved to San Francisco, where he lived for many years. Amongst the well known employes of later date were Charlie Fuller and Frank M. Mollthrop, who, by the way, is yet living on a farm near Columbia slough. Charlie Meade, letter clerk, probably knew every resident of Portland in the early seventies, his work as letter deliveryman bringing him in contact with everybody. He died many years ago.





DR. O. P. S. PLUMMER,  
Father of telegraphy in Oregon

Numerous experiences might be related which would prove interesting, but for historical purposes would be inappropriate. Such, for instance, as the developments resulting from "On Hand" sales, many extraordinary packages having been disposed of at auction because uncalled for by owners. Reference might also be made to the fact that two men came to the express office with grain sacks with which to carry away \$15,000.00 they had won in the Louisiana lottery, same being shipped in currency."

Many of the present merchants and residents of the city will recall the pleasant face and genial hand shake of Colonel Dudley Evans, who was for many years in charge of the Portland office, and to whose friendly interest the city is very largely indebted for its first Class A steel frame twelve story building standing at the corner of Sixth and Pine streets; and who since Mr. Shelby's letter was written has passed over to the other side beyond the reach of energetic express companies.

*The Telegraph in Oregon.*—We are indebted to the "Father of Telegraphy in Oregon," Dr. O. P. S. Plummer for the history of this important aid to social and commercial progress.

In the year 1855 or 1856 two men, Johnson and Graham undertook the construction of a telegraph line to connect the Willamette valley with San Francisco.

They solicited stock subscriptions from the business men and settlers in the section interested, in which they were quite successful and in time strung a wire from Portland to Eugene city.

The wire used was very light, the insulators very poor and not a pole was set where a tree could be made to serve as a support. Charles Barnhart of Cornelius, informed me several years ago that he remembered distinctly that a pole stood at Butteville, the only one of which he has any recollection.

Johnson established his headquarters in the drug store of our worthy Dr. J. B. Cardwell at Corvallis, and there a telegraph office with a register was duly installed, but not a single telegram was transmitted for pay from Corvallis office and a very limited business was done at Portland with Warren Davis as operator, and at Oregon City where D. W. Craig, (a pioneer printer and editor, yet living at Salem, eighty years of age), did the "brass pounding," during the long interval occupied in the canvassing for funds for the construction of the line. The project proving a failure, the work was abandoned and the enterprising co-laborers left the country.

A few years later J. E. Strong of Salem, undertook the construction of a line from Portland to Yreka to form a connection with that of the California State Telegraph Company.

He succeeded pretty well until the work had reached a point near Eugene city, when meeting with reverses, the principal one being the loss of a quantity of wire and other material in a shipwreck while in transit from New York around Cape Horn, he was stranded and turned the line over to the California State Company in the fall of 1863, upon an agreement to complete to a connection at Yreka and thus reach San Francisco.

Two building parties entered promptly upon construction work. One party under R. R. Haines working from the south and one under E. A. Whittlesay from the north, reached a meeting point at the Joseph Lane farm a few miles north of Roseburg on the fifth day of March, 1854.

Of the men engaged at that time in construction and operation, I can only locate two at this time. I think the others have all passed to the beyond. Captain Frank M. Tibbetts, whose home was at Oakland, was one of the Whittlesey party and did work as line repairer for several years. He is now employed on the Albina ferry and has resided in Portland for many years, a vigorous, well preserved man. John M. Lyon continued with the construction work as the building was extended towards Puget Sound, and managed the office at Seattle for a long time, served as postmaster for a term and is yet living in honorable retirement in that city.

Upon completion of the construction work I was transferred from the San Francisco office to Portland and performed all the work of the office with the aid of one man who did delivery and line repair service during the first eight months.

Business was very satisfactory and Portland grew and prospered, and in the late fall, Albert Strong, of Salem, son of the line promoters, was employed as my assistant, but was soon succeeded by a young fellow named Ward, who came from California, operated for over a year and returned, locating at Visalia.

W. W. Skinner was transferred from Yreka to Portland office in the fall of 1865 to serve as delivery man and line repairer. He was a good operator as well and an all around valuable assistant. Later he served as railroad station agent and operator at Salem for many years, and was honored by election to the office of mayor of that city. He passed away in April, 1909.

The line as first built lacked much of being first class. The insulators were poor indeed. The amount of escape especially during damp weather was so great that messages often had to be repeated at points between Portland and Yreka, which was the south end of the Oregon circuit, where all telegrams were transmitted either through "repeaters" or by copying and so forwarding when the line happened to be down, which often occurred, or when working badly.

The insulators used at first and for the first few years, were composed of a block of wood of size about four by four by three inches, with a hole bored into the center in which was inserted an iron bar or core coated with gutta percha, the coating in many instances being imperfect or cracked so that frequently the sap from trees to which they were nailed formed a means of communication from the line wire to the ground. These insulators were attached to trees where the expense of poles could possibly be saved, and western and southern Oregon was then well wooded.

The main line batteries at Portland and Yreka were known as Grove batteries in which nitric acid was used and the three dozen or more cells in Portland office had to be cleaned and replenished daily. The local batteries then used were known as Daniels or gravity bluestone batteries.

Offices were far apart at first and compensations of operators at small places were very low, being one-half of the moneys collected for telegrams. Such towns as Oregon City, Salem, Albany, Corvallis, Eugene and Roseburg paying the munificent returns from ten to twenty dollars per month for their care. Registers with the strip of paper were used in nearly every office in the state. The operators were either business men in the way towns or their clerks, or both, and there was such a fascination about having the offices in places of business that there was little trouble in finding parties who were glad to have the charge for the small compensation.

I smile when I recall one case as an example: Adolph Levy, who was operator at Oregon City succeeded Fred Charman, devoted a lot of time to the telegraph even to the neglect of his business, for which he only realized fifteen or sixteen dollars a month, complained to me about the meager pay; I referred him to the general superintendent, Colonel James Gamble; Gamble advised him to resign; he again called on me saying he should have more pay but did not want to give up the office, and several other operators like situated felt as my dear good friend Adolph did, but delayed with the job.

Portland office did a good business. Merchants and others soon took advantage of the comparatively rapid means of communication. The tariff to San Francisco was three dollars for the first ten words, and one dollar and a quarter for each additional five words or portion thereof.

I many times received four dollars and a quarter for eleven word messages. Now the ratio is fifty cents and three cents for each additional word. Like rates ruled to other points and similar lower rates are established now.



The early times operators in Oregon were a fine lot of fellows, and but few are left. With scarcely an exception they have done well in their various life engagements. Among those living now I recall, D. W. Wakefield, S. B. Eakin, Dr. S. Hamilton and his boys, J. Waldo Thompson, of San Diego, Thos. Sheridan, C. K. Wheeler, George Mercer, F. A. Taylor and Joseph Purdom. I need not give their addresses, they can be easily located, they are all well known good citizens, and to this day I am proud of the old operators.

In 1865 the California State Company's properties were acquired by the Western Union Company and the condition of the lines in Oregon was soon much bettered. Better insulation and better service in every way was introduced as the business grew.

James H. Guild succeeded me as manager of the Portland office in September 1866, where he rendered valuable service for many years. I practiced medicine for two years at Albany, when I was tendered the superintendency of the lines in Oregon and northern California and acted in that capacity until 1875, when I was relieved by Colonel Frank H. Lamb, who had for several years been superintendent of all lines north of the Columbia river, and who is yet rendering most capable and efficient service with his headquarters at Los Angeles. Mr. Guild superintended and operated the Oregon Steam Navigation Company's lines for many years. So much in regard to telegraphy in the earlier days in Oregon.

Now in this year of our Lord, 1910, a wonderful change is presented, an advance and development scarcely conceivable, even to those who have marked the progress. Instead of with great difficulty making the one wire which traversed Oregon from north to south, transmit communications to the California border and frequently not so far in those days, we now have several wires and a single wire is made to pass several messages at one time to and from San Francisco or like distant points.

Instead of generating a weak current of electricity by means of a few cells of batteries, it is now created by water power or other means in vast amounts and stored for use as required. The creating of this power and the uses to which it is now applied are hard to realize. With the wonderful advances of our great state and her phenomenal growth, the telegraph has kept pace.

Forty-six years ago a handful of men did all the telegraph service in Oregon. Today there are employed in the telegraph service in the city of Portland of men, women, boys, and line men, engaged in commercial and railroad dispatching work a total of one thousand, eighty-six. And what of the telephone service? The Pacific States Company, with its twenty-four thousand, five hundred, sixty-seven instruments (phones) in use in the city of Portland furnishes employment for eight hundred, forty-one persons. The city of Salem has two thousand, three hundred, ninety-six phones, and other cities and towns throughout the state are also well accommodated.

The Home Telephone Company has ten thousand, five hundred phones installed in Portland, in which service the patrons do their own switching. The service in connection with our fire department and our police system are important uses. Then the rural lines, the great aid and convenience for the country folks, are so numerous and distributed that to approximate a stating of their number would be an almost impossible task.

The uses of electricity in street car service are wonderful. Three hundred and thirty-eight such cars are running in the city of Portland and to suburban points every day, and furnish employment for approximately four thousand persons. Several other cities throughout the state have similar service.

*The Mail Service.*—The first movement to establish mail communication with Oregon by United States mail service was made in 1845, when the post master general advertised for proposals to carry the United States mail from New York to Havana, thence to Chagres river and back; with joint or separate

offers to extend the transportation to Panama and up the Pacific coast to the mouth of the Columbia river, and thence to the Sandwich islands, the senate recommending a mail route to Oregon. Between 1846 and 1848 the government thought of the plan of encouraging by subsidies the establishment of a line of steamers between Panama and Oregon by way of some port in California—gold had not yet been discovered. Upon the discovery of gold in California a United States postal agent for the Pacific coast was appointed to reside at San Francisco, and manage the mails, appoint postmasters, and generally regulate the entire postal business for the coast. Under this authority, John Adair was appointed postmaster at Astoria, F. M. Smith at Portland, George L. Curry at Oregon City, J. B. Lane at Salem, and J. C. Avery at Corvallis; and the mail for Oregon from the eastern states was sent up on sailing vessels as they chanced to come during the year 1849. Not a single mail steamer appeared on the Columbia river in 1849; and when Mr. Thurston, Oregon's delegate to congress, hunted out the matter in the postoffice department, he found that the secretary of the navy had agreed with Mr. Aspinwall, who had contracted to deliver mail in Oregon, that if he (Aspinwall) would take the mail once a month by sailing vessel "to the mouth of Klamath river, and touch at San Francisco, Monterey, and San Diego free of cost to the government, he would not be required to run mail steamers to Oregon until after receiving six months notice."

Here was mail service in hot haste. Oregon was to be at the end of the line, but get the mail at the mouth of the Klamath river. The secretary of the navy that made this brilliant arrangement had not found out that the people of Oregon at that time lived in the Columbia river valley, and that the mouth of the Klamath river was in California. After resigning as secretary of the navy in the administration of President Zachary Taylor, he became president of South Carolina college, and is known to fame as William C. Preston. Such facts as these show the difficulties under which Portland struggled to get a start. The next move to get mail service to Portland was secured by Mr. Thurston through the regular channels of the post office department. And here Thurston ran up against another townsite. Commodore Wilkes and Sir George Simpson of the Hudson's Bay Company had evidently pooled their issues in favor of a proposed city at the Hudson's Bay station at the mouth of the Nisqually river at the head of Puget sound; and had got an order to run the mail steamers to that point without stopping at Astoria. Thurston's job was to knock out Nisqually and substitute Astoria, which he succeeded in doing. In writing about the matter to a friend, he says: "If they get ahead of me they will rise early and work late." Thurston, also, at that time got letter postage reduced from forty cents for letters of a single sheet down to 12½ cents. Mr. Thurston was a man of great energy, and very positive and aggressive convictions in politics. He told the late General Ben Simpson that the only sure way to carry an election was to never stop campaigning until he had personally interviewed every voter in his district.

Samuel R. Thurston was born in Monmouth, Maine, in 1816, came to Oregon from Iowa in 1847, ran for congress at the first election after the territory was organized, and was elected after a hot contest with Columbia Lancaster and J. W. Nesmith, Thurston running as the champion of the missionaries against the Hudson's Bay Company, and died at sea on his way home to Oregon, April 9, 1851, and was buried at Acapulco, Mexico.

In June, 1850, the steamship Carolina, Captain L. R. Whiting, made her first trip to Portland with mails and passengers. She was withdrawn in June following and placed on the route from San Francisco to Panama. On October 24, 1850, the steamer Oregon brought up the mail on her first trip to this port, and was an object of much interest, being the first ship to carry the name of the state. But there was no regularity in arrivals, or departure of the mail from Portland until the arrival of the steamer Columbia, which was brought out from New York in March, 1851, by Lieutenant Totten, and afterwards commanded

by Captain William Dall, well known to all old Portlanders. By the Columbia, Portland got a mail once a month. The Columbia was commenced in New York by a man named Hunt, who had lived in Astoria, and went east under a contract with Coffin, Chapman and Lowndale to build the ship and run her on the Portland and San Francisco route. Hunt went east, laid the keel of the ship and got her on the ways, his money ran out, and the townsite proprietors not sending any more he sold the hull to Howland & Aspinwall, who finished her up and sent her out to take the Portland business.

The government then in 1851 appointed a postal agent for Oregon—Nathaniel Coe, a man of high character and religious life. Mr. Coe did much to improve and establish regular postal service throughout Oregon. On the expiration of his term of office he settled in Hood river valley near the present site of the town of Hood River, spending the evening of life in scholarly studies, planting the first fruit trees in that now celebrated apple growing region, and passing away at the age of eighty years, leaving highly respected sons to keep his good name.

During the first few years of the settlement of Oregon and the founding of this city the mails were carried at great expense, under great difficulties, and often at the risk of great dangers. The Indians early got to understand that the man that carried letters was in their estimation "a big medicine man," and that all letters were "bad medicine" for them. It was not surprising that the man who undertook to carry the mail through an Indian country took his life in his hand. The photo of one of these first mail carriers (A. B. Stuart) is given on another page. Mr. Stuart was the first carrier by land, carrying dispatches for the military department through the Indian country, going as far north and east as Fort Colville near the British line. While on one of these trips Mr. Stuart found five white men dead on the trails that had been murdered by the Indians, and he himself had to hide in out of the way places along the trails to camp and sleep in his clothes at night. Mr. Stuart was the first inspector of streets in the city of Portland and the first inspector of tobacco shops under internal revenue act of congress passed in 1864. And is still alive in fairly good health in this city.

The first carrier of the United States mails out of this city was Charles Ray of Ray's Landing on the Willamette river, who is still alive, in good health and near the four score mile post.

United States mails are now carried in and out of the city by the carload on thirty-six daily trains on transcontinental railroads, in addition to the mails daily carried in and out of the city on as many more local electric railway cars. From the mere pretense of a post office in 1850, the business of the post office of Portland, Oregon, has now grown to such proportions as to require:

Office employees and clerks .....	299
Number of named postal stations .....	8
Number of lettered postal stations .....	5
Number of numbered postal stations .....	25
Total number of stations .....	38
Number of clerks .....	162
Number of carriers .....	135
Number of rural carriers .....	2
Postal receipts for year ended March 31, 1910.....	\$ 817,790.16
Number of letters and parcels registered during the year 1909....	133,816.00
Number of money orders issued during year 1909.....	231,500.00
Account of money orders issued during year 1909.....	\$2,965,524.00

## CHAPTER XV.

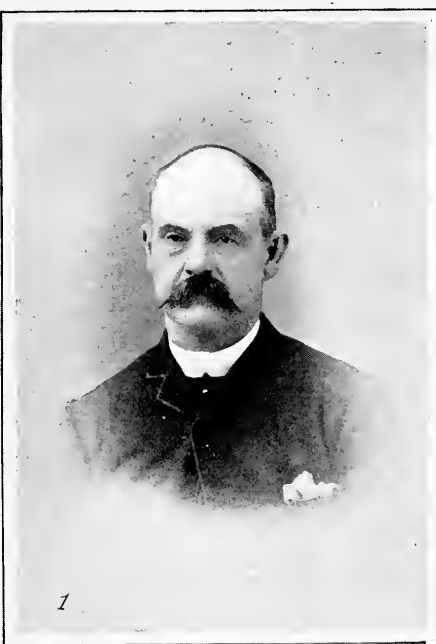
1850—1910.

*Portland Water Transportation—The Lot Whitcomb, and Other Steamboats—Nesmith's Account of the First Ship—Judge Strong's Account of the First Boats—The Effect of Gold Discoveries in Eastern Oregon—The Bridge of the Gods, and Other Obstructions to Navigation—The Great Territory to Be Developed—The Formation of the First Great Oregon Monopoly—The Oregon Steam Navigation Co.—The Northern Pacific Railroad Buys Controlling Interest in O. S. N. Co. and Then Fails—Ainsworth Picks Up the Old Stock for a Trifle—D. P. Thompson Uncovers Great Profits of O. S. N. Co—The Jay Gould Scarecrow—Ainsworth Sells Co. to Henry Villard—The Oregon Steam Navigation Company—The Father of the Oregon Railway & Navigation Company—River and Ocean Steamers and Sail Vessels.*

As there were no land means of transportation when Portland town was started, there was no patronage from the land side. Canoes, boats, sail boats, anything that could be floated on the water bearing goods or men, was in demand to start the town with. It naturally resulted from this state of affairs that water transportation, and the means thereto, occupied the front seat in all propositions to build up the town. First, was the necessity of controlling the point where the ships would come to discharge cargo. Ships might come in from Boston, New York, London, China, Siberia, the Islands, and they were the first consideration. Canoes, batteaux, sail boats, might come in from the Cascades, Vancouver, Oregon City or Astoria; but what of it? They could not found a city; they could tie up anywhere.

But it was soon seen that as immigration came in, as farms were opened, as saw mills were started, that these primitive means of transportation would not suffice, and that steam must take the place of paddles and sails. Then came the proposition to build steamboats. And it may be easily seen that such tireless men as Stephen Coffin, Lot Whitcomb, J. C. Ainsworth and John H. Couch, may have spent sleepless nights in solving the transportation proposition.

There has been a great deal of discussion as to whom was due the credit for building and operating the first American steamboat on the rivers of Oregon. As the man is still living in the city who knows all about this history we will give his story of the whole matter and settle the question for all time.



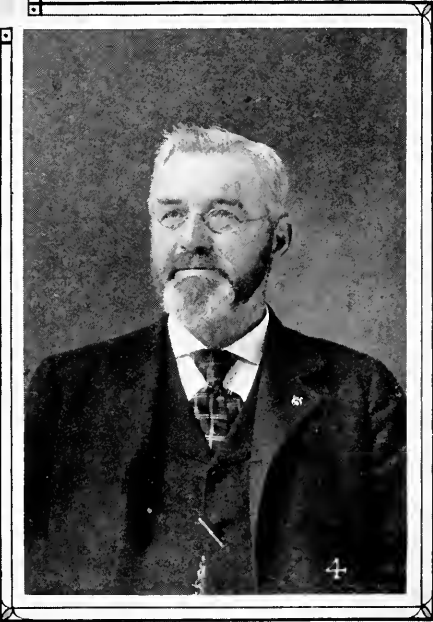
U. B. SCOTT



JOHN C. AINSWORTH.



JACOB KAMM



GEORGE H. PEASE



As to the building of the old Lot Whitcomb, Jacob Kamm can truthfully say "all of which I saw, and a part of which I was." The Lot Whitcomb was launched at the town of Milwaukie, six miles above Portland on Christmas day, 1850, now sixty years ago. In his notice of the early steamboats Judge Strong seems to think that the Columbia, a boat projected by General Adair, and built at upper Astoria in 1850 was the first boat. But that fact can't be well decided between the two contestants for the honor, as both boats were built in the same year, and there is no accessible evidence showing which boat "took to the water" first. Strong says that the mechanics building the Columbia were paid sixteen dollars a day for their work, and the common laborers handling lumber were paid from five to eight dollars a day in gold dust. They certainly fared better than the men working on the Whitcomb, for they got no pay until the boat was running and earning something, and then they had to take pay in wheat, and farmers produce, and convert it into cash or "store pay" as best they could.

The history of the Lot Whitcomb is mixed up with the struggle between rival towns for the location of the future city. Mr. Lot Whitcomb, one of the most energetic and ambitious men of early Oregon pioneer days, had located his land claim on the present site of the town of Milwaukie, and with the aid of Captain Joseph Kellogg started in to build a city. He had got together enough machinery to build a little saw mill, and was shipping little "jags" of lumber to the embryo town of San Francisco in '49 and '50; the profits on which were so large, that he was enabled to buy the old bark Lausanne that had brought the fifty-two Methodist missionaries out here. In the Lausanne were a pair of engines and all the necessary machinery for a steamboat. These engines had evidently been sent out in the bark from New York for the express purpose of building a steamboat on the Willamette or Columbia rivers, and had been forgotten, or overlooked as not necessary to the Methodist mission; and so Whitcomb looked upon his "find" in the bottom of the ship as an act of Providence to enable him to build a steamboat, and with her aid annihilate the pretensions of the little town of Portland. Whitcomb lost no time in getting those engines to Milwaukie and made all possible haste to build his boat. He had taken time by the forelock and hunted up a man at Sacramento, California, that was qualified to build a steamboat. That man he found in the person of a young man named Jacob Kamm, who was born in Switzerland, and coming to the United States and to St. Louis had learned the business of an engineer on the Mississippi river steamboats from the bottom up, and had his papers to show his qualifications. Whitcomb at once engaged Mr. Kamm, and brought him to Oregon to put up the engines and boilers, and put all the machinery in the boat.

This was a great opening for the young engineer, and Jacob Kamm was the man to fully appreciate it and make the most of his opportunity. Young, ambitious to succeed, industrious, frugal and thoroughly conscientious in the discharge of every duty, and in protecting and promoting the interests of his employer, he won the confidence of everybody, and his fortune was made in the good name and good standing he secured from this first employment in Oregon. So that from that time on Jacob Kamm never lacked employment at the highest wages, nor friends, nor chances to get ahead in the battle of life.

While Mr. Kamm was entrusted with the most important work of putting in and operating the machinery of the new boat, Mr. W. L. Hanscom was employed to build the hull and cabin. All hands worked together with a hearty good will to complete the boat and make the best showing possible; although the reputed owners, Lot Whitcomb and Berryman Jennings, were in such straitened circumstances as to be scarcely able to pay the board bills of the men; having expended all their means in the purchase of the engines and machinery. The boat was practically finished and launched on Christmas day, 1850. Wm. Henry Harrison Hall was employed as pilot, Jacob Kamm as engineer, while the builder Hanscom acted as master in running the boat until she was paid for and the necessary papers issued by the collector of customs at Astoria. No

authority from the government could be had to run the boat until the evidence was filed in the custom house that the men who built the boat had all been paid. Here was a veritable "snag" right in front of that first steamboat that was about as bad as a hole in her bottom. The collector of customs might wink at some violations of law, and allow Hanscom and Kamm to run her up and down the Willamette, and over to Vancouver, and down to St. Helens, but the Whitcomb must not dare to venture down to the Astoria custom house without the receipts in full of all labor, machinery and materials bills. Some high financing had to be done, and done quickly. So Whitcomb and Jennings formed a syndicate—the first syndicate in Oregon—and got Abernethy to head the paper, and then circulated it among the wheat growing farmers up in the valley and they subscribed dollars payable in wheat; and finally enough cash and farmers produce was put into the syndicate to pay for Oregon's first steamboat. Hanscom took cash as far as it would go, and wheat for the balance; Kamm took wheat and sold it to the Oregon City merchants, and finally everybody that had a dollar against the boat got their pay; Hanscom ran her down to Astoria, filed a clear bill of health on the creditors account, and General Adair issued the authority to run on the Willamette and Columbia rivers; and the Lot Whitcomb took the head of the fleet of the hundreds of steamboats that have followed in her wake; and John C. Ainsworth was appointed her first master.

As population increased, business on the rivers increased, and became more remunerative, with the stimulus of the greater business in the future incited others to try their luck at steamboating which has always been an attractive pursuit in new countries, where there were navigable rivers. Other boats were projected and built.

The Columbia, built at Astoria, not finding much business on the lower river, came to Portland and entered the transportation field here and was the first boat to run from Portland up to the Cascades. The James R. Flint, named in honor of a San Francisco merchant, was built above the Cascades by Flint, the Bradfords and J. O. Vanbergen; but not finding enough business up there was run down over the Cascades in 1861 and put on the run between Portland and Oregon City. To show the primitive character of the steamboat machinery in those days, it is said that the single engine of the Flint was geared directly to the paddle wheel shaft, which was a side-wheeler, and that this gearing made such an awful racket when the boat was in motion as to be alarming to the passengers. And on a time when Dr. Newell was aboard he innocently inquired of the purser what made such a threshing-machine-like noise below decks; and was told it was nothing but "the cook grinding coffee."

The Bradfords next built a steamer called "The Mary" with double engines to run between the Cascades and the Dalles, the Bradfords being at that time the owner of the portage on the north side of the Columbia at the Cascades. And soon after "The Mary" the Bradfords added the "Hassalo" to run on the route from the Cascades to the Dalles.

In the meantime S. G. Reed and Captain Richard Williams (known to the old timers as Captain Dick Williams) built the steamer "Belle" to run from Portland to the Cascades. Business increasing and the price of freights enormous, Colonel J. S. Ruckle and Harrison Olmstead built the "Mountain Buck" to run between Portland and the Cascades. In 1854 Jacob Kamm, J. C. Ainsworth and Thos. Pope (of Abernethy and Clark) built the "Jennie Clark" for the Oregon City and Portland trade; Ainsworth, master, and Kamm, engineer. In 1858 the Carrie Ladd was launched at Oregon City and owned and operated by the owners of the "Clark."

By 1859, the steamers, "Senorita," "Belle," and "Multnomah" had been built and were running between Portland and the Cascades, owned by Reed, William and Ben Stark, of which Stark was the general manager.

And now R. R. Thompson comes into the transportation field. Thompson had been appointed agent to the Indians in the upper country and had picked



up a little ready cash, and built a few little sail boats to carry freight on the Columbia from Celilo at the upper Dalles on up the river. It was a very slim show to do a transportation business, but as the cost of moving government freight was so great any sort of a boat would pay some profits; and Thompson was in a position to utilize the cheap labor of his Indian wards. And on this meager outfit Mr. Thompson was soon enabled to commence the construction of and build the steamer "Colonel Wright," named in honor of the officer in command at Fort Dalles. Thompson had, prior to this, built a little steamer on the upper Cascades, called the "Venture," which he hoped in some way to take up over the Dalles of the Columbia; but in steaming out into the Columbia from the upper Cascades, on the first trip, the boat had not either power enough to stem the current of the river, or the captain lost control of her, and the boat drifted down over the Cascades, and was reduced to a wreck; proving that this "Venture" was too much of a venture.

An account of conditions of river and ocean navigation, and the difficulties under which the pioneers of Oregon and Portland labored, from one who took part in them will be more interesting and satisfactory than anything prepared at a later date. And so it is thought best for this record to give here the statements of Colonel James W. Nesmith, and Judge William Strong; both of whom speak from actual observation and experience, making the following statements before the annual meeting of the Oregon pioneers in 1878; says Nesmith:

"Forty years ago the few American citizens in Oregon were isolated from the outside world. Some adventurous and enterprising persons conceived the idea of a vessel of a capacity to cross the Columbia river bar and navigate the ocean. Those persons were mostly old Rocky mountain beaver trappers, and sailors who had drifted like waifs to the Willamette valley. Their names were Joseph Gale, John Canan, Ralph Kilbourn, Pleasant Armstrong, Henry Woods, George Davis and Jacob Green. Felix Hathaway was employed as master ship carpenter, and Thomas Hubbard and J. L. Parrish did the blacksmith work. In the latter part of 1840, there was laid the keel of the schooner Star of Oregon, upon the east side of Sauvie's island, near the junction of Willamette and Columbia rivers. The representatives of the Hudson's Bay Company either dreading commercial competition, or doubtful about their pay, at first refused to furnish any supplies. But through the earnest representation of Commodore Wilkes—then here in command of the American Exploring Squadron, who offered to become responsible for the payment—Dr. McLoughlin furnished all such necessary articles as were in store at Vancouver. (According to another account current among old pioneers, the boat builders feigned to be persuaded by McLoughlin to give up their plan, and go to raising wheat for him. He supplied them with ropes, nails, bagging, etc., etc., such as was necessary for agriculture, and was greatly astonished when in passing the island he saw his farmers industriously building the craft which he had attempted to inhibit, expressing his vexation in the words "curse those Americans; they always do get ahead of us.") On the 19th day of May, 1841, the schooner was launched. She had only been planked up to the waterways and in that condition was worked up to the falls of the Willamette. Owing to the destitution of means and the scarcity of provisions, the enterprising ship builders were compelled to suspend work upon their vessel until May, 1842. On the 25th of August the vessel was completed, and the crew sent on board at the falls. They consisted of the following named persons: Jos. Gale, Captain John Canan, Pleasant Armstrong, Ralph Kilbourn, Jacob Green, and one Indian boy, ten years old. There was but one passenger, a Mr. Piffenhauser. Captain Wilkes furnished them with an anchor, hawser, nautical instruments, a flag and a clearance. On the twelfth of September, 1842, she crossed the bar of the Columbia, coming very near being wrecked in the breakers and took latitude and departure from Cape Disappointment just as the sun touched the western horizon.

That night there arose a terrific storm, which lasted thirty-six hours, during which Captain Gale, who was the only experienced seaman on board, never left the helm; the little *Star* behaved beautifully in the storm, and after a voyage of five days, anchored in the foreign port of Yerba Buena, as San Francisco was then called.

The *Star* was forty-eight feet, eight inches on the keel, fifty-three feet, eight inches over all with ten feet, nine inches in the widest part, and drew in good ballast, trimmed four feet and six inches of water. Her frame was of swamp white oak, her knees of seasoned red fir roots; her beam and castings of red fir. She was klinker built, and of the Baltimore Clipper model. She was planked with clear cedar, dressed to one and a fourth inches, which was spiked to every rib with a wrought iron spike half an inch square, and clinched on the inside. The deck was double, and she was what is known as a fore and aft schooner, having no top sails, but simply fore and main sails, jib and flying jib. She was painted black, with a small white ribbon running from stem to stern, and was one of the handsomest little crafts that ever sat upon the water. Captain Gale and the crew, who were the owners of the *Star*, sold her at the bay of San Francisco in the fall of 1842 to a French captain named Josa Lamonton, who had recently wrecked his vessel. The price was 350 cows.

Shortly after Captain Gale arrived in San Francisco, the captains of several vessels then in the harbor came on board his schooner, and when passing around the stern read "*Star of Oregon*," he heard them swear that there was no such port in the world.

Gale and his crew remained in California all winter, and in the spring of 1843 started to Oregon with a party of forty-two men, who brought with them an aggregate of twelve hundred and fifty head of cattle, six hundred head of mares, colts, horses and mules, and three thousand sheep. They were seventy-five days in reaching the Willamette valley. On their arrival with their herds the monopoly in stock cattle came to an end in Oregon.

Captain Joseph Gale, the master spirit of the enterprise, was born, I believe, in the District of Columbia, and in his younger days, followed the sea, where he obtained a good knowledge of navigation and seamanship. Captain Wilkes, before he would give him his papers, examined him satisfactorily upon these subjects. Abandoning the sea he found his way to the Rocky mountains and was for several years a trapper. I knew him well and lived with him in the winter of 1843 and 1844, and often listened to his thrilling adventures of the sea and land. He then had the American flag that Wilkes gave him, and made a sort of canopy of it, under which he slept. No saint was ever more devoted to his shrine than was Gale to that dear old flag.

In the summer of 1844, Aaron Cook, a bluff old Englishman, strongly imbued with American sentiments, conceived the idea of building a schooner to supercede the Indian canoes then doing the carrying trade on the Columbia and Willamette rivers. Cook employed Edwin W. and M. B. Otie and myself as the carpenters to construct the craft. We built her in a cove or recess of the rocks just in front of Frank Ermotinger's house near the upper end of Oregon City. None of us had any knowledge of ship building, but by dint of perseverance, we constructed a schooner of about thirty-five tons burden. She was called the *Calipooiah*. Jack Warner did the caulking, paying and rigging. Warner was a young Scotchman with a good education, which he never turned to any practical account. He ran away from school in the "*Land o' Cakes*" and took to the sea, where he picked up a good deal of knowledge pertaining to the sailors' craft. I recollect one day when Jack, with a kettle of hot pitch and a long-handled swab, was pitching the hull of the *Calipooiah*, he was accosted by an "uncouth Missourian" who had evidently never seen anything of the kind before, with an inquiry as to his occupation. Jack responded in broad Scotch: "I am a landscape painter by profession, and am doing a wee bit of adornment for Captain Cook's schooner."

In the month of August, 1844, we had launched and finished the Calipooiah and went on a pleasure excursion to the mouth of the Columbia. The crew and passengers consisted of Captain Aaron Cook, Jack Warner, Jack Campbell, Rev. A. F. Waller and family, W. H. Gray and wife, A. E. Wilson, Robert Shortess, W. W. Raymond, E. W. Otie, M. B. Otie and J. W. Nesmith. There might have been others on board; if so their names have escaped me. The after portion had a small cabin, which was given up for the accommodation of the ladies and children. Forward was a box filled with earth, upon which a fire was made for cooking purposes. We had our own blankets and slept upon the deck. The weather was delightful, and we listlessly drifted down the Willamette and Columbia rivers, sometimes aided by the wind. Portland was then a solitude like any other part of the forest-clad bank. There were then no revenue officers here under pretense of "protecting" American industries and no custom house boat boarded us.

In four days we reached Astoria, or Fort George, as the single old shanty on the place, in charge of an old Scotchman, was called. The river was full of fish, and the shores abounded in game. We had our rifles along, and subsisted upon wild delicacies. There were then numerous large Indian villages along the margin of the river, and the canoes of the natives were rarely out of sight. The Indians often came on board to dispose of salmon; their price was a bullet and a charge of powder for a fish.

The grand old river existed then in its natural state, as Lewis and Clark found it forty years before. I believe that there was but one American settler's cabin on the banks of the Columbia from its source to the ocean. That was on the south side of the river, and belonged to Henry Hunt and Ben Wood, who were building a saw mill at that point.

On an island near Cathlamet some of us went ashore to visit a large Indian village where the natives lived in large and comparatively comfortable houses. They showed us some articles which they said were presented to them by Lewis and Clark, among which were a faded cotton handkerchief and a small mirror, about two inches square, in a small tin case. The corners of the case were worn off and the sides worn through by much handling. The Indians seemed to regard the articles with great veneration, and would not dispose of them to us for any price we were able to offer.

The only vessel we saw in the river was Her Majesty's sloop-of-war, *Moderate*, of eighteen guns, under command of Captain Thomas Bailie. We passed her in a long niche in the river, as she lay at anchor. We had a spanking breeze, and with all our sail set and the American flag flying at our mast-head, we proudly ran close under her broadside. A long line of officers and sailors looked down over the hammocks and from the quarter-deck at our unpainted and primitive craft in apparently as much astonishment as if we were the flying dutchman or some other phantom ship from the moon, to plant the stars and stripes upon the neutral waters of the Columbia."

Judge Strong, attorney of the old O. S. N. Company, succinctly begins his narrative at the annual meeting of the Pioneer Association in 1878, by stating what he found upon reaching the Columbia:

"Astoria at that time was a small place, or rather two places, the upper and lower town between which there was a great rivalry. They were about a mile apart, with no road connecting them except by water, and along the beach. The upper town was known to the people of lower Astoria as "Adairville." 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, two companies of the First United States engineers, under command of Major J. S. Hathaway. There were not, excepting the mili-

tary and those attached to them, and the custom house officials, to the best of my recollection, 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 generally merchandise.

The Pacific mail steamer *Caroline* had made a trip in the month of May or June, 1850, bringing up furniture for the Grand Hotel at Pacific City, and as passengers, Dr. Elijah White, Judge Alonzo Skinner, J. D. Holman and others, who were the founders and proprietors of the city. Some of the proprietors still live, but the city has been long since buried, and the place where it stood has returned to the primeval forest from which it was taken. The mail companies steamers, Oregon and Panama had each made one trip to the river that summer, but regular mail service by steamer from San Francisco was not established until the arrival of the steamer *Columbia* in the winter or spring of 1850-51.

The usual length of time of receiving letters from the states was from six weeks to two months. It took, however, three months to send and get an answer from an interior state, and postage on a single letter was forty cents. After the arrival of the *Columbia*, they came with great regularity once a month, and a year or two afterwards, semi-monthly.

The first steamboat in Oregon was the *Columbia*, built by General Adair, Captain Dan Frost and others, at Upper Astoria in 1850. She was a side-wheel boat ninety feet in length, of about seventy-five tons burden, capable of accommodating not to exceed twenty passengers, though I have known of her carrying on one trip over one hundred. Though small, her cost exceeded \$25,000. Mechanics engaged in her construction were paid at the rate of sixteen dollars per day, and other laborers five to eight dollars, gold. She made her first trip in June, 1850, under the command of Captain Frost; McDermott, engineer. It generally took about twenty-four hours to make the trip. She tied up nights and in foggy weather. Fare was twenty-five dollars each way. She was an independent little craft, and not remarkably accommodating, utterly ignoring Lower Astoria. All freight and passengers must come on board at the upper town. She ran for a year or two, when her machinery was taken out and put into the *Fashion*. Her hull afterwards floated out to sea.

The *Lot Whitcomb*, also a side-wheeler, was the next. She was built at Milwaukie, then one of the most lively and promising towns in Oregon, by Lot Whitcomb, Col. Jennings, S. S. White and others and launched on Christmas day, 1850. That was a great day in Oregon. Hundreds from all parts of the territory came to witness the launch. The festivities were kept up for three days and nights. There was music instrumental—at least I heard several fiddles—and vocal, dancing, and feasting. The whole city was full of good cheer; every house was open and all was free of charge—no one would receive pay. Sleeping accommodations were rather scarce, but there was plenty to keep one awake.

The *Lot Whitcomb* had a fine model, a powerful engine, and was staunch and fast. Her keel was 12x14 inches, 160 feet long, a solid stick of Oregon fir. Her burden was 600 tons, had a 17-inch cylinder, 7 feet stroke and cost about \$80,000. She proved a safe and comfortable boat. Fare upon her was reduced to \$15 between Portland and Astoria. She ran upon Oregon waters until the latter part of 1853, when she was taken to San Francisco and ran for some years on the Sacramento. Capt. John C. Ainsworth took command. This was his first steamboating in Oregon. Jacob Kamm was her engineer.

Jacob Kamm, the engineer, was the right man in the right place on such a boat, under such a captain. He proved himself skillful and prudent; no accident ever occurred through his want of skill and care during the long period in which he ran as engineer on Oregon steamboats. The fortune he has ac-

quired has been built up by hard labor, increased and preserved by skill and prudence.

The Pacific Mail Steamship Company, a New York corporation, which had the mail contract between Panama and Oregon, brought out a large iron steamer called the Willamette. She was built for the company at Wilmington, Delaware, and brought around Cape Horn under sail as a three masted schooner, arriving in the fall of 1851. She was soon fitted up and commenced running, under Captain Durbrow, between Portland and Astoria in connection with the company's sea steamer. She was an elegant boat in all her appointments, had fine accommodation for passengers and great freight capacity. In fact, she was altogether too large for the trade, and in August, 1852, her owners took her to California and ran her on the Sacramento. One good thing she did, she put fare down to \$10. Fare on this route went down slowly; first \$26, then \$15, then \$10, then \$8, and then \$3; it is now \$2. It is only within a few years that the passenger trade on the lower Columbia has been of any considerable value, or would support a single weekly steamboat. It has now become of more importance.

About the same time, 1851, a small wooden boat, a propeller, called the Black Hawk, ran between Portland and Oregon City. She made money very rapidly for her owners.

The other boats built for, or run above the falls of the Willamette, were the "Portland," built opposite Portland, in 1853, by A. S. Murray, John Torrance and James Clinton. She was afterwards taken above the falls where she ran for some time. On the 17th of March, 1857, she was carried over the falls in high water, leaving hardly a vestige of the boat, and drowning her captain, Arthur Jamison, and one deck hand.

There was the Canemah, sidewheeler, built in 1851, by A. F. Hedges, afterward killed by the Indians in Colonel Kelly's fight on the Touchet in 1856, Alanson Beers and Hamilton Campbell. She ran between Canemah and Corvallis. The heaviest load she ever carried was 35 tons. Passage on her was \$5 to Salem. She made little or no money for her owners, though she had a mail contract.

The Oregon, built and owned by Ben Simpson & Co., in 1852, was a side-wheel boat of good size, but proved very poor property.

The Shoalwater, built by the owners of the Canemah in 1852-3, as a low-water boat, commanded by Captain Lem White, the pioneer captain upon the upper Columbia, proved to be a failure. She changed her name several times—was the Phoenix, Franklin and Minnie Holmes. Her bad luck followed her under every alias. In the spring of 1854 she collapsed a flue near Rock Island while stopping at a landing; none were killed, but several were more or less seriously injured, and all badly scared. H. N. V. Holmes, a prominent resident of Polk county, was badly injured, but jumped overboard and swam across to the eastern shore before he knew that he was hurt.

There were other steamboats during this time and afterward upon that portion of the river which time forbids me to name. What I have already stated is sufficient to give a general idea of the growth of navigation up to the time when corporations commenced their operations. These boats that I have named, and others built and owned by private individuals, held the field from 1862-3, when the People's Transportation Company, a corporation under the general incorporation law of Oregon, entered upon its career. They built the canal, basin and warehouse on the east side of the river, and carried on a profitable trade between Portland and the various points up the river, finally selling out to Ben Holladay, who, with his railroad and river steamboats, then held command of the trade of the entire Willamette valley."

An account of the internal commerce of Oregon would be incomplete without a history of the origin and growth of the Oregon Steam Navigation Company. I shall speak of it historically only, how it originated and what it has

accomplished; whether its influence has been good or bad; whether, on the whole, it has been or is likely to be detrimental to the true interests of our people, are questions that are not to be discussed here. Time will only permit me to give a brief sketch of the prominent points in its history. It is an Oregon institution, established by Oregon men who made their start in Oregon. Its beginnings were small, but it has grown to great importance under the control of the men who originated it.

In April, 1859, the owners of the steamboats *Carrie Ladd*, *Senorita* and *Belle*, which had been plying between Portland and Cascades, represented by Captain J. C. Ainsworth, agent, the *Mountain Buck* by Col. J. C. Ruckel, its agent, the Bradford horse railroad, between the middle and upper Cascades, by its owners, Bradford & Co., who also had a small steamboat plying between the Cascades and The Dalles and Portland, under the name and style of Union Transportation Company. There were some other boats running on that route, the *Independence* and *Wasco*, in the control of Alexander Ankeny and George W. Vaughn; also the *Flint and Fashion*, owned by Capt. J. O. Van Bergen. As soon as practicable, these interests were harmonized or purchased.

At this time freights were not large between Portland and the upper Columbia, and the charges were high. There was no uniform rule; the practice was to charge according to the exigency of the case. Freights had been carried in sail boats from Portland to the Cascades at twenty dollars per ton. I have before me an advertisement in an early number of the *Weekly Oregonian*, that the schooner *Henry*, owned by F. A. Chenoweth and George L. Johnson would carry at that rate.

On the 29th of December, 1860, there being then no law under which a corporation could be established in Oregon—the proprietors of the Union Transportation Line procured from the Washington territory legislature an act incorporating J. C. Ainsworth, D. F. Bradford, S. G. Reed, R. R. Thompson, and their associates under the name and style of the Oregon Steam Navigation Company. R. R. Thompson and Lawrence Coe, who then first became interested with the other parties, had built a small steamboat called the *Col. Wright*, above The Dalles, which went into the line and made up their shares of the capital stock. This was the second boat they had built at that point. The first, when partially completed, was carried over the falls and down the river in high water. There the hull was sold, fitted up and taken to Frazer river on the breaking out of the gold mine excitement in British Columbia, and much to the credit of its builders, made the highest point ever reached by a steamboat on that river.

The Oregon Steam Navigation Company or O. S. N. Co., as it has been more generally called and known since organized under the act, J. C. Ainsworth was the first president, and with the exception of a single year, when J. C. Ruckel held the position, has been its president ever since. Its principal office was located at Vancouver, and its property formed no inconsiderable addition to the taxable property of Washington territory. It might have remained there until this time, had it received fair treatment. But the citizens thought they had the goose that laid the golden egg, and they killed it. By unfriendly legislation and unjust taxation, the company was driven from the territory, and in October, 1862, it incorporated under the general act of Oregon. Its railroads, steamboats, warehouses, wharf boats and wharves were all built and established by the company without public aid, except the patronage by the public after they were completed.

All its founders started poor. They accomplished nothing that has not been equally within the power of others by the exercise of equal foresight, labor and perseverance. They had no exclusive rights. The rivers were wide enough for all the steamers which can be built, and the passes at the Cascades and The Dalles were broad enough for all the railroads that may be found desirable."

Aside from the O. R. & N. Co. and its predecessors, there have always been a few independent steamers on the river, making their headquarters at Port-

land, such as the Fannie Troup, Salem, Manzanillo, Traveler, Lurline, G. W. Shaver, and local craft. One of the most indefatigable of our independent navigators is Capt. U. B. Scott, with his two telephones, the first of which was destroyed by fire; river racers equal to anything of which the world has record. Another very solid company is that of Joseph Kellogg & Son, having two good steamboats, the Joseph Kellogg and Toledo, and making a speciality of navigation upon small streams, particularly the Cowlitz.

#### THE OREGON STEAM NAVIGATION COMPANY.

This great steamboat monopoly, which dominated the commerce of the Columbia river, and dictated all the conditions of the growth and development of eastern Oregon and Washington for nearly twenty years, makes such an important chapter in the growth of this city as to require a full account of its origin and principal financial operations. In his statement given above, Judge Strong refers to the hostility which was manifested against the company in the state of Washington, and as might be expected, as the attorney of the company, seeks to placate the judgment of posterity. And to understand how a single corporation could get possession of and hold the transportation of the great Columbia river for nearly a generation, and charge such prices for its services as to make all of its owners millionaires, and hold back or advance the development of three great states, it will be necessary to consider the topographical features of the country which enabled this corporation to acquire, hold and exercise such absolute powers over a great region.

#### THE BRIDGE OF THE GODS.

A very interesting and readable novel has been written on this subject, and the great majority of readers conclude that it is nothing more than an ingenious fabrication of a fertile brain. This, however, is a very great mistake. The Indian legend, that there was once, a vast time ago, so long that Indian legends can scarcely preserve the facts, a real stone bridge across the mighty Columbia river at the point where the river has cut its channel through the Cascade mountains, and now called the "Cascades," is undoubtedly founded upon a geological fact.

The reasons for this belief are to be found in the geology of the country—the testimony of the rocks. Rock deposits show, as is well established by Prof. Condon's "Two Islands," that an arm of the Pacific ocean once extended inland beyond the Cascades, probably forty miles, in the far distant past. The shells of various extinct forms of marine shell fish are found in the rocks east of the Cascade mountains to prove this fact. Great areas of a fertile country, once covered with tropical trees and vegetation and inhabited by the great mastodon elephant, three-toed horse, sabre-toothed tigers, and other extinct forms of animal life have, in distant past ages, been overlaid with vast outflows of lava thrown out by volcanoes in the Cascade range, now long since extinct. Chief among these great builders of mountains and plains are the two mountains—Hood and Adams. These two great mountain peaks, dominating the Cascade range for hundreds of miles and furnishing great safety valve discharges from fiery fluid contents of the interior of our globe, are equi-distant from the Columbia river, and about sixty miles distant from each other. Both sides of the Columbia between these mountains furnish the indisputable evidence in rock formations that a great field of lava rock was poured out over a landscape of sand detritus and surface soil. And when in active operation, these great volcanic vents discharged such contents of molten rock that, overspreading the whole region, the lava flood from one mountain would meet a like flood from its opposite mountain at a halfway point between the two volcanoes. These slow moving rivers of lava, carrying on their frontal margin a drift of

rubbish, rock and earth, would meet at the common center, but not coalesce. And as these deposits of lava would cool off a line of demarcation between the two lava fields would appear, and ultimately a great fissure or crevice parallel the median line of the two deposits. In subsequent ages, possibly not until the melting of the great ice cap of the glacial age of North America, a stream of water would commence to form, and following down the inclines from the Rocky mountains, would fall into this great volcanic made fissure between Mts. Hood and Adams. The water would pursue its course at the bottom of that fissure. The bottom of that fissure would be on top of the original deposit of sand, rock and soil, and that stream of water, as the Pacific ocean subsided and fell away from the west side of the Cascades, would cut out a channel under the deposit of lava rock. In the regular order of nature in wearing out all obstructions in rivers and water courses by rolling boulders and pebbles, the channel in the course of ages would be steadily enlarged. And as other streams fell into it from all sides, a river would be formed. It may have taken a million years to form the Columbia river, but that is the way it was formed. There can be no doubt from the geological record that there was a great rock bridge at the Cascades of the Columbia. There were probably other bridges also formed in the same way—the water working down under the superimposed lava cap and washing out a channel. From time to time these lava bridges would break down, and their fragments falling into the torrential stream, would be rolled down stream and rounded off into great boulders as they ground out and hammered out a channel by the action of the waters. The perpendicular cliffs at Hood river, White Salmon, and other points on the Columbia show how the great lava bridges broke down and were washed away, leaving the upright walls hundreds of feet high mute evidence of the operations of nature. The bridge at the Cascades was the last to fall down, and when it did fall, a great dam was made across the river and the detritus of rock, gravel and earth was piled up above it in vast quantities, and can be seen at either side of the river above the Cascades at this day. And when the dam finally gave way, the great torrent carried down before it and rounded into boulders rocks that will weigh a million tons. Such rocks can be seen in the Columbia below the Cascades today; and near by them, on the banks on one side, the original deposit of sand rock containing petrified stumps which were trees before Mt. Hood had an existence; and on the other bank vast deposits of boulders, pebbles and sand piled there high above the present river when the original "Bridge of the Gods" fell down and forced the making of a channel at a lower level.

But what has all this, or any of it, to do with the evolution of the Oregon Steam Navigation monopoly? Let us see. When the Columbia cut through the mountains in the manner described, and wore out a channel in the sand rock, a narrow strip of land was left on each side of the river for a passageway from the quiet waters above the old bridge to the navigable waters below the old bridge foundation. The value of these passageways around the swift and turbulent waters of the rivers, tumbling and roaring down amidst the great rocks of the old lava bridge, was quickly discovered, even by the red men. It was the best place for the Indians to spear the salmon. They contended for its possession. It was a strategic point to hold back foes coming from either side of the mountains. Here the Indians had a village at the head of the falls (upper Cascades) called Wish-ram; and they took advantage of their position to make exorbitant demands on every one—red or white—that wanted to go through that narrow pass. And when the white men came into the country, the value of the pass was seen at once. And as early as 1850, Francis A. Chenoweth claimed the land under the Oregon donation law, and proceeded to build a little tramway railway through the pass. The road was located on the Indian trail, was constructed entirely of wood, with one little car drawn by a single mule. And as there was no business at that time, and Chenoweth had no reserve capital to live on, and could not subsist on hopes, he sold his rights and his rail-



road to Daniel F. and P. F. Bradford, and they rebuilt the little road in 1856, making many improvements on it. This road was on the north side of the river, and the Bradfords owned it and all the land between the river and the mountain on that side of the river. While the Bradfords were rebuilding this road, the Indians attacked them and killed two men, the others fleeing in all directions. A fort and blockhouse was built near by, and here General Phil Sheridan had his first battle.

This railroad gave the Bradfords an advantage in the transportation business up the river that could not be set aside. They had boats on the lower river, and they had the pass and had no hesitation in demanding the lion's share—"all the traffic would bear." If the charge on the freight from Portland to The Dalles was forty dollars a ton—and that was the rate for many years—the Bradfords took twenty dollars of the forty for hauling it six miles around the Cascades on their little road.

These profits were a great temptation to opposition, and soon after, Col. J. S. Ruckel and Harrison Olmstead got possession of the land on the south side of the river and built another little tramway portage road on the south side of the river, and putting on their steamboat, "Mountain Buck," there were soon two competing lines for the freight business from Portland to The Dalles; the Bradfords on the north side of the river putting on the "Mary" and the "Hassalo" above the Cascades, and Ruckel and Olmstead putting on the "Wasco" to run opposition above the Cascades.

And now at this time the portage around the "dalles of the Columbia," above the town of The Dalles, was made by teams hauling the freight, and Mr. Orlando Humason had control of this pass. So that the line of transportation for freight from the Portland merchants to any customer on the upper river above The Dalles was divided into five sections, and five separate monopolies had to be paid and satisfied before the goods could reach that customer on the upper Columbia, and the aggregate cost of all these charges to the head of The Dalles monopoly was fifty dollars a ton.

Here then was the opening for an organizing man—a man who had the ability and address to take all the parties in all these little monopolies that had agreed to scalp everybody that came along, and make them all work together in a single combine or single corporation to accomplish the same end in making profits. Besides the men and boats named interested in this business, was the boats owned by Ben Stark and his partner and they had to be considered and provided for.

The man who had been studying the proposition most, and had evolved definite and practical ideas of managing the growing business, now came to the front—Capt. J. C. Ainsworth. The remainder of the story with such additions as may be necessary to make it complete, will now be told by Miss Irene Poppleton, graduate of the Oregon University, who has had access to the manuscript on this subject prepared by Captain Ainsworth for his children.

"The result was that in April, 1859, a general combination of all the interests as far as the middle landing of the Cascades under the name of the Union Transportation Company, with J. C. Ainsworth and J. S. Ruckle as agents. By this arrangement Bradford & Co. were to have all of the business from the middle landing to The Dalles, Ruckel & Olmstead withdrawing their steamer "Wasco" from the route.

At the time these negotiations were entered into, the Stark party were known as the Columbia River Steam Navigation Company, and Ruckel & Olmstead's line as the Oregon Transportation Company. The rates of passage were, at this time, from Portland to the lower Cascades, \$6; passage over the portage from \$1 to \$3. This Union Transportation Co. continued to work pretty well for about one year, but there was great difficulty in conflicting ownership and interests of steamers and portages. A closer consolidation of interests seemed to be necessary, and Mr. Ainsworth set about to accomplish this, trying if pos-

sible to combine at least the steamboat interests together as one company. In fact, this was an old scheme of his, often talked over with his friend, R. R. Thompson, but whose interests were at this time all on the upper Columbia, making it therefore necessary for him to proceed alone, even with an element whose interests were somewhat antagonistic to those of Thompson's; but after much discussion, it was agreed between the San Francisco parties owning the control of the steamer "Julia," the parties owning the old boats of the Columbia River Steam Navigation Company, composed of Stark, Reed, Williams, Wells and Hoyt, the owners of the Oregon Transportation Company, composed of J. S. Ruckel and H. Olmstead, and Bradford & Co., owning boats between the Cascades and The Dalles, and J. C. Ainsworth and associates owning the steamer "Carrie Ladd," that it would be desirable to consolidate the different steamboat interests into one company and that it should be done if terms could be agreed upon. This was the beginning of a long discussion as to the valuation of the different boats that should constitute the basis of the new company. This was finally adjusted and an agreement was reached to combine all the steamboat interests between Astoria and The Dalles. The next step was to bring in R. R. Thompson who owned the steamer "Colonel Wright" and a lot of small sailboats on the upper Columbia river. At length an agreement was reached, and the Oregon Steam Navigation Company was formed with a capital in steamboats and other property at the highest possible figure of \$172,500. J. C. Ainsworth was made agent, and so remained until the company was legally organized on December 20, 1860, when they procured a charter from the Washington territorial legislature with nominal headquarters at Vancouver. The shares were valued at \$500 each, with fifteen shareholders whose holdings were as follows:

R. R. Thompson .....	120 shares
Ladd & Tilton .....	80 shares
T. W. Lyles .....	76 shares
L. W. Coe .....	60 shares
Jacob Kamm .....	57 shares
J. C. Ainsworth .....	40 shares
A. H. Barker .....	30 shares
S. G. Reed .....	26 shares
Benjamin Stark .....	19 shares
Josiah Myrick .....	12 shares
Richard Williams .....	7 shares
J. W. Ladd .....	4 shares
G. W. Pope .....	4 shares
J. M. Gilman .....	4 shares
George W. Hoyt .....	3 shares

J. C. Ainsworth was elected president, which position he occupied, with the exception of one year, during the entire life of the corporation. The superior value of that portion of the new line owned by Thompson and Coe was recognized by giving them a much larger block of the stock than any other faction. Ladd & Tilton, the bankers, had rendered some financial aid to the owners of the steamers "Mountain Buck" and "Senorita," and in this way secured an interest in the corporation in which the senior of the banking firm afterward became quite a power. The difficulties in effecting an organization of this company were very great, but its subsequent history was great in results and usefulness. No other steamboat company in the United States can show such a record. They commenced, as before stated, with a capital in property at the highest possible valuation of \$172,500; no assessment was ever levied on this stock. The company expended in gold nearly three million dollars in creating their subsequent magnificent property, besides paying to their stockholders in dividends over two million five hundred thousand dollars in gold.

The first board of directors, elected December 29, 1860, were as follows: J. C. Ainsworth, J. S. Ruckle, D. F. Bradford, S. G. Reed, and L. W. Coe. These were supposed to represent the different interests that composed the new company. On June 8th, L. W. Coe resigned as director and R. R. Thompson was elected in his place. Very soon after the legal organization of the company, the rich placer gold mines of Idaho territory, eastern Washington territory, and western Montana were discovered, and a rush of miners and freight up the Columbia river was the consequence. The new company was greatly overtaxed to do the business that was forced upon them. They had but few boats, most of them very indifferent, the "Carrie Ladd" being the best in the new line. The portage at the Cascades was owned by rival and hostile parties, yet both were interested in the Oregon Steam Navigation Company, and occupied seats on the board. These parties regarded their portage interests as of paramount importance. They looked upon the company as simply auxiliary to their other and larger interests. The portage at The Dalles was at the formation of the Oregon Steam Navigation Company made by teams to the mouth of the Deschutes river, a distance of about twenty miles, and was at that time principally controlled by O. Humason and his associates. The freight for the new mining country was so extensive that at times the whole portage at the Cascades was lined with freight from one end to the other; the result was, of course, heavy losses caused by damage and a system of robbery impossible to prevent. They paid damages to freight in a single month amounting to over \$10,000. The most of this occurred on the portage, yet it was invariably charged to the Oregon Steam Navigation Company. The steamboat men realized the disadvantage under which they labored, as they were simply interested in a line of steamers that were wholly dependent on the portages, which were in the hands of rivals. They could see that the Oregon Steam Navigation Company must control the portages, or the portages must control and swallow up the company; or in other words, the whole interest must be as one. The question then was simply as to the mastery; and here commenced the struggle. At this time the Bradfords' means of transportation over their portage was a very indifferent wooden tramway from what was known as the middle landing to the upper Cascades on the Washington side.

Ruckle's means of transportation on the Oregon side was a wooden tramway the whole length of the portage; the lower half, or from the middle landing down, was of iron strap and over this portion of the road he ran a small engine. The cars on the upper part of the road were hauled by mules as they were on the Bradford road. During the high stage of water, say from May to August, the steamers could not run to the middle landing, consequently Ruckle transported the freight at such times over the entire portage for which he received one-half the through freight from Portland to The Dalles, and as Bradford had no tramway below the middle landing, he could not claim from Ruckle a division of portage earnings on the lower half of his road. This annoyed Bradford exceedingly, as Ruckle's income from this source with the immense freight that was then moving was very great.

J. C. Ainsworth and those who were looking to the interest of the steamboat men, now absorbed The Dalles portage. They stocked the road with teams and wagons at a cost of about \$100,000. This immense caravan was taxed to its utmost capacity, as was everything else that they owned. The next step was to bring the board of directors to see the necessity of building a railroad from The Dalles to Celilo and to convince them that the company could safely undertake it. J. C. Ainsworth was dispatched to San Francisco. He found that the house of Coleman & Company had about twenty miles of railroad iron, which could be procured by paying freight and charges. He made arrangements to take all of the iron, as they could not divide the lot. The Dalles railroad would only require fourteen miles, so this would be enough for the Cascades portage as well. Arrangements were made for the shipment of

this iron at once, and the work of constructing The Dalles and Celilo road was commenced. They had completed about three miles of this road at The Dalles, when Mr. Bradford became more and more frightened at the success of Mr. Ruckle on the Oregon side of the Cascades. This led Mr. Bradford to agree to the construction of a road by the Oregon Steam Navigation Company the full length of the portage of the Washington side of the river. As soon as the negotiations for the sale were completed, the construction force at The Dalles was taken to the Cascades and placed at work. Ruckle became convinced that his true policy was to sell to the company. The purchase was made that gave everything into the hands of the Oregon Steam Navigation Company, November 4, 1862, and the price paid was \$155,000.

The company that was first organized by special act of the legislature of Washington territory, with nominal headquarters at Vancouver, was dissolved December 5, 1862, and reorganized under the general corporation law of the state of Oregon. This settled the question of supremacy. The Oregon Steam Navigation Company was now master of the river, and all rival interests were now centered in the company. The capital stock was \$2,000,000, represented by twenty-five shareholders, at \$500 per share, as follows:

Bradford & Co. ....	758 shares
R. R. Thompson .....	672 shares
Harrison Olmstead .....	558 shares
Jacob Kamm .....	354 shares
L. W. Coe .....	336 shares
T. W. Lyles .....	210 shares
J. C. Ainsworth .....	188 shares
A. H. Barker .....	160 shares
S. G. Reed .....	128 shares
Ladd & Tilton .....	78 shares
Josiah Myrick .....	66 shares
Richard Williams .....	48 shares
A. H. Grezenbach .....	52 shares
J. W. Ladd .....	48 shares
J. M. Gilman .....	44 shares
P. F. Doland .....	42 shares
E. J. Weekes .....	42 shares
S. G. Reed, agent .....	40 shares
J. W. Ladd, agent .....	40 shares
Joseph Bailey .....	36 shares
O. Humason .....	34 shares
J. S. Ruckle .....	24 shares
George W. Hoyt .....	18 shares
Ladd & Tilton .....	16 shares
J. H. Whittlesey .....	8 shares

The Oregon Steam Navigation Company immediately entered upon a career of marvelous prosperity which never flagged, and the company continued to grow in influence and wealth until, from the humble beginning made by the insignificant stern-wheelers like the "Carrie Ladd," the Oregon Steam Navigation Company and its successors had become a power in the money centers of two continents. Throughout its entire period of activity this company succeeded in keeping the good will of the people. No worthy traveler was ever refused passage on the Oregon Steam Navigation Company steamers, and many a man was not only carried free, but was given his meals as well. No iron-clad rules prevented the pursers from using their discretion, and no injustice was tolerated. The pursers were paid \$150 per month, and that was extremely good pay for those times. The company demanded no bond of them, and

trusted to their integrity. They considered that the high wages paid was sufficient to keep the men, and if one was caught stealing from the company, he was discharged without ceremony.

It was a close corporation. Soon after the organization, the Bradfords offered to sell their stock at seventy-five cents, or at the rate of \$1,500,000 for the whole property, including steamships. This Bradford stock was purchased by A. Hayward for a pool of those who agreed to take a chance on the future of the company, and purchase its stock whenever it could be had at seventy-five cents. This pool consisted of W. S. Ladd, J. W. Ladd, R. R. Thompson, S. G. Reed, A. Hayward and J. C. Ainsworth. Arrangements were made with Ladd & Tilton to advance money on such purchased stock and charge the pool interest. As soon as Bradford sold his stock, a general stampede occurred with most of the large stockholders outside of the pool named; many were frightened because the control seemed to be going into Hayward's hands of California, and the offer of stock was more than the pool could well provide, but all was purchased that was offered. At first the object of the pool was to win a decided control of the company and work together in the management, but so much stock was offered and sold that very little was left outside, and then it was thought desirable to purchase all the stock, if possible, increase the capital to five millions of dollars and put the stock on the New York market. The result was that the whole stock was purchased by the pool and the contemplated increase of stock was put through.

The new company began its business under very favorable auspices. Early in its existence the Salmon river gold excitement brought a horde of miners into the country, and the Oregon Steam Navigation Company reaped more of the golden harvest in transporting them than any of the treasure-seekers found in the mines. The Florence City gold excitement of 1862 also brought the Oregon Steam Navigation Company a flood of prosperity. The wonderful resources of the new northwest were now becoming known as they had never been before. This was the banner year of the Columbia river steamboating. They could not possibly take care of all the business offered. The fleet running to the Cascades was frequently unable to handle the people who arrived on the steamships, and the portage was blocked with freight for days at a time, notwithstanding the fact that double crews were operated. A trip with less than two hundred people was light. At Portland the rush of freight to the docks was so great that drays and trucks had to form and stand in line to get their turn in delivering goods. Their lines were kept unbroken day and night for weeks and months. So, notwithstanding the enormous price of freight and passage, it was impossible to meet the demand. A few private boats found plenty of business, also the steamer "Maria" of the Independent Line, but she was seized by the government on a technical charge, and in March, 1865, The Oregon Steam Navigation Company got control of her. Another contestant was Captain Van Bergen, who secured the mail contracts between Portland and The Dalles. He controlled the People's line of steamers.

As an illustration of the large volume of business done at this time, the following figures were taken from the books at The Dalles for 1862:

Colonel Wright	.....	March 27	.....	\$2,625.00
Colonel Wright	.....	March 28	.....	2,446.00
Colonel Wright	.....	March 31	.....	1,570.00
Tenino	.....	April 9	.....	1,405.00
Okanogan	.....	April 11	.....	3,540.00
Okanogan	.....	April 15	.....	1,622.30
Okanogan	.....	April 18	.....	1,020.00
Tenino	.....	April 22	.....	3,232.00
Okanogan	.....	April 25	.....	3,630.00
Tenino	.....	April 27	.....	3,289.00

Tenino .....	April 29 .....	2,595.00
Tenino .....	May 5 .....	6,780.00
Okanogan .....	May 11 .....	2,145.00
Tenino .....	May 13 .....	10,945.00
Okanogan .....	May 17 .....	2,265.00
Okanogan .....	May 26 .....	6,615.00

These are for tickets sold at The Dalles for up-trips only. Down stream the traffic was not so great, but from \$1,000 to \$4,000 each trip, and the freight was enormous. One up-trip on the Tenino in May produced over \$18,000 for freight, fares, meals and berths. The extras and the bar privilege produced a monthly income of \$1,200.

The treasure shipments that passed through Portland were in part as follows: June 25, 1861, the steamer "Sierra Nevada" left for San Francisco with a treasure shipment of \$228,000. July 3d, the steamer "Brother Jonathan" left with \$50,000 in treasure. July 14th, the steamer "Sierra Nevada" with \$110,000 in treasure. August 12th, \$20,000; August 24th, \$195,558; September 12th, \$130,000; September 30th, \$315,780; October 13th, \$203,835; November 14th, \$260,483; November 29th, \$240,000; December 5th, \$750,000. On October 12, 1865, Wells Fargo & Company shipped \$150,000 in crude bullion. Another trip brought 1,125 pounds of crude bullion, twenty-eight sacks, averaging forty pounds each.

Wells, Fargo exports of treasure were as follows:

1864 .....	\$6,200,000
1865 .....	5,800,000
1866 .....	5,400,000
1867 .....	4,001,000

The policy of the company was to charge high rates; all, in fact, that the traffic would bear. Its earnings were consequently good, the company paying as high as 12 per cent on its \$5,000,000 capital as annual dividends. All freight except solids, such as lead, nails, etc., were estimated by measurement, forty cubic feet making a ton. The passage from Portland to The Dalles was \$8 and 75 cents extra for meals. Portland to Lewiston \$60, and meals and beds \$1 each. Today the price of freight from Portland to The Dalles is \$1.50 per ton and passage \$1.50, and 25 cents extra for meals. H. D. Sanborn, a merchant of Lewiston, in 1862 received a case of miner's shovels. The case measured one ton and contained 120 shovels. The freight, \$120 per ton, made the freight on each shovel \$1. A merchant at Hood river, eighty-five miles, said that before the railroad, the freight on one dozen brooms was one dollar. When O. B. Gibson was in the employ of the company at The Dalles, he went down to get the measurement of a small mounted cannon that had to be shipped for the government. After measuring several ways and figuring up the amount he seemed so perplexed that he attracted the attention of two soldiers who were lying in the shade of a pine tree near by. One of them finally called out, "What is the trouble, Captain?" "I am trying to take the measurement of this bladed gun, but some way I cannot get it right," said Gibson. "Oh, I will show you," said the soldier leading up a pair of harnessed mules that stood near and hitching them to the gun. "Try it now, Captain." "Thanks, that makes it all right; I see now why I could not get the correct measurement." In measuring a wagon or any piece of freight, the full length, the height and thickness were taken and carried out full size, the largest way of the piece. For instance, a wagon was measured from the back wheels to the end of the tongue, then the tongue was turned up and it was measured from the ground to the tip of the tongue again. This constituted the cubic contents, nothing deducted for vacuum, but when the wagon was shipped, the tongue was placed under the wagon box out of the way.

Following is a statement of freight charges by the Oregon Steam Navigation Company, taken from their schedule of rates that went into effect April 1, 1877:

## RATES OF FREIGHT PER TON MEASUREMENT.

Portland to The Dalles, 121 miles.....	\$10.00
Portland to Umatilla, 217 miles .....	20.00
Portland to Wallula, 240 miles .....	25.00
Portland to Palouse, 317 miles .....	32.00
Portland to Penewawa and Almota, 348 miles.....	37.50
Portland to Lewiston, 401 miles .....	40.00

Fast freight, \$2.50 per ton extra to The Dalles.

Fast freight, \$5.00 per ton extra to all points above The Dalles.

## PASSENGER CHARGES.

Portland to The Dalles .....	\$ 5.00
Portland to Umatilla .....	10.00
Portland to Penewawa and Almota .....	18.00
Portland to Lewiston .....	20.00

All bills payable in United States gold coin. That is to say, it cost to ship a ton of freight from Portland, Oregon to Umatilla, 217 miles, via Columbia river, \$20 in gold coin, or nine and one-fourth cents per ton per mile. From Portland to Lewiston, Idaho, 401 miles, \$40 per ton, or ten cents per ton per mile. Compare this with the cost of transporting a ton of freight by water from Chicago to New York, less than one cent, or nine and three-fifth mills per ton per mile. The Missouri river from St. Louis to Fort Benton, 3,200 miles, \$32 per ton, or \$1 per 100 miles, or one cent per ton per mile. Also the Missouri river is one of the most dangerous and difficult streams to navigate on the continent; filled with eddies, quicksands, and constantly changing channels—yet freight on this dangerous river was carried for about one-tenth the price that ruled the upper Columbia. Thus, the cost of moving a ton of freight up the Columbia was ten times greater than moving a ton along any principal watercourse on the continent. Also that which constituted a ton by weight on routes between Chicago and New York, and from St. Louis to Fort Benton on the Missouri river, and on most other of the water transportation routes in this country, constituted on the Columbia, under their system of measurement of freight, an average of more than one-third more; in many instances, depending on the character of the freight, one-half, three-quarters, twice as much, and sometimes three times as much. For instance, an article measuring a ton, but not actually weighing over two hundred pounds, would cost on the Columbia and Snake rivers from Portland to Lewiston, 400 miles, \$40, or at the enormous rate of \$400 per ton, according to weight, or \$1 per ton per mile. From statistics compiled by W. J. McAlphin, state engineer of New York, about 1868, the average cost of transportation by railroad was thirteen mills per ton per mile. From a table of freight charges on the Willamette river, published November 1, 1866, we learn that the average charge on this river was 175 mills per ton per mile.

The following is a copy of a circular issued showing the rules of the Oregon Steam Navigation Company, adopted April 22, 1878, and published by them, illustrative of the absolute and exclusive power which they exercised over the commerce of the Columbia river.

(1) This company will not take the freight to carry to any point upon the Columbia or Snake rivers above Celilo, except upon an agreement that it shall have the entire water carriage of the same to its place of final destination so far as the company's lines extend. The company, before receiving such freight,

may require of the owner or shipper, such agreement in writing with surety or otherwise which shall provide that if the terminus of the water carriage of the shipment or of any portion of the same shall be falsely represented in the shipping receipt or otherwise, and the freight shall, by direction of the owner in said shipping receipt or otherwise, be landed before arriving at such terminus and shall be further carried upon steamboat or boats or vessels not belonging to this company, then the party to such an agreement shall be held for and bound to pay to this company, full freight for such further water carriage at local rates, and in the same manner as if this company had carried the same to the terminus of its water carriage, and that such re-shipment on another than a company boat or vessel, within thirty days after a landing of the same as herein above stated, from the company's boat or boats, shall be taken and held to be conclusive evidence that the terminus of water transportation of said freight was falsely represented and that the true terminus was the point to which it was finally carried. And said agreement shall contain a further stipulation in case action is brought thereon and a recovery by the company had, the judge, justice of the peace or court before whom or which the action is tried, shall include in the amount of the judgment as disbursements, such sum over and above the taxable cost as he or they shall determine to be reasonable attorney's fees for the prosecuting said action.

(2) All down freight from points on the Columbia or Snake rivers which is brought to Wallula, Umatilla or Celilo, on any steamboat or other water craft not belonging to this company, and is re-shipped for further carriage by this company, will be charged the usual rates of the company, from the point of shipment upon such other steamboat or water craft, which freight shall be paid in advance at the time of shipment. This rule shall not apply to produce brought by the farmer or producer in his own boat to the said shipping points of Wallula, Umatilla or Celilo.

(Signed) S. G. REED,

Vice-President Oregon Steam Navigation Company.

Owing to their obtaining high rates, opposition boats were started, more or less spasmodically, on the Columbia and Willamette rivers. A line known as the Willamette Steam Navigation Company operated between Portland and Oregon City, and from that point to Corvallis and Eugene City for several years. In 1862, the People's Transportation Company was organized with a capital stock of \$2,000,000. This company had steamers on the upper and lower Willamette for over eleven years, and then sold out to Ben Holliday. The directors were: C. S. Kingsley, David McCully, Leonard White, S. Coffin and S. D. Church. The officers were: President, S. Coffin; vice-president, C. S. Kingsley; treasurer, A. C. R. Shaw.

When the locks at Oregon City were completed, the parties controlling them, Goldsmith and Teal, constructed several steamboats and began the navigation of the Willamette river between Portland and Eugene City; later they put boats on between Portland and Astoria in opposition to the Oregon Steam Navigation Company's boats. This opposition continued for two years. The Oregon Steam Navigation Company put a couple of boats on the Oregon City run, and the outcome of it was that they purchased a controlling interest in the Locks and the Goldsmith steamers, and organized a new company under the name of the Willamette Transportation & Locks Company, and J. C. Ainsworth was elected president. The new company purchased the basin and warehouse at Oregon City, together with the six steamers that had been rivals of the Goldsmith party.

About this time the Grangers were in the zenith of their glory and power. They resolved to ignore all other interests but their own, and were particularly hostile to all other transportation companies. They were led to believe that nearly all receipts of steamboats were profit, and notwithstanding the Willamette Transportation & Locks Company was transporting freight at a loss,



they organized a company and secured a large farming element as stockholders and put on the river two new steamers in opposition to the Willamette Transportation & Locks Company, which already had twelve steamers with only business for half that number. These Granger boats were run for nearly two years, having the whole community to back them up with credit, sympathy and business. They were managed by men wholly unacquainted with the business, but who did not learn that it costs money to build and run steamboats. The managers finally determined to sell their boats, as no one cared to invest good money to continue the fight with all the odds against them. The result was that the Oregon Steam Navigation Company bought the two boats at their own price.

By 1871, the Northern Pacific Railroad was in the zenith of its prosperity and desired to use the Oregon Steam Navigation Company facilities in connection with their enterprise. They proposed to purchase a control of the Oregon Steam Navigation Company stock, and invited an interview with an authorized committee from the Oregon Steam Navigation Company to meet them in New York city. Mr. Thompson and Mr. Ainsworth were appointed with authority to sell. They met the company in New York, and after much talk and frequent disagreements, they effected the sale of three-fourths of the capital stock of the Oregon Steam Navigation Company, at the rate of \$2,000,000 for the whole, taking one-half of the amount in N. P. R. R. Co. bonds at par and giving easy time for the money payments. The old owners of the company retained one-fourth of the stock and continued in the management, so they considered that they had made a good sale, but subsequent events proved it to be a mistake. Through the failure of Jay Cooke & Company, in 1873, the Northern Pacific was forced into liquidation, and the bonds that the Oregon Steam Navigation Company directors still held and could have sold for cash at about ninety cents, dropped to ten cents. The three-fourths of the capital sold to the Northern Pacific passed into the hands of the bankrupt estate of Jay Cooke & Company, and here it remained locked up for a long time. This failure served to shrink values all over the United States. The result was that Oregon Steam Navigation stock went down in the crash with other stocks. A plan was adopted by the trustees of the estate of Jay Cooke & Company to pay its creditors in kind. Each creditor accepting the proposition received fourteen per cent of his claim in Oregon Steam Navigation stock at forty per cent of its par value. This, as the creditors slowly and reluctantly came forward to accept, began to throw Oregon Steam Navigation stock on the Philadelphia and New York market. Parties taking it knew nothing about it, and offered it at once for sale, and as they were ignorant of its value, the Portland directors were not slow in improving this opportunity to buy back a sufficient amount as would again give them control. Some of it was purchased as low as thirteen cents, and the average cost of enough to give control was about twenty cents on the dollar, so in the end, covering a period of about five years, they found themselves the owners of the large majority of the stock at about half the amount that they had sold for.

In 1879, Mr. Villard came to Oregon with the avowed purpose of purchasing the Oregon Steam Navigation property, or commencing opposition. He asked J. C. Ainsworth whether he and his associates were willing to sell. Mr. Ainsworth refused to take less than \$5,000,000. An inventory of the company's property was made, together with a statement of the earnings for several years, with an offer to sell 50,320 shares at par. The directors thought that it was too big a deal for Mr. Villard, but he considered it a bargain. His plan was to form a new company, the Oregon Railroad & Navigation Company, with a capital stock of \$6,000,000 and an issue of \$6,000,000 of six per cent bonds. He got an option till October 1st, by paying \$100,000 in cash, which called for 40,320 shares of stock at par, to pay fifty per cent cash, twenty per cent bonds, and thirty per cent stock. He allowed \$1,000,000 stock and \$1,200,000 in bonds

for the Oregon Steamship Company, and \$2,000,000 stock and \$2,500,000 bonds to raise the cash required for Ainsworth. Leaving \$1,800,000 stock and \$1,500,000 bonds for the purchase of thirty-five miles of Walla Walla railroad and Willamette Valley Transportation & Lock Company. \$1,200,000 stock and \$800,000 bonds were reserved for new steamers. He submitted his plans to Jay Gould, but got a cool reception. He therefore laid the proposition before his friends in the east. His plan was to unite all the transportation facilities in Oregon. He asked his friends to join in exchanging Oregon Steamship for Oregon Railroad & Navigation securities, and to subscribe for the required cash payments for bonds at ninety with a bonus of seventy per cent in stock. He received a prompt response. Thus the Oregon Railroad & Navigation Company grew out of the Oregon Steam Navigation Company, and the Oregon Steam Navigation Company, after a score of years of prosperity unparalleled in the annals of steam navigation, passed out of existence in 1879. The Oregon Railroad & Navigation Company was incorporated July 13, 1879, with a capitalization of \$6,000,000, divided into \$100 shares. Mr. Villard was president.

The reference to Jay Gould above, revives the story circulated at the time that when the United States was proceeding by judicial proceedings in the U. S. district court to appropriate a right of way for the canal at the Cascades, and the Oregon Steam Navigation Company was resisting the proceeding, that David P. Thompson, who had no love for the Navigation Company, sat by and listened to the testimony of Captain Ainsworth, and prompted the government attorneys to compel Ainsworth to tell about all the immense profits of the company. And that after getting it on record, Thompson sent the figures to Villard, and Villard took them to Gould, and that Gould, instead of encouraging Villard, telegraphed a sensational story to the western papers saying that the Union Pacific Railroad, which Gould then controlled, would immediately take steps to extend its road to the Columbia river, and down to Portland, thereby expecting and intending to buy out the O. S. N. Company for a song. But, that after Gould had thus flushed the game, Villard scurried around Wall Street, got cash from other parties, and rushed to Oregon and bought out Ainsworth & Company before Gould could get his agent out here; making a good illustration of one railroad sharp shaking the plum tree while another, just a little quicker on foot, picks up the plums.

#### GREAT OPPORTUNITIES.

When the great field of virgin soil, rich mines, and great forests are considered, it is no wonder that this great monopoly so greatly prospered. No syndicate of capitalists ever had greater opportunities. And while they made millions and retired with great fortunes, yet what they achieved and what they took away was but a drop in the bucket of what they might have accomplished and gained. They were absolute masters of all the country east of the Cascade mountains in Oregon, Washington and Idaho. A region embracing every variety of soil, climate, timber and natural resources, and comprising an area equal to that of the states of Maine, Vermont, New Hampshire, Massachusetts, Connecticut, Delaware, Rhode Island, Maryland, Virginia and West Virginia. And yet they barely touched the resources of wealth along the margin of the great river, and made no attempt to penetrate the rich valleys of the interior with cheap and easily constructed feeder railways. They made so much money out of so small an effort that the glamor of the great wealth blinded their eyes to the greater possibilities beyond their vision.

#### INDEPENDENT BOATS.

But not all the enterprise in steamboating was put forth by the rich corporation. There were others with less money, but even more enterprise and public

spirit. Jacob Kamm built and put in operation a line of steamboats on the upper Snake river, and ran the steamer Norma into the heart of Idaho. He also purchased the ocean steamer George S. Wright, and was the first and only Portland man to try to develop the Alaska trade and hold it to Portland. Kamm's enterprise in going into new fields of business to develop trade for the city of Portland was greater and more courageous than that of any other man ever connected with the steamboat business of this city.

And besides Mr. Kamm, there was Mr. Leonard White who built and run a steamboat named "The Forty-Nine," far up the Columbia river into British territory, nearly two hundred miles above the national boundary line, as early as 1865. Mr. White did a good business there until and during the construction of the Canadian Pacific Railroad. And although he was somewhat remote from his base of supplies, he still claimed Portland as his home port, and, like Mr. Kamm, is still on deck and could run a steamboat as well as ever.

Efforts are being now made by the Portland Chamber of Commerce to secure co-operation between the provincial government of Canada and the government of the United States looking to the improvement of the Columbia river in British Columbia in connection with like improvements of the river in the state of Washington, so that a continuous and connected line of river transportation may be finally completed between Portland and the head of navigation on the Columbia river—a distance of about one thousand miles, by river and lakes. And it is entirely feasible, after opening the Columbia to its headwaters, to construct a short canal of about two miles over a level country and carry boats from the Columbia into the Kootenai river, and then successfully navigate the boat down the Kootenai into Kootenai lake, a hundred miles long, and then by another canal and locks of one mile pass the boat back into the Columbia four hundred miles below the point it left the Columbia to enter the Kootenai, making altogether a stretch of navigable water from Astoria to the outlet from Kootenai lake of over fifteen hundred miles and developing one of the richest mineral regions on the globe.

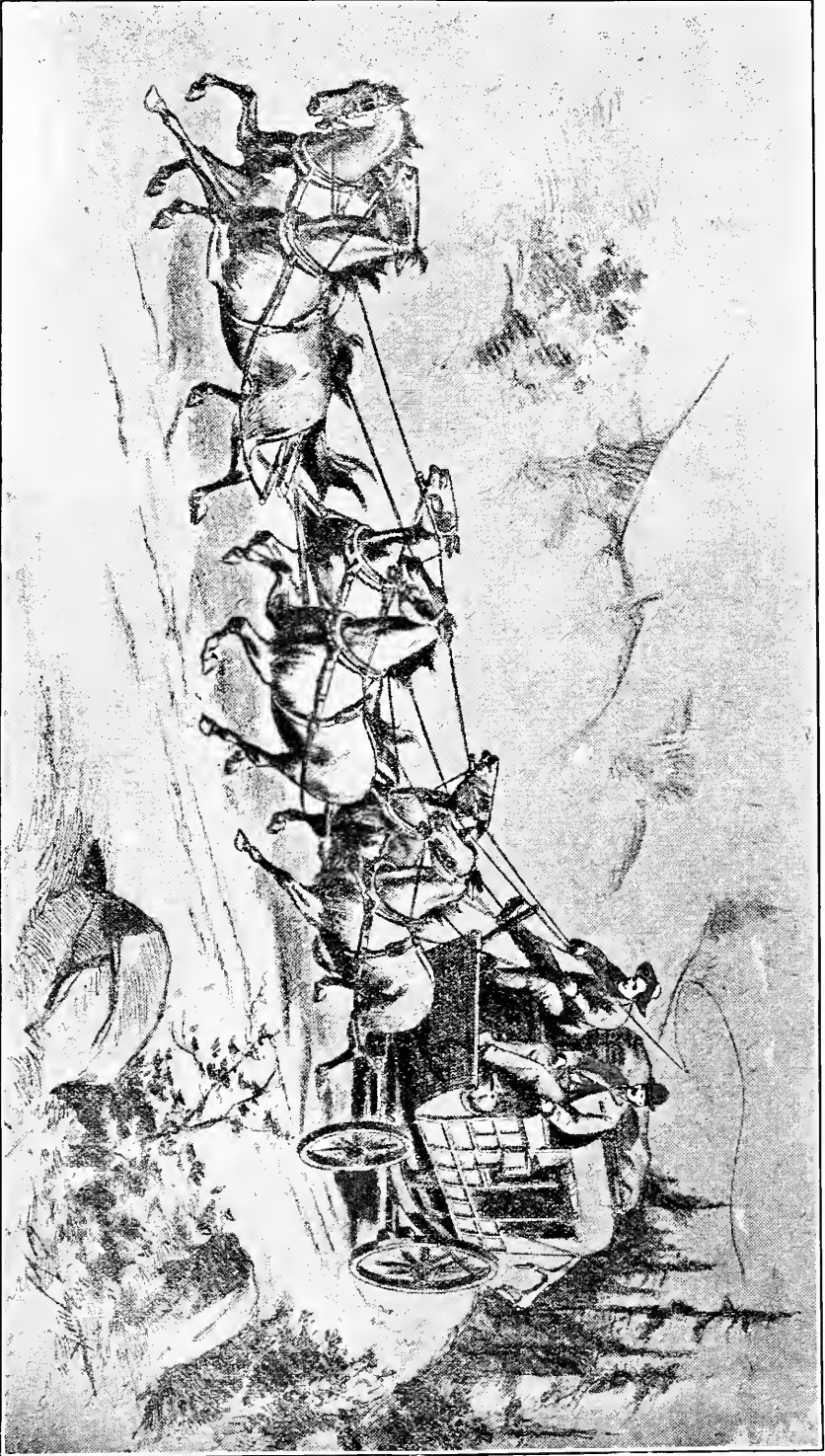
## CHAPTER XVI.

1863—1910.

*Development of the Oregon Railroad System—First Money Subscribed, and First Surveys—The Land Grants, and Land Grant Companies—Schemes of the Californians, and Contest for the Land Grants—The Oregon Railroad and Navigation Company—The Portland, Dallas and Salt Lake Proposition—Notices of Leading Actors in the Work—The Land Grant Lawsuit—Lands and Values—The Last Lands Granted by Congress in Aid of Railroads—The Advent of Electric Railroads—List of Roads and Mileage in Operation, 1910—The Portland City Street Railway System.*

The city of Portland being the railroad center and railway exchange not only of the state of Oregon, but also of the three states of Oregon, Washington and Idaho, the history of the railway system which converges to this point is a material and important part of the history of the city.

The first steps to build a railroad in the state of Oregon, followed up by connected and continuous efforts and organization, were taken at Jacksonville in Jackson county, in October, 1863. Sporadic meetings had been held and corporations formed prior to that time in several places in the Willamette valley proposing to build railways, but nothing had resulted but talk not worth recording. That the first substantial effort to develop the state by railroad transportation should have taken form at a small interior town three hundred miles from a reliable seaport is quite remarkable, but not unreasonable. Jacksonville was the county seat and trade center of the beautiful Rogue River valley, which has been more benefited by railroad transportation than any other community between the Columbia river and San Francisco bay. Steamboats could run up the Sacramento river one hundred and fifty miles from San Francisco; and other boats could get up the Willamette river one hundred and twenty-five miles from the ship landing to Eugene; and teams, pack trains, and stage lines could serve a limited trade and population in all the region on the north and south route between these river boat termini. But limited to these pioneer transportation facilities, the trade and population of all this region must forever stand still. There are in what is known as the "Rogue River valley," of which Jacksonville, Ashland, Talent, Medford and Gold Hill are trading points, about a million and a quarter acres of fine agricultural, timber, mineral and grazing lands, and of which in 1863, not more than one-tenth had been taken up by actual settlers. The pioneer farmers saw the necessity and the immense benefits to be gained from a railroad which should pass through their valley from



OVERLAND STAGE—TYPE OF THE EARLY SIXTIES  
Before the Railroad—Eight Hundred Miles by Stage Coach from Salt Lake to the  
Columbia River



Portland to San Francisco, and resolved, although poor in purse, to make the best effort they could to secure such a road.

In the spring of 1863, S. G. Elliott, of California, had arranged with George A. Belding, a civil engineer, of Portland, Oregon, to make an instrumental survey for a line of railroad from Marysville to Portland, on their joint account. They commenced their work at Marysville in California in May and reached Jacksonville in October. Before reaching Jacksonville they had sent forward a letter to the author of this book, then residing at Jacksonville, requesting him to canvass Jackson county for aid in paying the expenses of their survey, which work he performed. Upon reaching Jacksonville, Elliott and Belding disagreed as to which of them should have control of the line of survey through Oregon; Mr. Belding claiming that under their agreement he should select the route, and Mr. Elliott as stoutly claiming that as chief of the party and the original proposer of the undertaking, he was entitled to such control. But the question which proved fatal to the ambition of both gentlemen, was the fact that their party of twelve men had received no pay for six months, and there was nothing in the treasury to further subsist the men and teams. The whole party was stranded and their proposed railroad venture wrecked. Mr. Elliott left the party in possession of all its equipment and returned south to California; and Mr. Belding also left and proceeded to his home in Portland, and this ended the connection of both gentlemen with this preliminary survey.

The subscriptions in aid of this first work on an Oregon railroad (not considering mere portages on the Columbia) and the first money expended in the actual construction of such road, followed up by connected and continuous work until the road was in operation, were contributed by the following named persons:

SUBSCRIPTION LIST FOR RAILROAD SURVEY FUND.

"The following subscriptions are received for the purpose of defraying in part the cost of making a preliminary survey for a railroad route, connecting the Pacific Railroad in California with the city of Portland, Oregon, we, the undersigned, subscribers, agree to pay the amount hereunto subscribed by us, for the above purpose, to S. G. Elliott, on demand made by him. On the final organization of the railroad company, it shall be optional with the undersigned subscribers to become stockholders in said company to the amount subscribed by each, at the rate of \$10 per share, with the privilege of one vote to each share, or not. If they choose to become stockholders as above, they each shall be credited on the books of the company, for the full amount subscribed by each. If they do not become stockholders, said company, as soon as able, shall pay them back the amount subscribed by each without interest. It is further agreed that the subscribers to this list shall not be required to pay, or made liable for any amount beyond that by them subscribed."

October, 1863.

NAMES.	AMOUNT SUBSCRIBED.
C. Boylery .....	\$10.00 (paid).
John Robison .....	40 bushels of wheat at Phoenix.
D. E. Steaves .....	\$5.00 (paid).
G. Naylor .....	\$2.50 (paid).
John Holton .....	\$2.50 (paid).
M. Mickelson .....	\$2.50 (paid).
R. B. Hargadine.....	\$5.00 (paid).
E. Emery .....	\$5.00 (paid).
Lindsay Applegate .....	\$10.00 (paid).
O. C. Applegate .....	\$2.50 (paid).

John Murphy .....	5 bushels of wheat at Wagner & McCall's mill (settled by note).
J. C. Tolman .....	\$16.00 (paid in supplies and 30 bushels of wheat to be delivered at Wagner & McCall's mill. Settled by note).
P. Dunn .....	50 bushels of wheat, to be delivered at Wagner & McCall's mill, Ashland (settled by note).
H. F. Baren .....	\$18.00 (paid in supplies to S. G. Elliott).
Wagner & McCall.....	50 bushels of wheat, delivered at Wagner & McCall's mill (settled by note).
Enoch Walker .....	\$4.00 in supplies (paid to S. G. Elliott).
B. F. Myer.....	10 bushels of wheat, at Ashland Mills.
W. C. Myer.....	10 bushels of wheat at Ashland Mills.
W. Beeson .....	25 bushels of wheat at Ashland Mills (all three settled by note).
J. G. Van Dyke.....	\$3.50 (paid in supplies to S. G. Elliott).
John S. Herrin.....	10 bushels of wheat, delivered at Foudray's mill (settled by note).
Amos E. Rogers .....	\$10.00 (to be paid in board).
C. S. Seargent .....	\$2.00 (paid).
John Watson .....	40 bushels of wheat, delivered at Allen's mill.
Emerson E. Gore .....	\$10.00 in legal tenders (paid in wheat at Allen's mill).
M. Riggs .....	20 (twenty) bushels of wheat, delivered at Phoenix mill.
William Wright .....	22 bushels of wheat, at Foudray's Phoenix mill.
Frederick Heber .....	40 bushels of wheat, at Allen's mill.
S. D. Van Dike .....	25 bushels of wheat, at Phoenix mill.
John Coleman .....	\$10.00 (paid).
Joseph A. Crain .....	20 bushels of wheat at Phoenix mill.
J. T. Glenn .....	\$25.00 (paid by note).
Wm. Heyse .....	\$12.00 (paid by note).
W. K. Ish .....	25 bushels of wheat, at Foudray's mill.
H. A. Breitbarth .....	\$2.50 (paid).
J. Gaston .....	\$10.00 (paid).
McLaughlin & Klippel .....	40 bushels of wheat, to be delivered at Poole ranch (paid by note).
W. H. S. Hyde.....	\$5.00 (paid).
J. E. Ross .....	40 bushels of wheat, at Allen's mill.
Aaron Chambers .....	25 bushels of wheat, at Allen's mill.
M. Hanly .....	\$10.00 (to be paid in wheat at Allen's mill).
Granville Sears .....	15 bushels of wheat, at E. D. Foudray's mill.
R. S. Belknap.....	20 bushels of oats, to be delivered at Hunter's ferry.
U. S. Hayden .....	\$10.00.
John Neuber .....	\$5.00 (paid).
H. Amerman .....	\$5.00 (to be paid at Gasburg).
Beall & Brother .....	100 bushels of wheat at Allen's mill.
Wm. H. Merriman .....	20 bushels of wheat at Allen's mill.
Haskell Amy .....	20 bushels of wheat at Allen's mill.
Alexander French .....	20 bushels of wheat at Foudray's mill.



Merit Bellinger .....	10 bushels of wheat at Foudray's mill. (The five last subscriptions settled by note.)
James Thornton .....	40 bushels of wheat, delivered at Phoenix mill (paid by note).
Woodford Reames .....	20 bushels of wheat, delivered at the Phoenix mill (paid by note).
E. K. Anderson .....	30 bushels of wheat at Phoenix.
D. P. Anderson .....	10 bushels of wheat at Phoenix.
Joshua Patterson .....	5 bushels of wheat at Phoenix.
D. P. Brittain .....	5 bushels of wheat at Phoenix mill. (The last four subscriptions paid by note.)
I. V. Amerman .....	\$15.00 (paid—\$10 in coin and \$5 in greenbacks).

Upon consultation with the above subscribers to this fund, the author of this book was appointed agent to collect and disburse the money subscribed by these men in subsisting the surveying party until May, 1864, and to procure further subscriptions along the proposed line to continue the survey north to the city of Portland, and to organize a company and apply to congress for a grant of land in aid of the construction of a railroad from the Columbia river to San Francisco, passing through the Willamette, Umpqua and Rogue River valleys. And in pursuance of this authority, this original subscription of money in aid of such railroad was collected, the surveying party subsisted in Jacksonville until May, 1864, when it again took up the line of survey where Elliott and Belding had abandoned it, and under the supervision of Col. A. C. Barry, it was extended to Portland, which point was reached on October 1, 1864. To carry on the business part of the undertaking and present the proposition to congress, a company was organized under the name of "The California and Columbia River Railroad Company," and of which J. Gaston was made secretary, and A. C. Barry chief engineer. The results of this survey were then (October, 1864) laid before the Oregon legislature then in session and a bill, prepared by the secretary of the company, was introduced in the senate (S. B. No. 14) which provided for granting to a railroad to be constructed through the Willamette, Umpqua and Rogue River valleys, the proceeds of the half-million acres of public lands granted to Oregon for internal improvements. This bill was referred to the senate committee on corporations, which reported the proposition back by recommending the passage of an act to levy a tax of one mill on the dollar on all the taxable property in the state, and apply the proceeds of such tax to the payment of the interest on the construction bonds of a company to build the proposed road. The bill became a law, but was never utilized.

Immediately following the legislature, Colonel Barry prepared a report of his survey, with maps and profiles of the line which, together with a report on the resources of Oregon (the first ever made), prepared by the secretary of the company, was laid before congress at the opening of the session in December, 1864. Prior to this in the winter of 1863-4, Hon. C. Cole, M. C., from California, had introduced in the house a bill granting lands to the California & Oregon Railroad Company to aid in building a railroad from the Central Pacific Railroad in California, through the Sacramento and Shasta valleys to the northern boundary of the state of California, and to such company as the Oregon legislature should designate from Portland, Oregon, through the Willamette, Umpqua and Rogue River valleys, to a connection with the said California road at or near the state line. On being apprised of the work going forward in Oregon in aid of this enterprise, Mr. Cole addressed the following letter to the secretary of the Oregon company:

“Washington, October 15, 1864.

J. Gaston, Esq.,

Sir: I have just received a letter from you of June 30th. I think I sent you a copy of my bill before the adjournment. If your Oregon company is organized, it had better be named in the bill before it passes. I will consult with Mr. McBride.

Your obt. servant,

C. COLE.”

Mr. McBride referred to was the Oregon member of congress. The name of the then Oregon company was never inserted in the bill, which passed congress and became a law on July 25, 1866, and granted twenty alternate sections of public land per mile of the railroad which has been constructed thereunder from Portland to the California line.

It is necessary to thus particularly trace the original connected and successive steps in projecting and carrying out a great public work, to show that the Jackson County people were entitled to the credit of giving it birth; and to show how the wisdom of the original location of the line was vindicated by the actual construction of the road. In seeking the best line for a railway between two distant points, all other inducements being equal, the line of location, like all other forward movements of human effort, will proceed along the line of the least resistance. Two facts determined the location of this Oregon and California railroad. First, the line of least resistance. The physical features of the region to be developed offered a series of beautiful valleys, rich in all the resources to support a railroad, and so located as to form nearly the shortest line between the termini of the road, and through which it could be constructed centrally through the greatest length of these valleys, and at the lowest cost, and serving the majority of population and interests. Second, here on this line had settled the population of the two states, and made the then existing development of their resources, and upon which the road must rely for its support.

It was not the only available, or the only line proposed, as many persons might now think. The line of the first transcontinental road had been projected to San Francisco when the first steps to secure this Oregon and California line were taken, and connection with the transcontinental line was one of the moving factors to induce action for a connection with Oregon. But the Oregonians were not unanimous as to the best route. Mr. B. J. Pengra, the surveyor-general of Oregon, and a very able and enterprising man, and the successful promoter of the Oregon Central Military Wagon Road, with a land grant running from Eugene to the southeast corner of the state, together with a large following of wealthy and influential men, was actively advocating a line for an Oregon railroad connection with the Central Pacific road, called the “Humboldt route,” which should run from the city of Portland to Eugene City, thence southeast by the middle fork of the Willamette river and over the Cascade mountains where the Natron branch of the Southern Pacific is now (1910) being constructed across the Cascade mountains to Klamath falls near Diamond Peak; and thence by Klamath marsh and lake on to Winnemucca on the Central Pacific Railroad in the state of Nevada. And had Pengra been supported by as much political influence as southern Oregon was able to command, he might possibly have defeated the location through the Umpqua and Rogue River valleys and secured the land grant to the line of his wagon road.

#### THE LAND GRANT.

We pass now from the history of the location of the line to the administration of the land grant. The Oregon legislature met in September, 1866, six weeks after congress granted the lands in aid of the road. It was decided to

abandon the original organization which had so far promoted the enterprise, and accordingly the author of this book prepared articles for the incorporation of "The Oregon Central Railroad Company," the office and headquarters of which should be at Portland, Oregon. These articles were signed by J. S. Smith, (member of congress for Oregon in 1870,) I. R. Moores, John H. Mitchell, (for twenty-two years United States senator for Oregon,) E. D. Shattuck (for thirty years justice of the supreme and circuit courts of Oregon,) Col. John McCracken, Jesse Applegate, S. Ellsworth, F. A. Chenoweth, Joel Palmer, E. R. Geary, M. M. Melvin, Thomas H. Cox, B. F. Brown, W. S. Ladd (founder of Ladd & Tilton) H. W. Corbett (United States Senator,) S. G. Reed, (founder of the Reed Industrial School,) J. C. Ainsworth (founder of The Oregon Steam Navigation Company,) C. H. Lewis, (founder of Allen & Lewis) R. R. Thompson and Joseph Gaston, the author of this book. These articles were filed according to law and the association of these persons became a private corporation to administer the land grant on October 6, 1866. These articles were laid before both houses of the Oregon legislature, then in session, and on October 10th, upon the motion of Hon. E. D. Foudray, representative from Jackson County, Joint Resolution No. 13, designating said corporation to receive the said land grant, was passed. And in December following, fourteen of the incorporators of said company appointed Joseph Gaston "secretary of the board of incorporators," and authorized him to open the stock books of the company and solicit subscriptions to its capital stock. In pursuance of this authority in April 1867, he opened stock books and took subscriptions to the capital stock; the subscribers to the "Barry Survey" to have their subscriptions credited on stock subscriptions. A copy of the prospectus of the company, published in the Oregon papers on February 20, 1867, is herewith printed as follows:

PROSPECTUS OF THE OREGON CENTRAL RAILROAD COMPANY.

"We, the undersigned incorporators of the 'Oregon Central Railroad Company,' hereby appoint J. Gaston, of Salem, Oregon, secretary of the board of incorporators, and authorize and designate him, as one of the incorporators of said company, to prepare and open the stock books of said company, under the following rules and regulations:

1st. The shares of the capital stock in said company shall be subscribed for at their par value in gold coin or its equivalent in currency.

2d. The board of directors may levy assessments as often as once in every sixty days, but not more than ten per cent, shall be levied in such period.

3d. Shares may be subscribed and paid for with 'claimed' or improved lands, rating them at a fair cash value.

4th. All persons who paid money or property in aid of 'Barry's Railroad Survey,' made in 1864, shall be entitled to have the same credited to the amount of ten per cent. upon any subscription of one or more shares, provided they furnish satisfactory evidence to the board of directors of payment in said year.

5th. The board of directors shall have the right to reject any subscription or subscriptions, for fraud, or any other matter bearing upon the interests of the company.

6th. Neither the board of incorporators, or board of directors, shall ever have any right or power to sell or dispose of the corporate franchises of this company without a three-fourths vote of all the stock subscribed, in favor of such sale; but this proviso shall not be construed to prevent the board of directors from raising money to construct the company's road by mortgage of its lands or other real estate, railroad or equipment; and in all questions upon which the board of directors may not unanimously agree, any stockholder may appeal to the decision of a majority of the stock which decision shall be final.

7th. As soon as the capital stock, or one-half thereof, of said company shall have been subscribed, the said secretary is hereby directed to call a meet-

ing of the stockholders, in pursuance of the general incorporation law, for the election of a board of directors.

8th. The above articles are hereby made a part of the contract of subscriptions between the stockholders and said company.

The said secretary shall open an office for the transaction of the company's business, and proceed to the work of canvassing for subscriptions of stock in the counties and towns along the route of said road; the Hon. F. A. Chenoweth being authorized to canvass Linn and Benton Counties.

R. R. THOMPSON,  
S. G. REED,  
J. C. AINSWORTH,  
M. M. MELVIN,  
GEO. L. WOODS,  
(by his proxy, W. S. LADD,)  
F. A. CHENOWETH,  
JOEL PALMER,  
ED. R. GEARY,  
S. ELLSWORTH,  
J. H. MITCHELL,  
H. W. CORBETT,  
B. F. BROWN,  
T. H. COX,

*Incorporators."*

"It is not proposed to discuss the importance of this railroad enterprise to the people of the state, or to urge the importance of aiding it at this time. It has been very fully explained heretofore by official documents and the public press, and what has not been already said, and is deemed necessary to be said, will be urged on the attention of the public at another time.

It may be stated now that the enterprise has gained such strength and received such assurances of encouragement from practical railroad men and capitalists, that this present effort will certainly be crowned with success. A little patience and perseverance, in addition to what aid the farmers and business men of Oregon will be able to give it, is all that is necessary to put the road through to the head of the Willamette valley. From the fact that the railroad companies of California have engaged all the shipping for a long time ahead, for the transportation of railroad iron, (ships being willing to carry only a small quantity as ballast,) it will be necessary to secure an extension of time from congress, for the construction of the first section. Arrangements have been made with our delegation in congress to secure not only this extension of time, but also a confirmation of the land grant to this company, in pursuance of the action of the legislature. Negotiations are now pending between the company and railroad capitalists in the east, and as soon as positive assurances that they will invest their money in the securities of this company, or furnish the iron and funds to put it through, (which are daily expected) subscriptions of stock will be solicited, so that what is done will not be fruitless effort, or time and money thrown away. The names of the incorporators above are a sufficient guarantee that whatever is done will be done in good faith, and for the best interests of the enterprise, and that it will be perseveringly pushed forward to final success.

J. GASTON,  
*Secretary."*

All those mentioned above are now dead except Gaston.

Persons on the east side of the Willamette river, notably I. R. Moores, and others, at Salem, opposed this proposition because it recognized the "Barry Survey;" and in consequence the people of the east side of the Willamette

valley made no subscriptions to the stock of the company, while the people on the west side made large subscriptions and thereby secured the location of the road on the west side of the Willamette river, where it is now constructed from Portland to Corvallis.

The Californians who had secured the above land grant as far as it was located within that state were not disinterested spectators of what was going on in Oregon. In fact, the record shows that even before the passage of the act granting the lands, a party of California capitalists had filed articles of incorporation in this state, to incorporate a company to take the land granted within the boundaries of Oregon. On July 1, 1865, articles of incorporation to incorporate "The Oregon and California Railroad Company" were executed in San Francisco, and signed by Alphens Bull, S. G. Elliott, C. Temple Emmett, Thomas Bell, Joseph Barron, David M. Richards, S. F. Elliott, T. J. Gallagher and Wm. E. Barron, and brought up to Oregon by S. G. Elliott, and filed in the office of the secretary of the state at Salem on July 13, 1865. These articles provided for a corporation with a capital stock of sixteen million dollars, that its principal office should be at Jacksonville, Oregon, and that the company should build a railroad from some point on the state line between California and Oregon as should be thereafter designated "to some point on the navigable waters of the Columbia river," and should receive the lands that might be granted by congress in aid of such a road.

Here was a carefully planned scheme gotten up in California, with not a single Oregonian connected with it, one year before the passage of the land grant about which there was so great a battle forty years ago; and about which there is now as great a battle in the U. S. courts between the United States and the companies claiming the lands; and which was a secret, stealthy attack on the vital interests of the city of Portland.

#### ADVENT OF ELLIOTT.

As soon as Gaston commenced canvassing for subscriptions to the stock of the company, Mr. S. G. Elliott, the promoter of the above mentioned California scheme, appeared on the scene and put in an appearance at Salem, where it appeared he had Oregon confederates in his San Francisco company.

Mr. Elliott had been a county surveyor, and was a man of great energy and ambition, but was not a civil engineer or constructor of railroads, and was not troubled with any scruples about plans or methods of business. He had a large scheme for the construction of this Oregon railroad, and at once laid it before I. R. Moores and others of Salem. His scheme was to get control of the company already incorporated, and, in default of that, to organize a new company which should execute a power of attorney to S. G. Elliott, authorizing him to let a contract to build a railroad to the California line, and that such company should issue two million dollars of unassessable stock to certain Californians for their good will in the matter, and then these Californians would transfer back to the Oregonians getting up this company one million dollars of the unassessable stock for their services in organizing the company. Gaston was invited to go into this scheme and offered an office in such new company and some unassessable stock if he would throw away the papers of the original company. This he declined, but offered to submit their scheme to the incorporators of the Oregon Central Company and if they approved, Mr. Elliott could use their organization to advance his scheme. But upon submitting the Elliott scheme to the incorporators supporting Gaston, every one of them opposed it. Accordingly, Elliott and his Salem friends, on April 22, 1867, incorporated another Oregon Central Railroad Company, the incorporators being S. A. Clarke, John H. Moores, George L. Woods, and I. R. Moores. The articles of incorporation of this company provided for a capital stock of \$7,250,000, to which six persons subscribed each \$100, and thereupon elected George L. Woods,

chairman of the stockholders' meeting and then at such meeting passed a resolution authorizing the chairman to subscribe \$7,000,000 to the stock of the company as follows: "Oregon Central Railroad Company by George L. Woods, chairman, 70,000 shares—\$7,000,000." Upon this fictitious subscription the company was organized by electing a board of directors and George L. Woods (then governor of Oregon) as president, and S. A. Clarke, secretary. And upon this organization the Salem company located its road upon the east side of the Willamette river, secured some local donations, some aid from James B. Stevens, proprietor of the then East Portland townsite, and induced Bernard Goldsmith, of Portland, to advance \$20,000 on the bonds of the company, and commenced the work of constructing their road. I am thus particular in setting out these facts to show how the railroad was located on the east side of the Willamette valley.

Up to this point the Elliott scheme, concocted in San Francisco, and swallowed by the Salem people, baited with unassessable stock, was an attack on the interests of Portland. The prejudice in the Willamette valley against Portland was greater then than it is now. And the fact that the Salem company had been promoted from San Francisco, while the company Gaston represented was a Portland corporation with Portland incorporators, having its office here, and making Portland the terminus of its railroad, created all the antagonism between the rival parties and engendered the long and bitter contest for the land grant.

The Gaston, or Portland company "broke ground" and commenced the work of grading their line on the 15th of April, 1868, in the presence of about two thousand people, and great enthusiasm, in the street at what is now the southwest corner of the county hospital block, in Caruthers addition to the city. And besides an address from the president of the company showing the prospects of the enterprise, speeches were made by Gov. Gibbs, and Col. W. W. Chapman, Mrs. Rebecca Lewis, wife of the chief engineer of the company, mother of Mrs. P. J. Mann, who is now building "The Old Peoples Home" near Rose City park, then and there cast the first shovel full of earth in grading the Oregon railroad system.

The east side or Salem company "broke ground" the next day, April 10, at the point where the Southern Pacific Company's car shops are located, south of Stephen's addition to the city, and pushed their grading with energy.

The following is the original list of stock subscriptions in Portland with which the Oregon Central Railroad Company commenced construction work; Ladd & Tilton, five shares; C. M. Carter, five shares; F. Dekum, five shares; S. Coffin, five shares; Jacob Kamm, five shares; A. H. Johnson, five shares; T. J. Carter, five shares; John M. Breck, five shares; Wm. Cree, five shares; David Monastes, five shares; W. H. Hayden, five shares; Walter Moffett, five shares; E. J. Northrop, five shares; Hiram Smith, ten shares; Hannah M. Smith, ten shares; J. A. Fisher, ten shares; J. Myrick, five shares; J. B. Harker, five shares; J. C. Ainsworth, five shares; Joseph Teal, five shares; S. G. Reed, five shares; T. R. Cornelius, five shares; R. C. Kinney, five shares; R. Glisan, five shares; D. C. Lewis, five shares; Cincinnatti Bills, five shares; A. B. Hallock, five shares; J. S. Smith, five shares; Lansing Stout, five shares; G. M. Vaughn, five shares; John McCracken, five shares; J. W. Cook, five shares; Sam Lowenstein, five shares; D. Simon, ten shares; A. Harker, ten shares; Joseph Knott, ten shares; Wiberg & Strowbridge, five shares; C. A. Burchardt, five shares; John Green, five shares; R. R. Thompson, five shares; Estes & Stimson, five shares; E. Milwain, five shares; J. W. Ladd, five shares; T. M. Ritchey, fifteen shares; W. Lair Hill, five shares; M. F. Mulkey, five shares; R. J. Ladd, five shares, Alex P. Ankeny, five shares; Labbe Brothers, five shares.

These men have all passed on, except John McCracken, Lair Hill, J. W. Cook, Blaise Labbe and Samuel Lowenstein.





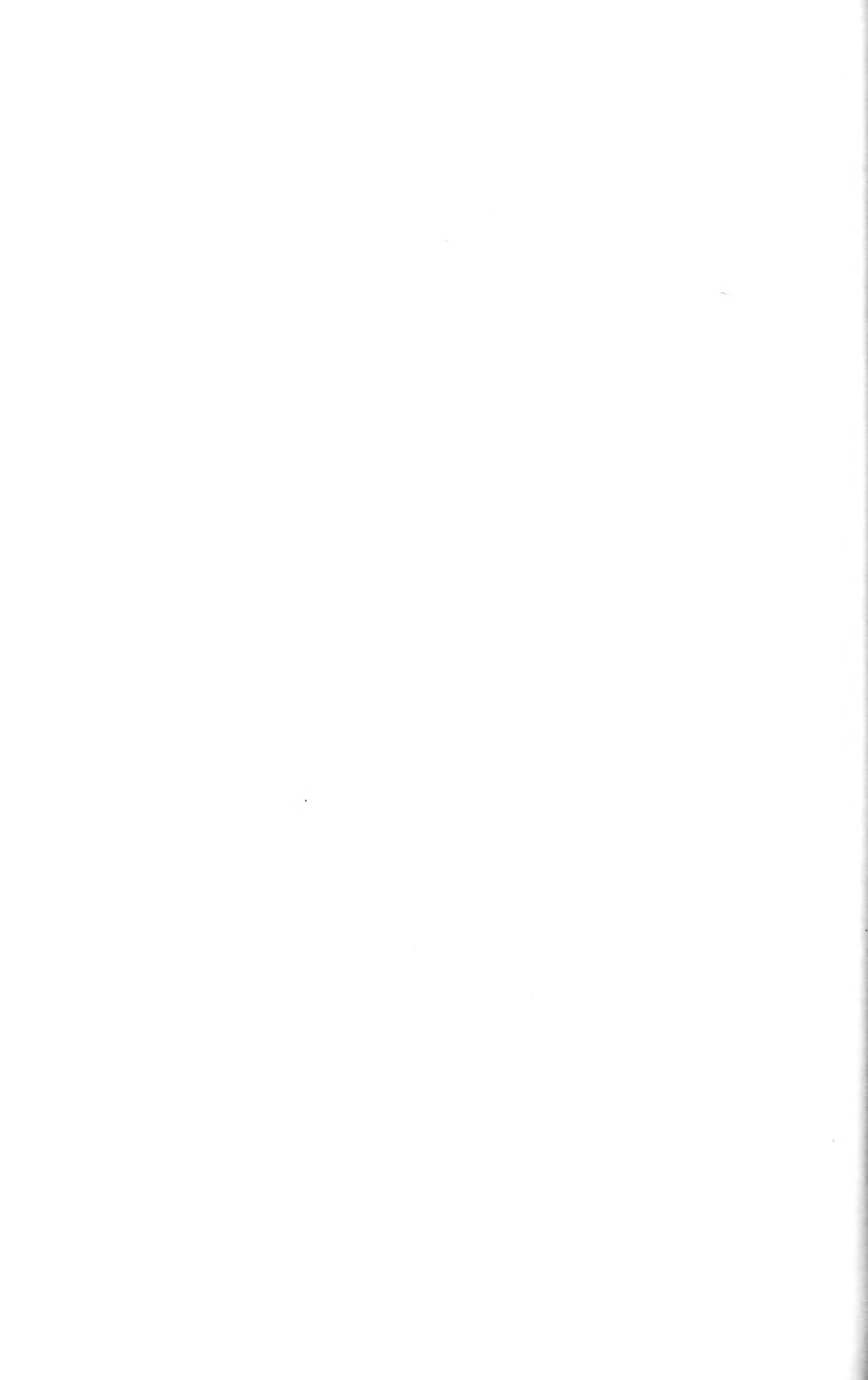
REBECCA LEWIS,

Wife of David Lewis, civil engineer, cast the first shovelfull  
of earth in construction of Oregon railroads.





BEN HOLLADAY



Mr. Elliott's financiering, however, did not carry the enterprise very far. The \$2,000,000 of seven per cent unassessable stock in the company was issued to A. J. Cook & Co., (fictitious name for Elliott) under an agreement that \$1,000,000 of it should be given to the directors of the Salem company, and this stock for the directors was deposited in the safe of E. N. Cook and lay there for two years and until the company ceased to exist. But that stock brought no aid or comfort to the company or its directors. Goldsmith's money was all spent, the laborers on the grade were clamoring for back pay, and Elliott's scheme was on the verge of collapse when in very desperation the whole scheme, with all its hopes, assets, and great expectations was turned over to Ben Holladay.

#### HOLLADAY, AND THE LAND GRANT CONTEST.

Holladay appeared in Oregon about six weeks before the meeting of the legislature in September, 1868, and took energetic steps to attack the rights of the corporation first named above to its land grant. With ready cash Holladay pushed the work of construction on the east side grade, subsidized newspapers to advocate his cause and sing his praises, bought up politicians on all sides to do his bidding, and treated with imperious contempt the rights of all who dared to question his career. At the ensuing session of the legislature he appeared at Salem as the host of a large establishment, dispensing free "meats and drinks" to all comers, and otherwise equipped with all the elements of vice and dissipation. Joined with and a part of this force, was the first hired and organized band of lobbyists in the history of the Oregon legislature. And so energetic and successful was the battle they waged, that on October 20, 1868, the legislature passed a joint resolution declaring that the act of the previous legislature was made in mistake, that the designation of the company to receive the land grant was still to be made, and that The Oregon Central Railroad Company of Salem, be designated to receive such grant. This was done in the face of all the facts stated above, fully presented to the legislature, and of the further facts that the first named company had filed its acceptance of the land grant in the department of the interior at Washington city according to the law, and within the time provided, which acceptance had been accepted by the secretary of the interior; and the time had passed by within which any company could file another acceptance of the grant. Such a high-handed outrage was probably never enacted before in any state, and was accomplished in Oregon only, as Holladay afterwards admitted to the author of this book at a cost to him of \$35,000, paid to members of the legislature. This however, was about the least of the Holladay's offences against public morals, common decency and justice during his career in Oregon.

Thus securing this act of the legislature in his favor, Holladay continued to push the work of construction on the grade, and sent agents to Washington to get an act through congress enabling his Salem company to file its acceptance of the land grant act. Congress finally, on April 16, 1869, passed an act extending the time for filing acceptance of the land grant act and providing that whichever of the two companies should first complete and put in operation twenty miles of railroad from Portland southward into the Willamette valley should be entitled to file such acceptance of grant.

But this concession was not secured without a bitter contest before congress, Mr. S. G. Reed, spent the winter of 1868-9 in Washington city in labors before congress in the interest of the real Oregon Central company, while the fraudulent Oregon Central was represented by John H. Mitchell and S. F. Chadwick, who afterwards became secretary of state and governor. Senator George H. Williams, espoused the cause of the Salem fraudulent company, while Senator H. W. Corbett faithfully supported the rights of the honest corporation. On final vote, Williams got support enough to pass his enabling act to let in the Salem company to compete for the land grant. And upon this hope, Holladay

continued to push construction work with all his available means until in December, 1868, he had in a very cheap and imperfect manner completed and put in operation, with one engine and a car or two, twenty miles of railroad, and was thereby recognized as entitled to the land grant.

But notwithstanding this hard earned success, Holladay was now face to face with a state of facts that would have paralyzed a less reckless and unscrupulous operator. It had become everywhere understood and admitted that the Salem Oregon Central Railroad Company was not a corporation and had no legal existence, and for that reason could not appropriate the right of way in any case where the landholder refused it; or enforce any other rights of a corporation. The supreme court of Oregon afterwards decided that the Salem company was not a corporation, but a mere nullity and fraud, that it had no legal rights and could not take the land grant, and that the act of the legislature of 1868 could not heal its defects. (In the case of *Elliott v. Holladay, et al.*, p. 91, vol. 8 of Oregon Reports.)

The court says: "On the 22d day of April, 1867, I. R. Moores, George L. Woods, S. A. Clarke, and others filed articles of incorporation to incorporate the Oregon Central Railroad Company. The capital was fixed at seven million, two hundred and fifty thousand dollars, divided into seventy-two thousand, five hundred shares of one hundred dollars each. On the same day stock books were opened, when six shares of stock were subscribed by six different persons; then follows this subscription: 'Oregon Central Railroad Company, by George L. Woods, chairman, seventy thousand shares, seven million dollars.' On the same day directors and others officers were elected. . . . The attempt to subscribe seventy thousand shares of stock of the O. C. R. R. Co., by the corporation itself through a person styling himself chairman, was done simply to evade the liability the law imposes on all persons who subscribe to the capital stock of corporations. This was a mere nullity, and added nothing to the amount of stock subscribed which was then only six shares of one hundred dollars each. Those who subscribed the six shares proceeded to elect the directors of the corporation. The corporation was not organized according to law, but in direct violation of the statute which provides that "it shall be lawful in the organization of any corporation to elect a board of directors as soon as one-half the capital stock has been subscribed." This attempted organization of the Salem O. C. R. R. Co., amounted to nothing. It was absolutely void. It had no power to legally transact any business, or to accept or hold the lands granted by congress.

And besides this the west side company had finally forced the Salem company to stand trial before Justice M. P. Deady, of the United States district court as to its right to its corporate name, and the court had held that one corporation could not take and use the name of a prior organized company. This of itself was a death blow to the Salem company. (See Deady's Reports, p. 609.) In this crisis of his Oregon venture Holladay turned the whole matter over to the great lawyer, W. M. Evarts, who was secretary of state to President Hayes. After many months of study Mr. Evarts decided that the franchise to exercise corporate rights was a grant from the state and could be questioned only by the state, and not having been so questioned the Salem company was at liberty to transfer any and all rights and franchises it was assuming to own. And that as the land grant was a concession from the federal government the right thereto could be disputed only by the grantor, and not having been so questioned the franchise to take such grant could be also assigned and transferred by the Salem company; and that the next step for Mr. Holladay was to lawfully organize a new Oregon corporation to take over all the rights, property, and franchises of the Salem company, and have the Salem company make such transfer. For this opinion Holladay paid Evarts \$25,000; and immediately thereafter (1870) incorporated and organized The Oregon and California Railroad Company, to which all the assets of the Salem company were conveyed. After thus clearing

up the wreckage of the fictitious corporation, and burying as best he could the scandals which disgraced the lives and ruined the political fortunes of more men in Oregon than all other events in the history of the state, Holladay sold in Germany ten and a half million dollars of bonds upon the land grant and the road to be constructed. Applied at the rate of \$30,000 per mile of road, these bonds were estimated to build three hundred and fifty miles, or practically to the California line. But by Holladay's recklessness, if not dishonest management, not more than fifty-seven cents on the dollar of the bonds ever went into the construction of the road; so that by the time the track had reached Roseburg from Portland the proceeds of the bonds were exhausted, and Roseburg remained the southern terminus of the road for ten years. Then a reorganization took place, the holders of the bonds surrendering their securities for preferred stock, and advancing more money on a new mortgage to extend the road to Ashland in Jackson County. Here the track stood still for seven years, and another reorganization took place; the old bondholders refunding their second issue of bonds in new bonds bearing a still lower rate of interest, and the Southern Pacific Company advancing the capital to finally connect Oregon and California with the present existing road, in the year 1887; making nineteen years from the time construction work commenced until the road reached the California line. Holladay, proving wholly incapable of managing the property, was forced out of its control by the bondholders in 1876, and Mr. Henry Villard put in control; and under Villard, as immediate and responsible manager of the property, a young man from Germany (Richard Koehler) of whom we shall have more to say further along.

Of the contest for possession of the land grant and the character of the men who combined to rob the rightful owners of it, Scot's History of Portland, p. 287, says:

"It was a memorable conflict, that conducted by the first rival railroad companies of Oregon; with matter in it for a novelist. It would be rash to intimate that Elliott with all his mythical capitalists was an agent of Holladay all the time, the general opinion being that he was at first only acting for himself, or that the East Side Company knew the extent of his romances, which they used so well to their advantage. It would on the other hand be difficult to believe that Holladay's or the original East Side Company were actually imposed upon by representations as to a firm like J. Cook & Co., of immense wealth and standing, when any business or banking gazeteer would inform them as to the existence or non-existence of such a firm; particularly as Mr. Gaston was constantly asserting in public that this company was all a pretense."

Of Ben Holladay, the same work says, p. 283: "He was a man whose selfishness dominated all else, and his practical incentive was to use the power of wealth to control a state. He showed no love for Oregon, or for the people of Oregon, but no other field was so inviting, or so well within his means. If his aims had been to build a railroad, he might have done it with less trouble and expense, and for far greater returns. If his idea was to make himself the autocrat of the state, to own legislature and United States senators and perhaps extend his operations over adjoining territories and control transcontinental lines, he never followed it with consistency. Upon examination we apprehend he would be found a man of great intentions, but of unstable will, of deep schemes but feeble convictions, of large aims, but incapable of sustained effort or sacrifice, and subject to violent passion and prejudice. As a working scheme of morality he let nothing stand in the way of his aims recognizing no rights of anybody, but the shortest way to his object. He had one, and but one, means of attaining his end and that was the use of his money. To buy an attorney, judge, a city, a legislator, a senator, public opinion, was all one to him. He made no appeals to the people, neither addressing them on the side of self interest or generosity. The public knew nothing of him except that he was a

nabob living in unapproachable magnificence, and was at the head of all that was going. This was the man that appeared above the stormy railroad horizon in Oregon in his true form in 1868. J. H. Mitchell, one of the first incorporators of the original Oregon Central Railroad Company, but also an incorporator of the second or East Side Company, and their attorney, rendered very efficient service to Mr. Holladay."

To the above review of Mr. Scott, may be truthfully added, that Holladay did buy judges, and legislatures and attorneys to betray their clients. Mr. Mitchell was the first attorney of the original Oregon Central Railroad Company, and betrayed its interests to the Salem or East Side Company. One judge, at least, up in the Willamette valley was silenced, so that he would not follow the plain dictates of the statute law and universal decisions of the courts to protect the legal and just rights of the original Oregon Central Company. Another judge in the Multnomah district (and his name was not Erasmus D. Shattuck, or Matthew P. Deady by any means) offered to sell his decision to the original Oregon Central Company, and when his goods were declined, he went over to the other side, and like the judge up the valley declined to decide anything at all.

But it is all past into history. All the actors in the drama are dead but one. All the members of all the old companies are dead but this one. And while he was robbed of his rights and his property by a corrupted legislature, and corrupt judges, he still remains to enjoy in comfort a pleasant home that looks down on the city he has helped to build, with all the necessary comforts of life; and what is better than all else, the respect of his old friends and neighbors—and lives to write this history of those who so wantonly robbed him, and gained nothing in the end by their wrong-doing.

Ben Holladay was born and reared near Blue Lick, Kentucky. Emigrating to Missouri in 1856, he became a hanger-on to the army at Fort Leavenworth, and drifted into various camp-follower speculations for several years until in 1860 when the civil war broke out he was operating a buckboard mail and stage line from St. Joseph, Mo., to Salt Lake City. About this time the great army transportation firm of Russell, Majors & Waddle fell into financial trouble and in order to tide over their affairs and force a cheap settlement with their creditors, as related to the author of this book, by Mr. Russell himself, the firm delivered to Holladay, as their friend, \$600,000 of government vouchers for transportation the firm had rendered; under an agreement that when they had settled with their creditors, Holladay should return to them the \$600,000. Holladay took the vouchers, collected the money, and when requested to return it to the confiding firm, he repudiated not only the agreement to do so, but all knowledge of the transaction. As it was an unlawful act of the failing debtor he could not recover, and so, not only Russell, Majors & Waddle lost the vast sum of money but their creditors had been beaten by both the debtors and their deceiver, Ben Holladay. On this plunder Holladay came to the Pacific coast, bought the line of ships to Oregon and got into the Oregon railroad. He was a man of splendid physique, fine address, and knew well how to manage the average human nature. He was energetic, untiring, unconscionable, unscrupulous, and wholly destitute of fixed principles of honesty, morality; or common decency.

#### THE WEST SIDE ROAD.

Returning now to the Oregon Central Company, we find it in 1869 robbed of the land grant it was justly entitled to, but not wholly driven out of the field. The citizens of Portland, Washington, Yamhill and Polk counties stood loyally by the old company, and not only gave financial aid to the extent of grading and bridging the first twenty miles of its roadbed, but also threw into the scale the weight of their political influence, declaring that no man should

represent Oregon in congress who would not labor to secure another grant of land in aid of their road.

#### A GREAT BLUNDER.

"And now," says Bancroft's History of Oregon, 2d Vol. p. 701, "happened one of those fortuitous circumstances which defeat occasionally the shrewdest men. The west side (Original Oregon Central Co.) had sent in May, 1868, half a million dollars of its first mortgage bonds to London to be sold by Edwin Russell, then manager of the Portland branch of the Bank of British Columbia. Just at the moment when money was most needed, a cablegram from Russell to Gaston informed him that the bonds could be sold so as to furnish the funds and iron necessary to construct the first twenty miles of road, by selling them at a low price. Gaston had the power to accept the offer, but instead of doing so promptly, and placing himself on an equality with Holladay primarily, he referred the matter to Capt. J. C. Ainsworth, a director of the company, to whom he felt under obligations for past favors, and whom he regarded as a more experienced financier than himself, and the latter, after deliberating two days on the subject, cabled to Russell a refusal of the proposition."

But to make amends for this blunder, for such it was, Ainsworth organized a syndicate under the name of S. G. Reed & Co., to construct one hundred miles of the Oregon Central Railroad from Portland south in the Willamette valley for the sum of thirty thousand dollars a mile to be paid for with the company's first mortgage bonds on the road issued at the rate of thirty thousand dollars a mile.

Under this contract Reed & Co. proceeded with construction work until they had expended thirty-three thousand dollars, and then stopped work, for the alleged reason that the company would lose the land grant, to save which the contract had been given and accepted. But on intimations from Gaston that Reed & Co. would be held for damages, they furnished Gaston funds to go to Washington city in 1869-70 and solicit a new grant of lands to the company.

Speaking of the condition of the railroad enterprise at that time, Bancroft's History above quoted, p. 702, says: "The action of congress in practically deciding in favor of the Holladay interest, caused S. G. Reed & Co. to abandon the construction contract, leaving the whole hopeless undertaking in the hands of Gaston. Without resources, and in debt, he resolved to persevere. In the treasury of Washington county were several thousand dollars paid in as interest on the bonds pledged. He applied for this money, which the county officers allowed him to use in grading the roadbed during the summer of 1869, as far as the town of Hillsboro. This done, he resolved to go to Washington, and before leaving Oregon made a tour of the west side counties, reminding the people of the injustice they had suffered at the hands of the courts and legislature, and urging them to unite in electing men who would give them redress.

"Gaston reached the national capital in 1869, Holladay having completed in that month twenty miles of the Oregon & California Railroad, and become entitled to the grant of land which Gaston had been the means of securing to the builder of the first railroad. His business at the capital was to obtain a new grant to the Oregon Central; and in this he was successful, being warmly supported by Corbett and Williams; the latter, however, refusing to let the road extend farther than McMinnville, lest it should interfere with the designs of Holladay."

This was not what was desired, but it was the best that could be secured at that time. And in the partition of Oregon, local interests then seeking recognition at Washington city, it was agreed by the Oregon delegation in congress, that at the next session of congress this grant should be extended from McMinnville to Eugene. And upon this basis it was further agreed that Mr. B. J. Pengra of Eugene, then also at Washington, and representing the pro-

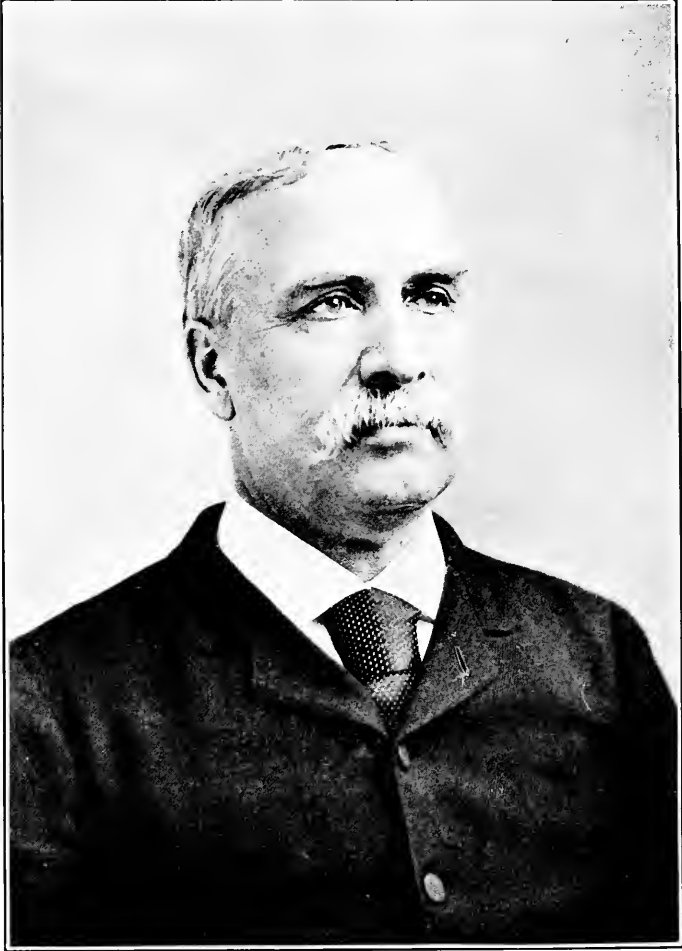
posed railroad from Winnemucca to Eugene (incorporated as "Oregon Branch Pacific Railroad"), should also have a grant of lands for his company. This scheme, carried out, would give a continuous land grant from the Central Pacific Railroad in Nevada, to Eugene, Portland and Astoria. And upon this foundation, C. P. Huntington, then in the zenith of his power as a railroad financier and constructor, agreed to furnish the capital and build the railroad from Winnemucca to Eugene, Portland and Astoria, giving Oregon a more direct connection to the east than by the California route. This scheme was defeated by Ben Holladay, then also at Washington, who, within ten days after congress passed the Oregon Central grant to McMinnville, induced Senator Williams to amend the Pengra bill by providing that the Winnemucca road should connect with the Holladay line at a point in the Rogue River valley. This provision would, of course, prevent all connection with the McMinnville line, and give Holladay control of all roads from the Rogue River valley to Portland. Holladay was quick to see that the Pengra bill would bring to Oregon a giant in energy and ability who would dwarf his own pretensions and soon drive him from the field; and with a selfishness and vanity which knew no limits, he demanded the sacrifice of the interests of the state and the ruin of the man who was willing to befriend him. Upon this change being made in the Winnemucca bill, Mr. Huntington promptly withdrew from his offer to finance the road, and the whole scheme to get another road into Oregon through the Klamath lake region failed. Had not the Winnemucca (Oregon Branch Pacific) proposition been thus emasculated, southeastern Oregon, the Nehalem valley, and Astoria, would have had practically a transcontinental railroad more than thirty years ago; and Eugene would have been the junction of two great lines. But for this, the Midas touch of Huntington would have made the southeastern Oregon plains and the Nehalem wilderness prosperous and populous with a commerce and population equal to anything on the Pacific coast; Portland would have had a population of half a million; and Astoria would have had a population of 50,000. Driven from this opportunity which Huntington himself sought, he turned his attention to Arizona and Mexico, and gave to the arid deserts of the south the wealth which should have been the reward of Oregon enterprise. It was the most damaging blow to the growth of the state which Oregon ever suffered; for it not only deprived the state of a great railroad, and its consequent development, but it wrecked the political career of its greatest man—the man who was beyond all question the greatest statesman, most brilliant orator which the Pacific coast ever sent to the United States senate—and deprived the state of his eminent abilities. Ben Holladay and John H. Mitchell by this act ruined Judge Williams for life and did Portland and the state of Oregon an incalculable damage.

Upon this land grant to the Oregon Central Company, and upon one million dollars construction bonds thereon, English capitalists advanced a million dollars to build the road from Portland to the Yamhill river, where it stood still for ten years at the Holladay town of St. Joe. The same capitalists were induced by Mr. Villard to advance further capital to extend the road from St. Joe (long since deserted) to McMinnville and Corvallis, the present terminus. In the work of building this west side road, the citizens of Portland contributed in cash and lands \$150,000, the people of Washington county \$25,000, and the people of Yamhill county about \$20,000.

#### THE WORK OF VILLARD.

The coming of Henry Villard to Oregon in 1874 was the fact of largest importance to the development of the northwest. Mr. Villard had been by his friends in Germany placed in charge of their interests in the Kansas Pacific Railroad, and had proved so faithful and capable in managing his trust that when similar investments in Oregon had been jeopardized by Ben Holladay, he





HENRY VILLARD

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was sent here to make a report and right all wrongs. On his first visit to Oregon, I accompanied him on a trip throughout the Willamette valley and discovered that he had thoughts, if not plans, for a field of action far beyond the confines of the state. Quickly getting under his full control the existing Oregon roads, he went straight at the work of his vast plan of an Oregon railroad system having a transcontinental power and influence. And as one step rapidly followed another in the unfolding of his scheme, it was seen that Henry Villard was not an ordinary railroad promoter, but a veritable empire builder. His genius for grand plans of developing great states was fully equalled by his ability to raise the means to successfully carry them into effect.

#### W. W. CHAPMAN'S WORK.

Upon the completion of the Union Pacific Railroad to Salt Lake, that interest had sent surveying parties to look out a route for the extension of their road to Oregon. That exploration, made in the year 1868, was known as "the Hudnutt survey." An Oregon man, Col. W. W. Chapman, one of the founders of the city of Portland, took up and exploited the idea of a "Portland, Dalles & Salt Lake Railroad" on the route proposed by Hudnutt. Colonel Chapman worked upon this scheme from 1870 to 1876, attending the sessions of congress in each year and vainly urging congress to transfer to his company the unused land grant of the Northern Pacific Railroad from the mouth of the Snake river to Portland. Chapman did a vast amount of work on this proposition, getting rights of way and accumulating facts showing the value, resources, and importance of the route, and may be justly considered the pioneer of the road subsequently built on the route.

In every view of the case, the Portland, Dalles and Salt Lake proposition was the most important, and if carried out, the most beneficial railroad which Portland and Oregon could have. Because it would not only develop the largest territory of the state, but would place Oregon on an equality with California in getting emigration from the east and in competing for the Asiatic commerce. And that Col. Chapman did not succeed was owing wholly to the opposition of the Oregon Steam Navigation Company. That great monopoly would not brook any competition for the eastern Oregon business, and could not see that a railroad on that line would be self-sustaining, and that it was their true policy as a business proposition as well as a duty to the state to support Chapman's efforts and become the leading and controlling interest in the great work. Col. Chapman's long-continued effort has been a thousand times vindicated as correct by the wonderful success of the Oregon Railway & Navigation Company, one of the most profitable railroads in the United States.

The want of financial support and the infirmities of age compelled Chapman to abandon the enterprise, but not until the time was auspicious for Henry Villard to take it up in 1879. Mr. Villard visited Oregon first in 1874, again in 1876, and again 1878. He was greatly impressed and pleased with the country from the first visit, and had made arrangements to bring his family and settle permanently in Portland. He had from the first been deeply interested in developing the country and had made careful investigation of its resources, and of the tributary regions; so much so that on his visit in 1878 he inquired of Capt. J. C. Ainsworth, president of the Oregon Steam Navigation Company, whether his stockholders would be willing to dispose of that company's property, as has been stated in the preceding chapter. To this proposal Ainsworth replied by handing Villard an inventory and appraisal of the company's boats and portage railways on the Columbia river, aggregating \$3,320,000, with an offer to sell the entire property at \$5,000,000. The property probably had never cost more than half the appraisal, but as it was paying twelve per cent dividend on \$5,000,000, Villard thought he made a good bargain when he induced the Ainsworth stockholders to give him an option to purchase their property at \$4,000,-

ooo, one-half cash and the balance in bonds and stocks in a new company to be organized. For this option for six months, Villard paid Ainsworth \$100,000 in cash, and then immediately returned to New York to finance the deal and carry out the first move in his great scheme of concentrating the trade of all the region west of the Rocky mountains and north of California, at Portland, Oregon. He presented the proposition first to Jay Gould and other large stockholders in the Union Pacific Railroad, with a view to constructing a branch of the Union Pacific from Salt Lake to Portland on the Chapman route. After considering this for months, the Gould party declined to go into the scheme, and Villard at once organized the Oregon Railway & Navigation Company, raised the money to take up the Ainsworth option, and immediately commenced the construction of the road eastwardly from Portland. The Oregon Railway & Navigation Company's roads in Oregon, Washington and Idaho are the children, the lineal decendants of the old Oregon Steam Navigation Company, owned and operated by Captain J. C. Ainsworth and associates. After getting possession of the Oregon Steam Navigation Company, Villard proceeded to incorporate and organize the successive corporation. The Oregon Railway & Navigation Company was incorporated June 13, 1879. Its first board of directors consisted of Artemus H. Holmes, William H. Starbuck, James B. Fry and Henry Villard of New York city. George W. Weidler, J. C. Ainsworth, S. G. Reed, Paul Schulze, H. W. Corbett, and C. H. Lewis of Portland, Henry Villard being elected president. And Villard at once set to work with all his characteristic energy to construct the railroad up the south bank of the Columbia river to the mouth of the Umatilla river, and from thence via Pendleton over the Blue mountains to La Grande, Baker City, and on to Huntington, where it was met by the Oregon Short Line. Subsequently branch lines were run off to Spokane and various other points in Oregon and Washington, and to Lewiston, Idaho.

To this bold movement of Villard, wholly unexpected by the Union Pacific people, they promptly replied by organizing the Oregon Short Line Company, to build a road from the Union Pacific line to the Columbia river, and at once commenced construction. Villard had thrown down a challenge for possession of the short line route, it had been promptly accepted, and now the race was on as to see which of these parties should win the game. It was the first great test of Henry Villard's ability as a financier. He was opposed by Gould, Morgan and some of the ablest and wealthiest capitalists in the world, and yet his talents and energy were such that he pushed his road eastwardly with such force and rapidity as to meet his rivals at Huntington, near the eastern boundary of the state, and effectually hold his chosen field of enterprise.

But brilliant in conception and rapid in construction as had been the great road to control the Columbia River valley, Mr. Villard had in his fertile brain a still greater scheme of finance and development to astonish the railroad world. The Northern Pacific Railway, with the largest bounty of public lands ever granted in aid of the construction of any road, had been making but a snail's pace in spanning the continent with money raised on piecemeal mortgages at high rates of interest. The line from Portland to Tacoma had been built, and the eastern division of the road pushed west to the crossing of the Missouri, and some work done on a section from the Columbia toward Spokane. The outlook was ominous. In the hands of a more energetic management Villard could foresee that his grand scheme of an Oregon system might be crippled, and so, maturing his plans, he made the great venture of his career. Quietly ascertaining the amount of money necessary to secure a controlling interest in the Northern Pacific Company, he addressed a circular (May 15, 1881) to his financial friends asking for the temporary loan of \$8,000,000 for a purpose not named, "and no question to be asked," assuring his friends that in due time he would account to them for the money intrusted to him with such profits as would be satisfactory. Such a proposition was unheard of in the world of

finance. It was appalling, audacious. But nevertheless the money was promptly given him. And this was the formation of the historic "blind pool" to control the Northern Pacific Railroad, never attempted before and never repeated since.

With this \$8,000,000 Villard purchased a controlling interest in the Northern Pacific, got control in June, 1881, and was elected president in September. He immediately started an army of men to complete the great work. J. L. Hallett of Washington county, Oregon, was superintendent of construction on the west end, Hans Thielsen of Portland, chief engineer; and the work was pushed with such force and vigor that an observer might have supposed that the entire army of the United States was pushing construction of a military work in time of a great war. It was the supreme test of Villard's mental and physical strength. He was at that time president of the Northern Pacific, the Oregon Railway & Navigation Co., the Oregon Steam Navigation Co., and the Oregon & California Co., and was raising the money for and pushing construction work on all these lines. But he proved his matchless ability by successfully carrying out these great enterprises, and on September 8, 1883, completing the Northern Pacific across the continent and connecting its steel bands with those of the Oregon Railway & Navigation Company at the long since abandoned town of Ainsworth on the north side of Snake river just above its confluence with the Columbia. And thus planned and formed what I have named "The Oregon Railroad System." How long Villard was considering this idea, no one knows. He doubtless mentioned it to others, but the first time the author of this book heard of it was at the dinner table of Senator Nesmith, at his farm on the La Creole in Polk county, in 1874, while accompanying Villard on a trip of observation through the Willamette valley. The grand conception was his in origin and execution; and although hampered by doubters and opposed by powerful enemies, he triumphed over all obstacles and made its success the most enduring monument of his fame as one of the most forceful characters and honorable men of his day and generation. The people of Oregon have but slightly comprehended and do yet but little appreciate the great work he wrought for the state. He planned his work upon "the lines of the least resistance," he worked in harmony with the laws of nature and upon plans laid down by the great architect of our planet; and his record and his work is invincible. And now, after spending years of effort and millions of money to reverse the plans of Villard and carry the trade of the "Inland Empire" over the Cascades to Puget Sound, the great capitalists of the Northern Pacific and Great Northern roads are forced to admit the correctness of Villard's plans, and expend twenty million dollars to rectify the blunder of opposing them. It was the keen foresight of Henry Villard that saw in the distance all the local wealth and production, trade and population of the empire lying west of the Rocky mountains from the California line to British Columbia, and all the transcontinental commerce between the same lines pouring its tribute for all time to come down easy grades through the Columbia gateway to a great city to be built at the junction of the Willamette and Columbia; and now, not one road but four are vying with each other to utilize this water-level pass to the great Pacific and the still greater Orient.

Henry Villard was born in 1835 of an honorable and influential family in Speyer, kingdom of Bavaria, Germany. In the revolution of 1849, his father was a loyalist and the presiding judge of an important court. Young Villard was at school at the gymnasium, wore a red feather in his cap and refused to pray for the king. For this offense he was suspended, and managed to get out of his youthful disloyalty by going to a school over in France. Subsequently pardoned, he returned and completed his studies at the University of Munich. He came to the United States in 1853, tarried with relatives near Bellville, Ill., for a year, then drifted into journalism, became a war correspondent in the

civil war, made friends with influential people, attracted attention by his ability and genial manners, made some money in speculations, went back to Germany on a visit, and made the financial friends at Frankfort who afterward employed him to look after their interests in investments in America and put him on the highway to his great success. He was a man of most engaging and genial manners, with nothing of the hard selfishness or avaricious grasp of the typical rich man. No man was more considerate or generous in praise and assistance to those who worked with or under him, or whose work he had made use of. In the days of his prosperity his purse was open wide to all works of charity and benevolence, chief of which, in Oregon, was \$50,000 to the state university for an irreducible fund, at least \$400 of the interest from which to be used annually in the purchase of books for the university library. He gave a like sum to house the orphan children of Portland. No act of littleness, meanness, oppression, injustice or dishonor ever stained the escutcheon of his noble career; and he sleeps well on the banks of the Hudson.

#### BRANCH ROADS.

This chapter might properly end here were it not that others have done good work in building branch lines to complete the grand scheme planned by Villard; and which it seems the facts of history require to be recorded in this connection. The principal of these was the narrow gauge system projected by the author of this book in 1878 to more completely develop the Willamette valley. In that year he built the first forty miles of three-foot gauge railroad in the state from Dayton to Sheridan in the Yamhill valley with a branch to Dallas in Polk county. In this work the farmers of the South Yamhill valley raised and paid in on stock and other forms of substantial aid the sum of forty-five thousand dollars. And while the work of construction was going on, the town of Independence, in Polk county, launched a scheme to remove the county seat from Dallas to Independence. And as Dallas was off the general lines of travel and destitute of ready access to the outside world, it looked as if the Independence people would succeed. To checkmate the move, the Dallas people sought out the assistance of Mr. Gaston, who was building the narrow gauge railroad, and offered to raise, and did raise seventeen thousand dollars to have the little railroad extended to their town. The road was accordingly extended to Dallas, and that is the way the town of Dallas secured its first railroad and saved the county seat of Polk county.

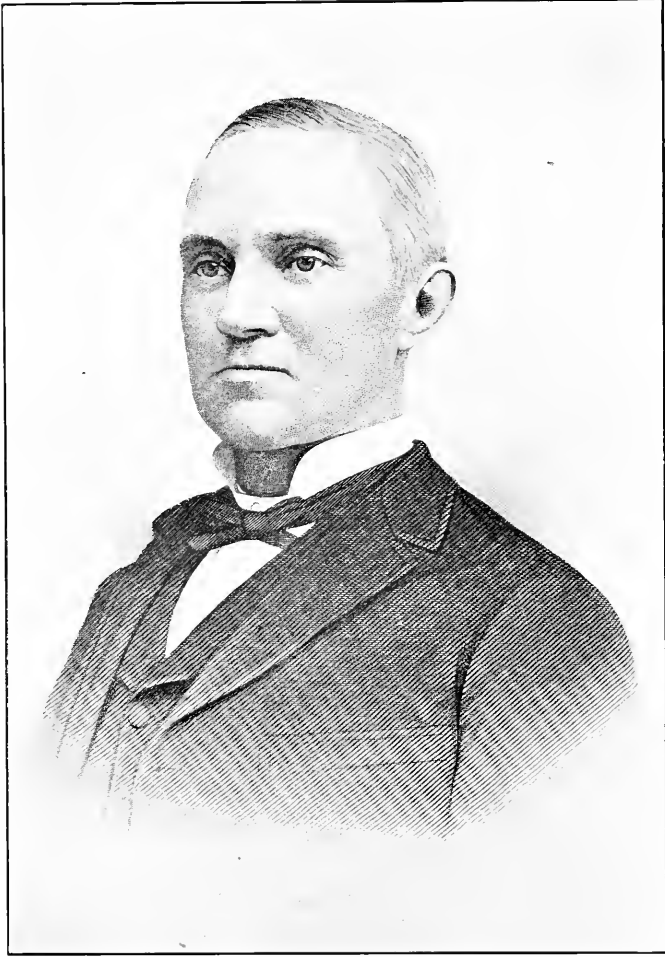
#### RAILROAD LANDS.

List of lands and sales of lands under the U. S. grants to aid railroad construction in Oregon:

	Total sales.	Total acres.	Total purchase price.
Sales in quantities not exceeding 160 acres....	4,930	295,727.52	\$1,234,538.51
Sales in quantities exceeding 160 acres but less than 640 acres .....	280	91,434.67	402,725.29
Sales in quantities exceeding 640 acres but less than 2,000 acres .....	56	60,366.29	410,759.12
Sales in quantities exceeding 2,000 acres....	40	372,399.46	2,922,250.67
Total .....	5,306	819,927.94	\$4,970,273.59

In the above computations are included 830 pending contracts aggregating 174,109.08 acres, as to which the exact purchase price is not known, but is computed on the basis of \$10 per acre. It is probable that this amount is a little





WILLIAM REID



in excess of the exact amount; \$7.00 per acre would probably be more accurate.

	ACRES.
Lands patented under East Side grant.....	2,765,597.13
Lands patented under West Side grant.....	128,618.13
Total lands patented, both grants .....	2,894,215.26
Lands claimed but not yet patented, approximately.....	293,000.00
Total .....	3,187,215.26
Total lands sold .....	819,927.94
Balance remaining unsold and involved in land grant suit.....	2,367,287.32

The United States is now seeking to recover these 2,367,287 acres by a suit in equity for violation of the provisions of the law granting the lands; and estimates these lands to be of the value of fifty million dollars. The lands already sold probably produced fifteen million dollars to the purchasers from the railroad companies. All of these lands were secured for railroad purposes by the direct efforts of Joseph Gaston, and their value to the companies is some evidence of the value of Gaston's services in the railroad development of the state.

THE WORK OF WILIAM REID.

In 1880 the narrow gauge road built by Mr. Gaston in Yamhill and Polk counties was sold to capitalists in Dundee, Scotland, who, through their agent in Oregon, William Reid of Portland, extended the lines on the west side of the Willamette river to Airlie in Polk county, and to Dundee, Yamhill county, with an east side of the river branch from Dundee crossing the river at Ray's Landing, thence to Woodburn, Silverton, Scio, and on to Coburg in Lane county. Mr. Villard leased this system (about 200 miles) in 1880; and Mr. Reid, on his own capital, subsequently extended the line from Dundee to Portland via Newberg; and the whole road thus built was soon after incorporated in the standard gauge system up the Willamette valley.

It was during Mr. Reid's administration of this enterprise that the great fight about the "public levee" in Portland took place. As it was "public" ground, it seemed to Reid's attorneys that the railroad had as much right to land on top of the levee as the steamboats had to tie up at the front of the same ground. And so the superintendent of Reid's road commenced improving the levee for a railroad track. Whereupon Mayor D. P. Thompson ordered the chief of police to arrest the railroad laborers and put them in the city jail, which was done. But as fast as one man was carried away, another man was put in his place, and he in turn arrested until the chief of police had got eighty-five big husky fellows in the city jail for grading and cleaning up the levee. It had become a farce, and the chief of police threw open the doors of his prison and told the men to go—which they did.

From the levee the matter was transferred to the legislature at Salem. The mayor, the Oregonian, and a lot of rich men of Portland were against Reid, but the farmers were all in his favor. The legislature promptly passed an act to give Reid's road terminal privileges on the levee. Governor Thayer vetoed the bill, and then the legislature passed it over the governor's veto—and two railroads are now using that public levee for terminal grounds. Mr. Reid subsequently took up the proposition of building a railroad from Astoria to Portland. On this work he expended many thousand dollars in surveys and in grading the line from Seaside eastwardly into the heavily timbered region of Saddle mountain. But the financial depression of 1893 coming on put a stop

to railroad building all over the United States, and Mr. Reid's enterprise and fortune went down in the general wreck.

But the work and money Reid put into the Astoria-Hillsboro line was not wholly lost. Taking the matter up again in 1903-4, he was so far able to go ahead with the work of construction as to put engineers and a force of graders on the first section of the line west of Hillsboro, and make it ready for the rails and ties. And at this juncture, the Harriman interests seeing Reid was likely to succeed, inspired Mr. E. E. Lytle, who had constructed the Biggs-Shaniko line in eastern Oregon, to purchase out the interests of Reid and his stockholders, and go on with the road as a part of the Harriman system under the name of the Pacific Railway & Navigation Company. So that whatever credit is to be attached to the construction of this road into the Nehalem and Tillamook valleys, belongs to William Reid. Since disposing of the graded line in Washington county, Reid has again taken up the work of constructing a road from Seaside into the heavily timbered region around Saddle mountain east of Astoria, to haul out the timber and develop that region, and is utilizing his old grading for that purpose.

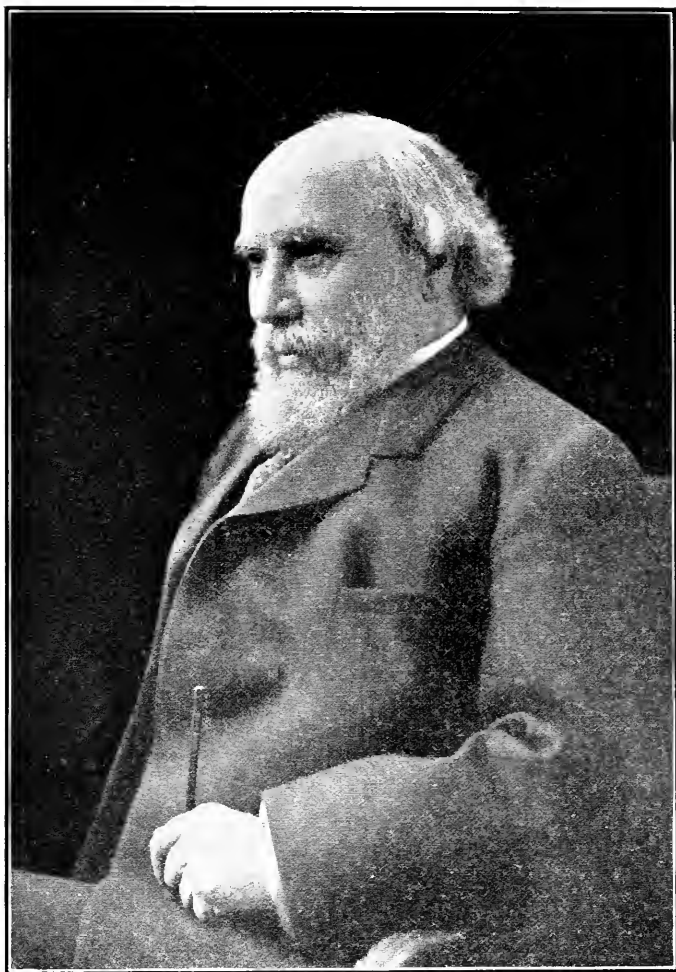
In addition to his railroad work, Mr. Reid was the first man to bring in foreign money to loan on farm lands and reduce the rates of interest. And without further work from him, William Reid is entitled to be recorded as having done a great work for Portland and Oregon.

Of independent roads, which are also in effect feeder lines to this Oregon system, may be mentioned the Sumpter-Valley road, built by Messrs. Eccles and Nibley of Utah, from Baker City to the town of Prairie City and southwest towards Burns, now aggregating nearly ninety miles of track. This road was organized in 1890. The same parties have within the past year built eighteen miles of new road running up the Hood River valley from the town of Hood River, and called it the Mt. Hood Railroad. Another important independent line is the Rogue River Valley road running from Jacksonville to Medford, and from there it is being extended to Crater lake and on to Klamath Falls by J. J. Hill; and on this line develop the largest tract of sugar pine timber in the United States. This enterprise was started in 1891 by Mr. E. J. DeHart of Medford. Another important independent line is what has been called successively The Willamette Valley & Coast, "The Oregon Pacific," and The Corvallis & Eastern Railroad, running from Yaquina on the bay of that name, eastwardly via Corvallis and Albany to Idanha in the Cascade mountains. This road has had a checkered career. Commenced in 1880 by public-spirited citizens of Corvallis and Benton county, who first and last put about \$100,000 of hard cash and labor into its construction. It was turned over to one, T. Egenton Hogg, a promoter of great promise and little performance, who reorganized the scheme into its second name and issued \$15,000,000 in bonds and \$18,000,000 in stock on one hundred and forty miles of road and then failed and died, leaving his bankrupt road to be sold for \$100,000 to A. B. Hammond. It has from the first been such a "misfit" that neither the genius of Villard, the energy of Huntington, nor the comprehensive mind of Harriman have been able to assign to it a practical and profitable place in the Oregon system. It is now doing a large business in hauling lumber, and must sooner or later find a useful and necessary purpose in the development of the country.

#### THE WORK OF MR. KOEHLER.

Besides these independent lines, the work of development by branches, feeders and extensions of the main system has been going on steadily for years, as population and business would justify. Many such additions have been added to the lines east of the Cascades, as well as in the Willamette valley, showing the purpose to cover the whole territory of the Columbia river watershed with





JAMES J. HILL, "THE EMPIRE BUILDER"

a network of branch line roads. The most notable of this work in western Oregon has been carried out by Mr. Richard Koehler, who held the reins as general manager of the Oregon & California road for thirty-two years. Under his management over four hundred miles of track were added to the railroad mileage in the Willamette valley and southern Oregon. And in addition to this the roads under his supervision were entirely rebuilt with new steel rails, new bridges, expensive embankment fills, reduction of grades and straightening of track. In this work Mr. Koehler disbursed for his employers many millions of dollars, and in every way more than doubled the value of the property under his care, not only to its owners, but also to the farmers and business men along the line. Such a long term of service as this in one position of such power and responsibility shows with what fidelity Richard Koehler discharged his responsible duties to his clients and the people. Taking hold of the property when it had been practically wrecked by Holladay, and when it paid nothing to its owners, he was compelled to discharge the onerous and thankless duties of watching every detail of operation, service, expenditure, construction and economy in all departments for long years, and finally make the roads a self-sustaining, profit earning, valuable property to its owners and to the country. The patience, trials and ability to accomplish this end has been but little understood and recognized, although a work of as much value to the country as the more noticeable work of projecting new lines.

#### WORK OF GEORGE W. HUNT.

George W. Hunt's work in the railroad development of Oregon makes an important chapter in the history of the state. He also was one of the independent builders of railroads, never working under the patronage of any of the great systems. His work in Umatilla and Walla Walla counties made him a serious rival of the Northern Pacific in its progress to the seacoast; and so much of a competing element that the Northern Pacific and Oregon Railway & Navigation Company combined to force Hunt out of the railroad field.

He built the Corvallis & Eastern Railroad. He also built the Hunt system, which opened a great wheat country in eastern Washington and Oregon. This system extended from Wallula to Pendleton and from Wallula to Walla Walla, Dayton and Waitsburg, and is now a part of the Northern Pacific system. He also planned to build a road from Centralia to Grays Harbor, and it was in this venture that the large fortune he had amassed was broken. By this project he drew upon him the fire of his more powerful railroad rivals, who brought so much pressure to bear against the sale of his bonds and other steps he took in the effort to carry out the plan, that he was forced to retire from railroad activities.

He also planned to build the road down to the Columbia river, and it is over part of the line of survey made by him that the North Bank road now operates. After retiring from the railroad work, he devoted his time to farming. In a measure he recouped his lost fortune and acquired large tracts of land near Umatilla, where he recently held 33,000 acres, which was sold to the Swift Packing House Company for a million dollars. Mr. Hunt passed away last year.

#### JAMES J. HILL'S WORK.

Mr. James J. Hill did not come into the Oregon railroad field until its railroad development had been planned and fixed by those already here, or by the laws of nature. If Hill's roads over in the state of Washington could have hauled lumber to the eastern states for as low a freight rate as Harriman was hauling the same class of freight through the Columbia gateway, and paid as good dividends on his railroad shares, it is not probable that he would have crossed the Columbia with his magnificent bridge at Vancouver, or ventured

into the rugged fastness of the Des Chutes canyon. But James J. Hill is a great man, one of the greatest in the nation, and he did not need a telescope to discover the great field for his energy, and the profitable employment of the great capital of which he is trustee, which lay beyond the Des Chutes, and beyond the Nehalem mountains.

The "North Bank Road" is a monument to the railroad genius and grim perseverance of Mr. Hill. It is literally a rock road for a hundred miles, either carved out of the basaltic cliffs, or built upon the rock foundations filled in from waste rock blasted out of the roadbed.

#### EDWARD H. HARRIMAN'S WORK.

A brief notice of the Napoleonic figure of Edward H. Harriman seems necessary in this book. He came into the railroad battlefield after all the great lines had been located and constructed. "The Oregon System" was here before his name had ever been mentioned in connection with any of these lines. His work consisted in improving the lines already constructed. In this he stopped at no trifles and spared no expense. The stupendous job of running the Union Pacific straight across the north arm of Great Salt Lake and saving fifty-three miles of track and dangerous mountain grades, is a sample of his policy of improvement. By straightening lines and reducing grades, he made his roads able to do twice the work they formerly did and for one-half the cost of transportation. This is just as great a gain to the country as the construction of new lines; although he planned and provided the money to fully develop the whole of eastern Oregon with new branch roads as soon as the best routes could be determined by careful surveys. And the roads planned by Harriman for central Oregon are now being constructed by his successors in management.

The ultimate result of great principles in economic action is not always foreseen. In his contest with the financiers of the Hill roads, Harriman, of course, had the advantage of the Columbia gateway. If he had been satisfied with a modicum of benefits from such advantage he could have continued in comparative peace with the Hill capitalists, and paid good dividends to his stockholders out of the crops of the Oregon farmers. But Harriman was not satisfied with a cheap railroad operated at a maximum of expense. He must have the best road possible through the mountain pass and operated at a minimum of expense. By such management he could haul grain and lumber at a greatly reduced cost. But, no matter whether he divided such savings with his Oregon customers or his stockholders, it was sure to array against himself, either the farmers, merchants and mill men on the Oregon side, or the envy of the Hill stockholders that could get none of the pie, on the other side. And thus the work of Mr. Harriman in making the best possible railroad on the south side of the Columbia, compelled Mr. Hill to build the "North Bank" road, on the north side of the Columbia. And Portland has no good grounds to complain of Harriman in giving the city two of the best railroads in the United States instead of one.

#### RAILROAD WORK NOW IN PROGRESS.

The total cost of the work under way, or authorized, and most of which will be expended in the coming year, is more than \$25,000,000, and of this sum more than \$18,000,000 is for construction of new lines. Before the year is ended, authorization for the construction of new lines now projected will undoubtedly be given, and the total amount involved swelled by several millions.

The Oregon Railroad & Navigation Company has work under way in Oregon in construction and betterments, that will aggregate \$11,821,500, this sum including an estimate of \$5,320,000 for the completion of the Des Chutes line from Des Chutes to Redmond.



EDWARD H. HARRIMAN. "THE WIZARD OF WALL STREET"





On the Des Chutes Railroad there has been constructed 100 miles of grade and track. There has been expended to date \$2,200,000, and it is hoped to have this line in operation a distance of 120 miles by March, 1911.

In the way of betterments, the O. R. & N. will soon let the contract for the new steel double-deck bridge crossing the Willamette river in Portland, the structure to cost \$1,350,000. In other betterments, 17 miles of new passing tracks are being installed between Umatilla and Baker City at a cost of \$310,000, including automatic block signals; a line change between The Dalles and the Des Chutes river has been authorized and the contract let, the change covering 14 miles at an estimated cost of \$600,000; 110 miles of the Oregon division will be relaid with 90-pound steel at a cost of \$1,100,000, and the track from Albina to St. Johns has been relaid with new 75-pound steel at a cost of \$45,000; together with a tunnel two miles in length under the city from the Willamette river to Columbia slough.

#### SOUTHERN PACIFIC.

The construction and betterments on the Southern Pacific authorized and under way will cost, approximately, \$5,000,000. The most notable feature of the work is the construction of a portion of the Natron-Klamath Falls line. Of the total length of 152 miles now under construction; work is progressing northward from Klamath Falls and eastwardly from Eugene.

#### PACIFIC RAILWAY AND NAVIGATION CO.

As a part of the Harriman system is the Pacific Railway & Navigation Company now building from Hillsboro to Tillamook, a distance of 98 miles. The construction work is about 65 per cent completed, and the total cost of the road will be about \$3,000,000.

The new railroad extends from Hillsboro, twenty miles west of Portland on the west side division of the Southern Pacific, to Tillamook. While the distance on an air line from Hillsboro to Tillamook is about fifty miles, the railroad takes a long detour to reach that point, running northwesterly in a divide in the Coast Range between the upper Nehalem and Salmon Berry rivers; thence following the Salmon Berry to its confluence with the Nehalem and down the Nehalem to Nehalem bay; thence along the south shore of the Nehalem bay to the ocean beach, following the beach southerly to Garibaldi Point and thence along the east shore of Tillamook bay to Bay City and Tillamook.

#### OREGON TRUNK LINE.

The Oregon Trunk Line, which parallels the Des Chutes road in the Des Chutes River canyon, is under construction from Celilo to Madras, a distance of a little more than 100 miles. The construction is of standard character. Based on the estimates given for the Des Chutes Railroad, the cost of construction from Celilo to Madras should be not less than \$5,000,000.

To this will be added the cost of bridging the Columbia river below Celilo. The Oregon Trunk Line is nearly completed to Crooked river. With the completion of the road to Madras which is promised by James J. Hill by February, 1911, work will be pressed southward, and by the close of 1911 probably at least 100 more miles of railroad will be under construction.

#### PACIFIC AND EASTERN.

The Pacific & Eastern Railroad, the successor to the old Medford and Crater Lake line, is now pushing out from Eagle Point to Butte Falls, a distance of 35 miles. It has been reported that the road has been acquired by

the Hill interests, and is to be extended across the Cascade range to a connection with the Oregon Trunk Line. The cost of the work now in progress, it is estimated, will be about \$400,000.

#### ELECTRIC LINES—THE STEEL BROTHERS.

The first electric line in the city, and which was also the first electric railroad on the Pacific coast, was the Fulton Park line, from the south end of the city to Fulton Park, and on to the cemeteries; a very useful line and very much needed today. This road was projected and built in 1889 by Messrs. James and George Steel as the owners; the civil engineering of the undertaking being in charge of Major A. F. Sears. The road was operated by the Metropolitan Railway Company, and after several years' operation, the bondholders of the Riverview cemetery bought up the stock and then moved the line from its higher location on the side hill, where the Oregon Electric to Salem is now located, down to the level valley and the town of Fulton, and extended the road to Riverview cemetery, and depriving the owners of the Hebrew, Masonic, Odd Fellows and Grand Army Veteran cemeteries of the accommodations of street railway access to those places of burial.

After building and putting in operation this first electric line, the Steel Brothers took up the project of building the electric line to Oregon City, which they completed and put in successful operation in 1891. These gentlemen are therefore to be recorded as the pioneers in electric railroad building and operation on the Pacific coast.

After the Steel Brothers had shown how to make a passenger car climb the Portland hills with the invisible electric current, all the other city lines were changed from horse power to electricity; and the manifest advantages of the change induced a rapid extension of the lines and a healthy expansion of the street railway business.

One of these lines so changed was the old "cable" road, operated by an endless steel wire cable by steam power generated at a power house which stood on Chapman street at the intersection of Market street, and at the foot of the hill where the cars were pulled by the cable up to the plateau of Portland Heights. This cable railroad idea was developed in San Francisco, to accommodate the people who lived on the heights of that city overlooking San Francisco bay; and is still working in a modified form as aerial tramways in the mining regions for transporting ores from the mines to crushing mills or smelters.

Following up the application of electricity to the street car lines, came its adoption to general traffic. The first to use the electric power outside of the city lines was Mr. Fred Morris, who had succeeded to the ownership of the roads built by the Steel Brothers. Mr. Morris reorganized and enlarged the companies he took over, interested some Philadelphia capitalists in his venture, and built the first electric line for general freight and passenger business in the state from Portland to Cazadero in the eastern part of Clackamas county, thirty-seven miles.

This was followed up by the organization of the Oregon Electric Railway Company in May, 1906, by New York capitalists, working in the interest of the Hill roads, to build an electric railway from Portland to Salem. This road was built and put in operation in 1907, and a branch line from Garden Home to Forest Grove was added in 1908. This property was formally turned over to the management of Mr. Hill's agents in 1910, and arrangements made to extend the Salem line to Eugene City.

The Oregon Electric Railway Company was incorporated May 14, 1906, the incorporators being Thomas Scott Brooke, Henry L. Corbett and Robert W. Lewis. The capital stock was \$2,500,000. The road was incorporated under the state laws of Oregon. The corporation was authorized to build a line from Portland to Roseburg, Douglas county, Oregon.

The first stockholders' meeting was held Monday, June 25, 1906. By-laws were adopted, and the following directors elected: George Barclay Moffat, New York; William A. White, New York; Harold B. Clark, Engelwood, N. J.; Franklin T. Griffith, Portland; R. L. Donald, Portland; Thomas Scott Brooke, Portland; Henry L. Corbett, Portland.

On December 31, 1908, the first train, which consisted of one small motor car, began regular schedules between Portland and Salem; later, in the month of January, new equipment having arrived, a new and more frequent schedule was installed and the road got down to a regular operating basis.

On April 22, 1908, there was a special meeting of the stockholders, increasing the capital stock of the company from \$2,500,000 to \$10,000,000. A directors' meeting was held on the same date amending the articles of incorporation, said amendment authorizing the building of some 350 additional miles of road.

Early in May, 1908, the line from Garden Home, a junction on the main line seven miles south of Portland, to Hillsboro and Forest Grove was begun and the work carried out through the summer, the line as far as Hillsboro being put into operation September 29, 1908, and to Forest Grove, December 20, 1908—20 miles.

The company has now under way surveys and estimates for the building of lines from about Tigard, Oregon, through Newburg to McMinnville, McMinnville to Corvallis and from Salem to Albany and Eugene. Other branch lines to follow as soon as these are completed.

The next electric line proposed was that of the United Railways Company, promoted by Los Angeles men, who secured, in 1907, a valuable franchise on Front street, for which the Southern Pacific interests had vainly sought from the city for twenty years. After numerous troubles and skyrocket financing, the Los Angeles men were forced to let go their franchises to a syndicate of Portland and Seattle capitalists under the lead of Herman Wittenberg and R. D. Hofius. Under their management, Front street was repaved and the railroad track put down in a thorough manner, and the main line of their road to the great timbered regions of the Nehalem county constructed from Front street to the north boundary of the city, and down to Linnton, and thence through the high hills by tunnel into Washington county. Then again appears Mr. James J. Hill and pays the energetic builders all their money back, and a good round price for their franchises and trouble, and is now following up the ghost of his friend Harriman by pushing a competing line in the big timber, to the milk and honey county of Tillamook bay.

## RAILROAD MILEAGE TRIBUTARY TO PORTLAND, 1910.

Astoria & Columbia River Railroad .....	122 miles
California Northeastern Railway Company, Klamath Falls to Weed, California .....	86 miles
Corvallis & Alsea river (Corvallis to Monroe).....	21 miles
Corvallis & Eastern (Yaquina Bay to Cascade Mts.).....	140 miles
Columbia River & Oregon Central (Arlington to Condon).....	45 miles
Columbia Southern Railway (Biggs to Shaniko).....	64 miles
Great Southern R. R. Co. (The Dalles to Dufur).....	30 miles
Independence & Monmouth, Airlie and Dallas.....	19 miles
Malheur Valley R. R. Co. (Malheur to Vale).....	14 miles
Mt. Hood Railroad (Hood River valley).....	16 miles
Northern Pacific to Puget Sound and branches.....	300 miles
Oregon & California and branches .....	666 miles
Oregon Railroad & Navigation Co. and branches.....	1,327 miles
Oregon Short Line and branches.....	1,508 miles
Oregon & Southeastern (Cottage Grove to Disston).....	20 miles

Pacific & Eastern (Medford to Crater Lake).....	31 miles
Pacific Railway & Navigation (Hillsboro to Tillamook).....	98 miles
Rogue River Valley (Jacksonville to Medford).....	66 miles
Salem & Falls City, Black Rock & Dallas.....	23 miles
Spokane, Portland & Seattle and branches.....	421 miles
Sumpter Valley Railroad (Baker City to Prairie City).....	95 miles
Umatilla Central (Pilot Rock Junction to Pilot Rock).....	14 miles
Oregon Electric (Portland to Salem and Forest Grove).....	69 miles
Portland Railway (electric, Portland to Cazadero).....	37 miles
United Railways (Portland into Washington county).....	37 miles
Columbia river logging roads .....	60 miles
Total mileage .....	5,269 miles

To the above should be added the new roads being constructed through the Des Chutes canyon:

The Oregon Trunk Line (Hill road).....	150 miles
The Des Chutes Road (Harriman line).....	150 miles

Grand total to be in operation by May, 1911.....5,569 miles

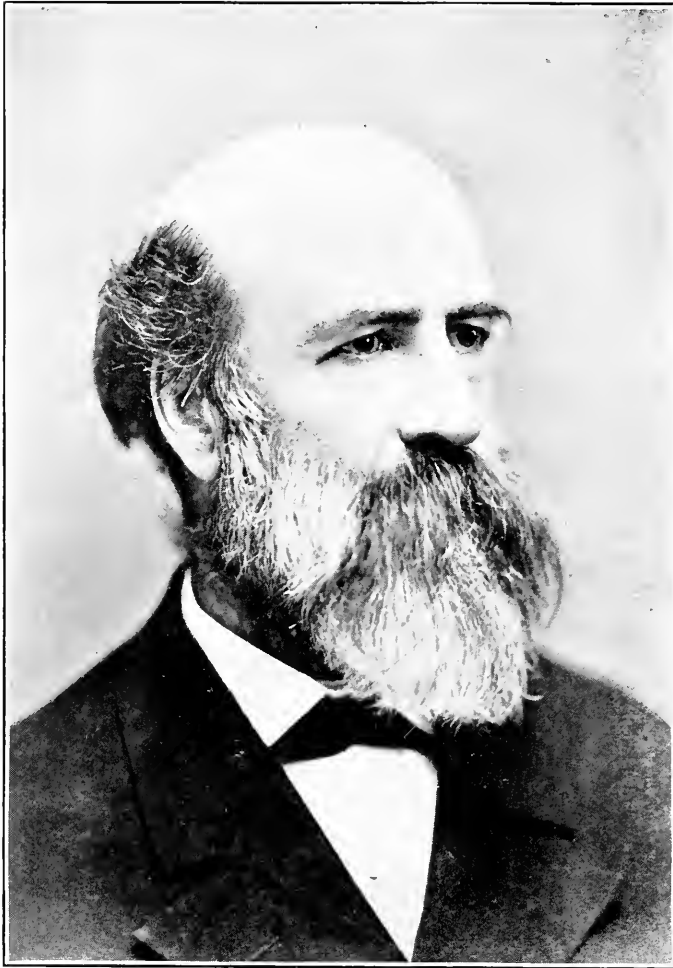
#### CONSOLIDATION OF LINES.

Since the foregoing statement was prepared, all the railroads in the states of Oregon and Washington connecting with the Oregon Railway & Navigation Company's railroads, embracing the original main line, and the feeder branch lines above named, together with the lines of what was known as the "North Coast Railroad" in the state of Washington, has been consolidated in one system, and under one corporate ownership and one corporate name—"The Oregon & Washington Railroad Company."

#### THE FIRST STREET RAILROAD.

The first street railroad in the city of Portland was something of a joke. It was in 1872 that Ben Holladay was at the zenith of his power and pomposity when legislatures and courts were his willing creatures, and governors and senators were his worshipping servitors. Ben was laying claim to everything in sight within the horizon of his mental or visual perceptions. It struck him forcibly that there would be vast possibilities in a franchise for a street railroad from one end of First street to the other, and the city council lost no time in making the necessary grant of the right of way for the track, and the right to collect fares. And thereupon the great Holladay set one of his railroad section bosses to digging up the street and laying down a track with iron rails weighing fully fifteen pounds to the lineal yard. And by the time this work was done, a little old worn-out car, discarded from a San Francisco horse line was brought up on the steamer, carried over to the north end of the line at "G" street, and a mule hitched thereto, and Portland's—no, not Portland's; Portland did not own anything while Holladay ruled the town—Ben Holladay's street railway was ready for operation. One man drove the mule and the passengers made their own change and dropped it in a box, and the mule made a round trip between "G" and Caruthers streets in one hour. This little old pretense of a railroad was operated for about twenty years. Poor old Ben lost all his money and power, and fell down to where there were "none so low as to do him reverence." But his brother Joe ("Joe with the old umbrella") had got possession of Ben's property and estate to keep it out of the hands of the creditors, and still the ancient mule with his tinkling bell made occasional trips along First street to hold the "franchise" until the nuisance of it got to be unbearable, and finally Joseph Strowbridge, Gra-





MAJOR ALFRED SEARS

ham, Glass and other public-spirited citizens raised a purse, bought out "Old Joe's" road, and tore up the old tracks and abolished the nuisance.

#### THE HORSE RAILROADS.

The first practical efforts to introduce street railroad service was in 1880, when Tyler Woodward, Benton Killin and others got a franchise to construct the line on Third street turning west on G street. This was from the first a very well constructed and well managed property. The next line was projected from First street west on Washington street to the Gambrinus Brewery at 23d street. Mr. D. E. Budd was the promoter of this line, and the late Amos N. King the principal capitalist. Both these lines were horse-car lines, and as good as any horse-car line could be. To get up the hill at Market street on Third, a boy was stationed with an extra horse to help out the single nag that trotted along with the tender little cars holding a dozen passengers at best. The Washington street line put on considerable airs from the very start, had a pair of horses, regular flyers from King's big stock ranch in Lake county, and they changed teams every three hours, made fast time on the street, and in fact started the boom in buildings and prices on Washington street which has been kept going ever since.

#### THE CABLE RAILROAD.

The first real sensation Portland experienced in street car development was when a Philadelphia lawyer named J. Carroll McCaffery started in to build the cable road from the Union depot up Fifth street to Jefferson, west on Jefferson to Chapman, south on Chapman to Spring street on Portland Heights, and north on Spring to the present site of the Portland Heights club house. McCaffery came to Portland as the loan agent of the Lawyers' Trust and Loan Company of Philadelphia, innocently supposing that the verdant Oregonians would confide in a Lawyers' Loan and Trust Co. (especially the "trust" part of it). He soon discovered that this was not a good field for his clients, and then took up the cable road idea to develop Portland Heights real estate about the year 1889. Residence lots that are now selling on the Heights for \$5,000 apiece, could be purchased at that time for two hundred and fifty dollars each. McCaffery obtained a franchise from the city council, and everybody laughed at the impossible proposition of running a railroad car up the steep ascent of five hundred feet from Market street to Spring street. But McCaffery was not a "quitter" and he scurried around and obtained subscriptions to the stock of his company, payable in lots and lands, going even as far back as the Talbot donation claim at Council Crest; and soon made quite a showing of foundation securities. He first tried to raise money out of his Philadelphia Loan and Trust Company friends and found out that they wanted everything, so to speak, and he was compelled to fall back on Portland men. In this he was successful in securing the confidence of Mr. Preston Smith, who came to his assistance with hard cash and his personal influence with others among whom was the late Charley Woodward of wholesale drug store fame. And between these gentlemen money enough was raised to start the enterprise, and after started, bonds were issued and taken by some San Francisco capitalists who had experience with and confidence in cable railways. And thus the road was completed, the great brick power house with its ponderous steam engines being located at the intersection of Chapman and Market streets, and only a short time pulled down to make room for other structures. While the cable road was never a financial success as a dividend earner and a very expensive road to build, yet it made Portland Heights the handsome residence suburb that it is, and in the end returned from sales of real estate and its railway franchises all the money ever invested in it.

#### THE WORK OF MAJOR ALFRED SEARS.

Major Sears has done so much for Portland and Oregon in freely giving the city and state the benefit of his great engineering knowledge, his wide experience

and unusual opportunities for the observation and investigation of all manner of engineering problems, that he is entitled to permanent recognition in this work.

His first work was in the construction of fortifications for the Union army in the war to suppress the Southern rebellion 48 years ago. After the suppression of the rebellion, he was engaged in constructing railroads and other public works for Peru and other South American states; until he came to Oregon in 1880 and took charge of the railroads being constructed by the Oregonian Railroad Company of Dundee, Scotland. Before going to South America, he constructed a railroad from Newark, New Jersey, to New York city, the whole distance on piling twenty feet above ground, where trains could make a mile a minute and not run over men or carriages. He was also general manager of important lines in Mexico and Costa Rica. His various titles indicating his eminence as an engineer, and his large experience and construction work are as follows: M. Am. Soc. C. E., Hon. M. Nat. Soc. E. & A. of Peru., M. Nat. Geographical Soc., Washington, D. C.; Cor. M. Nat. Geographical S. of Lima, Peru; Late chief engineer Newark & New York Ry. Co.; Chf. Eng. Penn. & Sodus Bay Ry.; Umpire Engineer Oregonian Ry. Co.; Assistant General Manager Mexican Central Ry.; Gen. Manager Tehautepec Interoceanic Ry.; Gen. Man. Chimbote & Huaras Ry., Peru; State Engineer and Inspector of the Railroads of the North of Peru; Chief Engineer of the Government Commission of Irrigation for the Department of Piura, Peru; Chief Engineer of Commission for Devising Water Works and Sewerage Systems for the Cities of Callao, Piura and Paita, Peru, South America.

#### THE GREAT TRACTION COMPANY.

It is a fitting close to this chapter on the railroad development of this city to sum up the great work with that of the Portland Railway, Light & Power Company.

This corporation took over in 1905, all the electric railways of the city, and combined under one ownership and management, the works of a half dozen or more corporations which had been slowly, for twenty years, building up and extending their lines in all directions throughout the city, and to Oregon City, St. Johns, Vancouver, Montavilla, Mount Tabor and Mt. Scott. By bringing all these lines under one responsibility, and one managing head, great economies could be secured in operating the lines, and much better and quicker service furnished to the people in the outlying districts. The extent of this work is hardly known, and not well appreciated by the great mass of the population of the city. And the statistics of the street railways business are far beyond the conceptions of any but the most optimistic friends to the development and extension of the city. The following items are down to date of September, 1910, and are authentic: Portland has now in operation in the city, and to Oregon City and Vancouver, single track street railway, 161 miles; passenger cars owned by the company, 431; passenger cars in daily operation, 314; car barns for storage of cars, 6. Power stations to generate electricity: One at Oregon City, one at Cazadero on the Clackamas river, and two steam stations in the city; one steam station at Vancouver, one steam station and one water power station at Silverton. The total capacity of these stations is 50,000 horsepower. The power generated at these stations is distributed by twelve sub-stations. The total number of employes of the company make an army of four thousand men.

The number of passengers daily carried by this great organization of electric power, cars and employes is two hundred and fifty thousand, making a daily income of \$12,500. This organization is now managed by B. S. Josselyn, president of the company; F. I. Fuller, vice-president; C. J. Franklin, general superintendent; C. P. Osborne, operating engineer; L. D. Pape, chief inspector; Fred Cooper, superintendent of transportation.



## CHAPTER XVII.

1864—1910.

*Steamboats and Shipping—Growth and General Improvements—Exports of Produce, Lumber and Gold Dust—First Cargo of Wheat, and Present Crop—Manufacture and Export of Flour—Review of City's Growth of Commerce—Manufacture and Export of Lumber—Manufacture of Furniture—Manufacturers of Iron and Steel—Manufacture and Export of Beer and Hops.*

### STEAMBOAT AND SHIP COMMERCE.

In 1868, eight steamboats transacted all the freight and passenger business excepting that by ocean vessels, centering at Portland, and even then, in order to make expenses, had to do all the miscellaneous towage which the river then afforded. This remark, however, does not include the business of the Oregon Steam Navigation Company, or the boats running up the Willamette river—but relates only to the business of the boats outside of these larger concerns. This was before the construction of either of the east or west side railroads. But by 1878 this business had so increased as to employ twelve steamboats; and sixty cars each day came in from the Willamette valley railroads loaded with grain and passengers. In 1868, the steamboat Cascades under monopoly control, registered carriage of four hundred and fifty tons carried all the freight daily to the Cascades, which was going up the Columbia. And by 1878 this traffic had so increased as to require the two much larger boats S. G. Reed and Wide West to make daily trips to the Cascades to keep the docks at Portland clear. In 1868, one steamer did all the business between Portland and Astoria under monopoly rule, making three round trips a week, and doing, including that time, all the job towing on the Columbia below Rainier. By 1878 this lower river business had increased so as to demand two large steamboats running on alternate days, and over a dozen tugs and smaller steamers.

Now today, 1910, there is on the Columbia river, running in competition with a railroad on each side of the river, four steamers, daily between Portland and the Cascades; and besides the railroad to Astoria, there are half a dozen river boats constantly and daily on the route between Portland and Astoria, and about forty tugs and smaller steamers in the local log raft and sailing vessel business.

And besides these river steamers there are running out of the port of Portland, two regular lines of ocean steamships, each employing five steamships on the trade between Portland and San Francisco and San Pedro, in addition to ocean steamers running to Tillamook and Coos Bay, Oregon, and Eureka, California.

In the lumber export trade, the business has increased from two small cargoes by ocean-going barks in a month in 1878, to three hundred and thirty-eight cargoes sent out by steamship and sailing vessels in 1909. And the lumber shipped away from the city by railroads in 1909 far exceeds that shipped foreign by water.

The total departures of ships, in all lines, for 1909, were 684. And for same time import tonnage entered was 961,000 tons; while export tonnage for same period was 638,000 tons.

#### GENERAL GROWTH OF THE CITY.

The valuation of property in 1878 reached twelve million two hundred and ninety-one thousand three hundred and fifty dollars. Wheat and flour exports were estimated at a value of about three million dollars. The population was estimated at nineteen thousand one hundred and twenty-eight, but this was undoubtedly an over estimate, as two years later it was found by the census to be but little over seventeen thousand. The statistics which we have given of population have been taken from the directories of the consecutive years, and it is probable that owing to the excess of adults, too high proportion of total population to names was assumed.

During 1879 improvements still increased, reaching a value of one million one hundred and sixty-two thousand and seven hundred dollars; consisting of two hundred and seventy-six dwellings, sixteen brick blocks, fifty-eight stores, eight hotels, six docks and warehouses, fourteen shops and stables, two schools, two planing mills, one brewery and the Mechanics' pavilion. The buildings of a value exceeding ten thousand dollars may be named as follows: The Union block, by Corbett & Failing, eighty-six thousand dollars; the Esmond Hotel, at the corner of Front and Morrison, by Coulter & Church, forty-five thousand dollars; a block of eight residences on Second and Mill streets, by S. G. Reed, forty thousand dollars; the Park school house, on Jefferson street between East and West Park, twenty-nine thousand dollars; a brick block on the corner of Front and B streets, by Klosterman Bros., at thirty-five thousand dollars; a residence, by C. H. Lewis, on the corner of Nineteenth and G streets, thirty-five thousand dollars; the residence of H. D. Green at the head of B street, twenty-eight thousand dollars; the brewery of George Herrall, on Water street, near Harrison, twenty-five thousand dollars; a wharf between Taylor and Salmon streets, by J. F. Jones, twenty-five thousand dollars; the three-story brick building on the corner of Front and Columbia streets, by Peter Manciet, eighteen thousand five hundred dollars; the new Harrison street school house, eighteen thousand dollars; a brick block by John Shade, fifteen thousand dollars; the Mechanics' pavilion, on the block between Second and Third and Clay and Market, sixteen thousand five hundred dollars; a brick block by H. McKinnell, on Second street between Salmon and Main, thirteen thousand dollars; a residence by Samuel J. Smith, on Twelfth between Yamhill and Taylor, ten thousand dollars; a residence by M. W. Fechheimer on the corner of West Park and Montgomery street, fourteen thousand dollars; a residence, by J. W. Whalley, corner of West Park and Harrison, ten thousand dollars; a brick block by Mrs. Mark A. King, on the corner of Third and Alder; a brick block by Dr. R. Glisan, on the corner of Second and Ash, thirteen thousand dollars; a brick block, by Chinese merchants on the corner of Second and Alder, twenty thousand dollars; a brick block on the corner of Front and Ash by N. Lambert, H. L. Hoyt and J. W. Cook, twenty-four thousand five hundred dollars; a brick block by Fleischner & Hirsch, on First and B streets, sixteen thousand seven hundred; the residence of J. C. Carson, on the corner of Nineteenth and J streets, ten thousand dollars; tracks for switches and round house of the Western Oregon Railroad, ten thousand dollars; Park school house, twenty-nine thousand dollars; and there was spent on the Catholic cathedral ten thousand

dollars more in completion. Many residences and minor business houses of a value of five thousand dollars to eight thousand dollars were also erected. It was during this year that the palatial residences in the northwestern portion of the city began to be erected, converting what was once a dilapidated forest overgrown with brush and wild vines, into one of the most handsome and sightly portions of the city.

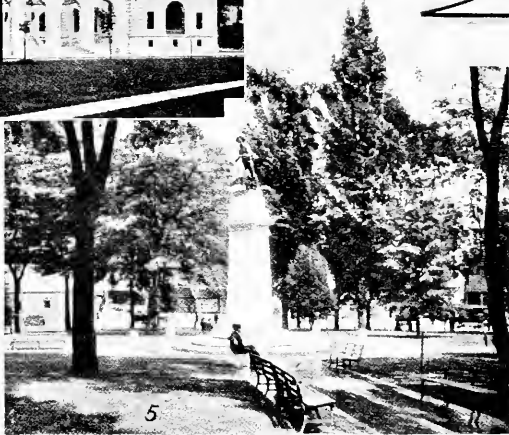
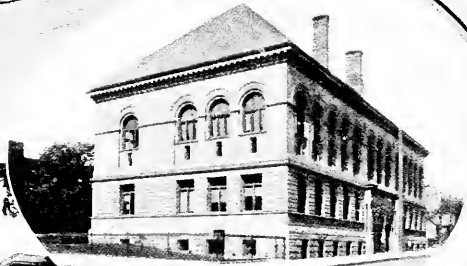
The grain fleet entering the river numbered about ninety vessels; this was exclusive of the regular coasters. The steamers registering in the Portland district were sixty, with a total capacity of twenty-seven thousand five hundred and seventy-nine tons. There were thirteen sailing vessels with a total capacity of six thousand one hundred and four tons. The export of wheat reached upward of two million centals, valued at over five million dollars. Shipments of wool reached seven million pounds. The catch of salmon was three hundred and twenty-five thousand cases. The gross valuation of property was thirteen million one hundred and forty-three thousand four hundred and twenty-five dollars. The prospects of growth and business in 1880 were bright, and stimulated not only activity in real estate movements, but in business also. The uncertain and depressing railroad management of Ben Holladay had given away to the more business-like and careful regime of the German Company, and plans for the O. R. & N. Railway and for the speedy completion of the Northern Pacific were taking definite and public form. Sales of real estate were considerable, although uncertainty as to the location of the terminal works of the transcontinental line, now expected to be made in North Portland, now in South Portland, and again in East Portland, gave a strongly speculative character to this line of trade. Improvements extended uniformly in all portions of the city from the river bank to the city limits, and even beyond them. There were erected thirteen brick blocks and stores, thirty frame blocks and stores, six docks, four manufactories, three churches, two hotels, and two hundred and two dwellings at a gross valuation of eight hundred and eighty-one thousand dollars. Those costing ten thousand dollars or upward are named as follows: Family residence of Captain George Ainsworth on the corner of Sixteenth and Yamhill, fifteen thousand dollars; a residence by the same, ten thousand dollars; improvements to the Zeta Psi block, corner front and D, ten thousand dollars; the Chinese theater, on Second street, twelve thousand dollars; the Oregon Steam Bakery, by Lieb & Holburg, on East Park and G, fifteen thousand dollars; the building by Labbe Bros., on the corner of Second and Washington streets, eleven thousand dollars; a brick block on Washington street between First and Second, by Richardson & Mann, ten thousand dollars; the three-story brick block on the corner of Second and Stark streets, thirty-six thousand dollars; the brick building on First street between Main and Yamhill, ten thousand dollars; the three-story building, on Third street, between Yamhill and Taylor, twelve thousand dollars; the Nicolai House, at the corner of Third and D streets, thirteen thousand dollars; an addition of five hundred feet to the Ainsworth dock by the O. R. & N. Co., fifty thousand dollars; an addition to the steamship dock of the same company, twenty-eight thousand dollars; an addition to the Greenwich dock by Capt. Flanders, twenty thousand dollars; the Multnomah block at the corner of Fifth and Morrison, by H. W. Corbett, twenty-eight thousand dollars; the furniture factory of I. F. Powers, twenty-five thousand dollars; a four-story residence on Sixteenth and B streets, by the Dundee Investment Co., nineteen thousand four hundred dollars; the two-story business block on the corner of Second and E streets, by J. C. Ainsworth, thirteen thousand dollars; the Stark Street ferryboat, by Knott Bros., sixteen thousand dollars.

In 1880, the hotels had increased to twenty-nine. Those on Front street were The American Exchange, the Esmond, St. Charles, Commercial, New York and Zur Rheinpfalz. On First street there were the California House, the Eureka, the Globe, the Norton House, the Clarendon, the Occidental, the Oregon, the St. George, the St. Louis, the Thompson House, the Metropolis,

Portland and Phoenix. On Second street there were the De France and Richmond House. On Third street there were the Burton House, Holton House and the Nicolai. There were besides these thirty boarding houses, twenty-one restaurants, nine coffee houses and three oyster saloons. There were one hundred and three liquor saloons, and ten wholesale liquor houses. There were twenty-four butchers. The wholesale grocers were seven, and the retail grocers fifty-three. The physicians now numbered sixty-seven, the attorneys sixty-three and editors thirty-four. There were seven sawmills, three flour mills, three box factories, one brass foundry, two soap works, one stove manufactory, four foundries, six iron works, four ferries plying on the river, fifty-seven contractors and builders, three wholesale and twenty retail dealers in dry-goods, seven dealers in crockery and glassware, three wholesale and thirteen retail clothiers, three wholesale and retail dealers in boots and shoes, and thirty-four commission merchants. Commerce indicated about its previous volume. By the United States census of 1880, the population was found to be 17,578. By the directory of that year it was estimated at twenty-one thousand six hundred.

During 1881 there were spent about one million one hundred and fifty thousand dollars in building. The most important of these were the following: The iron and brick building of W. S. Ladd, at the corner of First and Columbia, costing forty thousand dollars; the Portland Seamen's Bethel, on the corner of Third and D streets, under the management of Chaplain Stubbs, twelve thousand dollars; G. W. Jones block, on block 176 in Couch's addition; G. W. Weilder's residence, on the corner of L and Eighteenth street, costing sixteen thousand dollars; C. P. Bacon's residence on the same block as above, ten thousand dollars; residence of W. N. Wallace, on Tenth and Salmon streets; residence of Sylvester Pennoyer, on the corner of West Park and Madison streets; the three-story brick of J. C. Ainsworth on Third and Oak streets, costing eighty-five thousand dollars; the Cosmopolitan block of Reed & Failing on the corner of Second and Stark; and the residence of J. N. Dolph on Fifth and Jefferson, were the most prominent structures of the year. The Columbia dock was built by C. H. Lewis at the foot of N street, at the cost of twenty-five thousand dollars. Commercial statistics showed an increasing volume of business. New interests in the mines of Idaho and southern Oregon began to be felt by the capitalists of Portland, and with the prospects of railroad connections to these points, they inaugurated the operations which have since attained such proportions. Manufacturing interests began to concentrate in and about Portland. Weilder's sawmill with a capacity of one hundred and fifty thousand feet per day, led all in the volume of business. Besides lumber, the manufacture of furniture, of boots and shoes, of wagons, of iron and steel implements, and preservation of fruit assumed appreciable proportions.

In 1882, the extent of improvements rose to an astonishing degree, a total of two million nine hundred and seventy-four thousand six hundred dollars being spent in Portland, East Portland and Albina. The more noticeable of these buildings were the four-story brick structure of Dolph & Thompson, on Front street between Pine and Ash, with dock in the rear, costing two hundred thousand dollars; the First National Bank building on the corner of First and Washington, one hundred and twenty-five thousand; the three-story brick block of Allen & Lewis, on North Front street, one hundred and twenty-five thousand dollars; the Calvary Presbyterian church on the corner of Ninth and Clay streets, thirty-six thousand dollars; the North Pacific Manufacturing Co.'s plant and improvements, fifty thousand dollars; the Couch school house on Sixteenth street between K and L, thirty-five thousand dollars; the Failing school house on First street between Hooker and Porter, thirty-five thousand dollars; the railroad docks, coal bunkers, etc., at Albina, one hundred and eighty thousand dollars; the residence of Bishop B. W. Morris, corner of Nineteenth and E streets, twelve thousand dollars; residence of R. B. Knapp on Sixteenth and E streets, thirty-five thousand dollars; residence of Capt. G. H. Flanders on



1—City Hall. 2—Postoffice. 3—Public Library. 4—United States Custom House. 5—Soldiers' Monument.



the corner of F and Eighteenth streets, forty thousand dollars. There were many others of elegant design costing twenty thousand dollars and less.

During the year 1884 there were built seventy-five large dwellings, thirty-six brick houses and blocks, and other buildings, bringing up the total to two hundred and eleven. For business houses there was spent six hundred and twenty-two thousand dollars; for residences, three hundred and forty-nine thousand five hundred dollars; for other improvements, seven hundred and eleven thousand seven hundred dollars, making a total of one million six hundred and eighty-three thousand, six hundred dollars.

East Portland's improvements footed up three hundred and forty-one thousand seven hundred dollars, and those of Sellwood and Albina, seventy-five thousand dollars. On street improvements in Portland there was spent three hundred and thirty-four thousand five hundred and fifty-five dollars and seventeen cents. Grace church was erected at a cost of forty-two thousand five hundred dollars, on the corner of Eleventh and Taylor streets. Pipe organs costing about three thousand dollars each were placed in two churches.

During the year following there was some decline in improvements, but as there was also a great decrease in the cost of materials, it was a good time to build, and those sagacious and able took advantage of the opportunity to erect some very handsome and costly structures, which have given character and tone to the appearance of the city. Among these may be mentioned the Portland Savings Bank, of brick, on the southwest corner of Second and Washington streets (Commercial block), at a cost of seventy-five thousand dollars; Jacob Kamm's brick block on Pine street between Front and First, eighty thousand dollars; the high school building on Twelfth and Morrison, sixty thousand dollars; M. F. Mulkey's brick block on the corner of Second and Morrison, forty thousand dollars; Weinhard's brick brewery, fifteen thousand dollars. R. B. Knapp's residence, completed this year, cost ninety thousand dollars; Pfunder's unique Swiss residence on Ninth and Washington, ten thousand dollars. About two hundred dwellings were erected at a cost of three hundred and ninety thousand dollars. Improvements were made in East Portland to the value of one hundred and two thousand nine hundred dollars, and in Albina of twenty thousand dollars, making a grand total of nine hundred and sixty-four thousand four hundred dollars.

By the state census of 1885, the population of Multnomah County was placed at thirty-five thousand seven hundred and thirty-two; about three-fourths of this should be attributed to Portland.

The year 1886 was marked by a great increase in buildings and improvements, some of which were of great extent, as will be seen by the following list: Morrison street bridge (commenced), two hundred thousand dollars; the new medical college, thirty-five thousand dollars; the reduction works in East Portland, fifty thousand dollars; Reed's five story brick building (The Abingdon) on Third street, between Washington and Stark, ninety-five thousand dollars; the United Carriage, Baggage and Transportation Co's. barn, twenty-five thousand dollars; the four story brick stable on Second street between Stark and Washington, twenty-seven thousand dollars; vessels built and improved, sixty-eight thousand, five hundred dollars. The stone church of the Presbyterians was projected at a cost of one hundred thousand dollars. The grand total of all improvements actually made, reached one million, nine hundred and eighty nine thousand, one hundred and ninety-one dollars.

The year 1887 witnessed a steady expansion in building, and improvements. The residence of Levi White on Nineteenth street, (now North Pacific Sanatorium) forty-five thousand dollars; The Armory, on Tenth and B streets, forty thousand dollars; W. S. Ladd's brick building at the foot of Morrison street, sixty-five thousand dollars; improvements on the Oregonian building by H. L. Pittock, eighteen thousand dollars; the four story brick building of C. H. Dodd, on the corner of First and A streets, seventy-seven thousand dollars; the build-

ing of the Cyclorama Co., on Pine street, between Third and Fourth, sixty thousand dollars; the first Morrison street bridge, two hundred thousand dollars; on the railroad bridge there was spent one hundred and seventy-five thousand dollars; the cable car line up to the heights was begun. The streets were improved to the value of one hundred and ninety-seven thousand, eight hundred and thirty-five dollars. The total improvements of the year are summarized as follows: In the city, one million, fifty-four thousand, one hundred and seventy-nine dollars; on Portland Heights, sixty thousand dollars; in East Portland, one hundred and ninety-five thousand, seven hundred and fifty dollars; in Albina, six hundred and twelve thousand, nine hundred and ninety-nine dollars and fifty cents; on Mount Tabor, sixty thousand dollars; a grand total of two million, seven hundred and eighty-four thousand and twenty-four dollars.

During 1888 all former improvements were far exceeded. Many large buildings of the most permanent character and improvements which would have then been thought to be a credit to any great city, were brought to completion or undertaken. The following is a list of the principal works: The Exposition building, on Fourteenth and B, one hundred and fifty thousand dollars; on the First Presbyterian church, sixty thousand dollars, the Jewish synagogue, sixty-five thousand dollars; the railroad bridge (finished) four hundred thousand dollars; improvements by the water committee, two hundred and forty thousand dollars; buildings in Portland (not otherwise named), one million, eight hundred thousand dollars; improvements on the streets of Portland, three hundred and twelve thousand, five hundred dollars; East Portland and Sunnyside, three hundred and nineteen thousand, three hundred and eighty-eight dollars; at Oswego, five hundred thousand dollars; at Albina, one hundred and eighty-one thousand, six hundred and ninety-five dollars; on the street railways, fifty thousand dollars; on Portland Heights, forty thousand dollars; on Mount Tabor, thirty thousand dollars; at Sellwood, twelve thousand dollars; at Milwaukie, seven thousand, three hundred dollars. This shows a total of three million, five hundred and twenty-two thousand, six hundred and thirty-nine dollars.

It is noticeable by the foregoing that many of these improvements were made outside of the city limits, in some cases from three to six miles distant. The propriety of including them among the improvements of Portland arises from the fact that they were undertaken and completed by Portland capital and were in fact the growth of the city itself—illustrating how Portland has completely overstepped what were once called “the natural limits of the city,” between the circle of hills and the circling course of the Willamette. The improvements of 1889, reaching a value of about five million dollars are fully mentioned elsewhere, and need not be enumerated here.

These statistics as given in the foregoing pages, while probably not without error, are nevertheless the best now to be had, and give approximately a correct idea of business operations and the growth of the place. By examination it will be seen that the development of Portland, as of all new cities, has been, as it were, by wave impulses, the flood now rising and now falling again, but nevertheless at each new turn reaching a much higher point. Much of this oscillating movement has been due to the peculiar circumstances of the city and to the opening of the country by public works. In the very earliest days the first movement was due to the coming of ships loaded with goods for the use of the rural population of the Willamette valley. Portland as a shipping point and post of supply made a secure beginning. After it had become thus established it did the business for the farming community surrounding in a regular and steady fashion without much increase except as the growth of the tributary country demanded. During the early sixties, however, a new and promising field was opened for her merchants and navigation companies by the discovery of precious metals in Eastern Oregon and Idaho. With the development of the mines and to quite an extent also with the settlement of western Oregon and Washing-



ton and their occupation by cattle dealers and cattle raisers, Portland gained largely in business and trade. The steady growth resulting from this development was not greatly accelerated until in 1867-68 plans for opening the country by means of railroad were brought to completion, and ground was actually broken for a line to California. With the prospect of railroad connection with the rest of the world, the speculative imagination of the people of Portland was excited, and almost extravagant dreams of great immediate growth and wealth were indulged by even the most steady and conservative. Property increased greatly in value and improvements were stimulated. The early railroad days of Oregon were, however, beset with difficulties, as will be seen in the preceding chapter, although producing much real growth, did not ultimate so hopefully as was by many anticipated. Ben Holladay's weakness and incapacity in managing his roads, and as his bonds declined and the general expectation of failure was felt, depression was experienced in all parts of the state. When a few years later occurred the great business collapse in the United States, which began with the failure of J. Cooke & Co., and the Northern Pacific Railroad Co., Portland was left to the simple cultivation of her domestic commerce, and inflated prices and expectations had to be abandoned. With the passage, however, of the California and of the Oregon Central railroads into the hands of the German bondholders, and a better system of management thereby introduced, business revived once more and Portland found herself obliged to add to her accommodations to meet the incoming tide of immigration and the increased flood of business. Independent commerce with the east and with Europe having sprung up stimulated very largely the production of grain in the Willamette valley and also in eastern Oregon and Washington, so that there was a steady increase in the amount of treasure received into the country and in the volume of business transacted at Portland. Exports of wool, lumber and salmon also figured largely to swell the volume of trade. With the year, 1880 and those succeeding, prospects and at length the realization of a through line from Portland to the east, produced a greater volume of trade and raised higher expectations than had previously been known, Portland began to assume a metropolitan appearance. Activity in real estate and in building and an expansion of all kinds was everywhere noticeable. All went well, until the O. R. & N. road and the Northern Pacific had been so far completed as to make a through line to New York; and then Villard and the Oregon and Transcontinental railroad having gone beyond their means, suffered a reverse, and in their ruin involved also many of the citizens of Portland. For a time the people of the city seemed discouraged, nor did they quite realize the immense importance to them of railroad connection with all parts of the northwest. Gradually, however, they began to see the ease with which they might connect themselves with all parts of Oregon and Washington and command the wholesale business of this region; and how they might even more stimulate the agricultural and mining interests of this whole region. Gathering up these lines of business they began to push vigorously and in a short time were at the head of the commercial, mining, manufacturing and banking interests of the country. As a result of this active policy, business began to pour in, in through the thoroughfares, the docks, the commercial houses and the banks of our city. Real estate rose greatly in value; addition after addition being added to our city; suburban towns began to spring up; manufacturers began to press in for a location, and capitalists found themselves obliged to erect buildings as rapidly as materials and labor could be obtained. A generous public spirit began to be felt and a general desire for public buildings which would do credit to the city was expressed. By public enterprise, such buildings as that of the Northwestern Industrial Exposition and the grand Hotel Portland were constructed. Fine churches were also erected. Street car lines were multiplied. Electric railways and motor lines to the suburbs and other points near were built, with rapidity. With the passing out

of the year 1889, the greatest amount of capital of any season up to that date had been spent in improvements.

#### FOREIGN COMMERCE AND SHIPS.

With the discovery of gold in Oregon the trade and business of the country not only took on a great revival and growth in every respect, but it also changed much in character. Prior to the discovery of gold in California there had been but little money or trade in Oregon, and that was confined almost wholly to the population existing here and largely dependent on the sale of furs and the wants of the incoming immigration from the states. The gold mines of California made at once a demand for Oregon lumber, the first that was ever shipped from this country; and also a demand for Oregon flour and fruit. On this point Scott's history remarks:

"From 1849 until about 1855, and even later, the trade in Oregon produce and lumber became exceedingly remunerative. One of the ship captains who made it a great success was Couch. He arrived on his third trip from Massachusetts at San Francisco in 1849, with the *Madonna*, and sold what lumber he had on board at the fabulous price of six hundred dollars per thousand feet. Five hundred dollars a thousand was for some time the regular market price. The *Madonna* came up to Portland and thereafter made regular trips under command of Captain Flanders now of our city. Stimulated by the great demand for lumber, mills began to spring up along the lower Willamette and a heavy export trade was continued. Lot Whitcomb and Captain Kellogg, at Milwaukie, operated a saw mill and regularly despatched vessels to the Golden Gate, carrying their own lumber and also that of other mills, for which they received a hundred dollars a thousand as freight. The exact amount of lumber thus exported during these years is not known, but together with shingles, puncheons, poles, timbers, hoop-poles, shooks and staves, aggregated a value of many thousand dollars.

Under the stimulus of enormous prices and unlimited demand Oregon produce began to be gathered likewise and sent below. Butter at two dollars a pound, beef at one dollar, wheat, potatoes and other vegetables, at corresponding figures, were eagerly brought from all parts of the Willamette valley and shipped at Portland or other points on the lower Willamette and Columbia. To meet this growing commerce, sailing crafts became multiplied, and steam communication was soon demanded. The Pacific Mail Steamship Company, of New York city, under the presidency of Aspinwall, had in 1849 sent the old *Pacific* through the straits of Magellan for Astoria, but she stopped at San Francisco. In 1851 she was followed by the old *Columbia*, a side-wheeler of about six hundred tons, which reached the mouth of the Columbia river and stopped at Astoria. After this she made regular trips between San Francisco and the Columbia river, coming finally as far up that stream as St. Helens. In the latter part of the same year the *Gold Hunter* came up from San Francisco, and being purchased by the town proprietors and other citizens, first connected our city by steam with the outer world.

There was no product of our valley which met with a greater demand than the Oregon apple. Orchards were exceedingly few, and in 1850 to 1855 the trees were so young that even the total aggregate of the entire Willamette valley was not large. People from the eastern and middle states, who had been accustomed to this fruit, and in crossing the plains or sailing around the horn, or via the isthmus, when they had been compelled to live upon fried bacon or salt beef, with little or no fruit or vegetables, were ravenous for the beautiful red or golden apples that grew large and fair in the Oregon rain and sunshine. They were willing, especially if their belts were full of "dust," to give almost their weight in gold for the apples. A dollar apiece, and even five dollars for a big one, was a regular price in the earliest days. The first shipment was made from the nursery of Luelling & Meek, at Milwaukie in 1853. This was a consignment

of two hundred pounds for the San Francisco market, from which they realized five hundred dollars. In 1854 they sent forty bushels down, making twenty-five hundred dollars by the transaction. About the same time Mr. J. Strowbridge, now one of our most substantial citizens, began making collections and consignments going about from orchard to orchard, and encouraging the farmers to plant trees as rapidly as possible. His returns were large, and the encouragement which he gave the farmers resulted in the extension of the early orchards. In 1855 the export reached fifteen hundred boxes which sold at fifty cents to a dollar a pound; in 1856 five thousand boxes, selling at twenty-five to fifty cents a pound; in 1857, fifteen thousand boxes at fifteen to fifty cents; in 1858, twenty-nine thousand, one hundred and ninety boxes, at seven cents to thirty-five cents; in 1859, seventy-two thousand boxes at three cents to twenty-five cents; in 1860, eighty-six thousand boxes, at three cents to nineteen cents. In the winter of 1861, owing to the severity of the season, the orchards suffered a great loss, many of them being completely ruined, so that the exports did not for many years come up to their early productiveness. Even in 1862 we find the exports only forty-two thousand and thirty-one boxes. Yet it is to be noticed that after the discovery of gold and silver in eastern Oregon, and Idaho, quite considerable shipments were made thither, of which no record is found; and it was becoming customary also to turn the product into dried fruit, which subsequently exceeded in value the shipments of the green. Moreover, as prices fell, the crops were not fully gathered and thousands of bushels were suffered to rot under the trees, or were fed to the cattle and hogs.

About the year 1860, and until 1865, there began a steady change in the character of exports. It was during these years that many of the people of western Oregon went mining in eastern Oregon or in Idaho, and as they returned, brought with them large quantities of gold dust; while bars of precious metals, which had been made in the mining camps or town of the upper Columbia, began to come down to Portland, and were shipped thence as treasure. These shipments soon vastly exceeded in value all other exports combined. Frequently a quarter of a million dollars, and occasionally twice or three times that sum, was sent away on a single steamer.

To begin now with a more exact account of our exports, those of 1863 are stated as follows: (It will not be supposed that these figures are exact, or wholly comprehensive, since many shipments were made of which no account was taken, and gold dust especially was carried off in the pouches of the miners, the quantity of which was altogether unknown.) Apples shipped aggregated forty-two thousand and thirty-one boxes; hides, two thousand, three hundred and twenty-four; wool, two thousand pounds, and fifty bales. There were butter, flour, packages of eggs, gunnies of bacon, and live stock in considerable numbers. Of treasure there were nearly three million dollars.

In 1864 the shipments of treasure rose to upwards of six million dollars, while other products swelled these export figures by about six hundred thousand dollars. Apples had come up to sixty-one thousand, six hundred and seventy-eight boxes. The shipment of flour was insignificant compared with that of later days, and that of wheat figured scarcely more, although we find that the bark *Almatia* took down a hundred tons on one of her trips. We also find a shipment of two hundred barrels of salmon. Although this fish was caught in considerable quantity and prepared by salting for domestic consumption, it figured comparatively nothing in those days, before the canneries. Of other exports, we find oats, potatoes, turpentine, hoop-poles, lumber, lard, oil, fish, beans, butter and bacon. The characteristics of these early shipments is that of a community of small farmers and housekeepers who, of afternoons, rainy days and long winter evenings, treasured up betimes the various odds and ends of their domestic and agricultural economies, rather for the sake of a little ready money when they went down to Portland, than as a regular established industry. Even the exports of wheat, flour, lumber and cattle seemed to be the picking up and

saving of the odds and ends after the domestic wants had been supplied. The shipment of treasure was about the only thing that constituted a great industry. To accommodate this commerce, and to meet the wants of travelers, the steamships, Oregon, Sierra Nevada, Brother Jonathan, Pacific, George S. Wright, and Moses Taylor were kept in operation. These were old fashioned side-wheelers, high and wide, and also slow. They are well known among the old Oregonians, and the fate of the Brother Jonathan, which was wrecked on the reef near Crescent City, in California, is still remembered with something of the horror that fell upon the isolated communities in Oregon when the news of the great disaster was first received. The George S. Wright also suffered shipwreck, being many years later lost in the northern waters. Of sailing vessels, the barks, Industry, Jennie Jones, Cambridge, Jane A. Falkenberg, Almatia, Samuel Merritt, Helen W. Almy and Panama are named.

In 1865 the value of exports is given as seven million, six hundred and six thousand, five hundred and twenty-four dollars, the greater portion of which was gold dust.

Holladay's California, Oregon and Victoria steamship line was running in that year, the Sierra Nevada, (1,395 tons) and the Oregon (1,035 tons). The California Steam Navigation Company's line—Hensley—was now operating the Pacific (1,100 tons), and here appears also the new name Orizaba (1,400 tons). These plied to San Francisco. Their rates for transporting horses were twenty-five dollars a head; cattle, twelve dollars; sheep, two dollars and fifty cents; and hogs, four dollars. The slaughtered animals were reduced somewhat; rates for hogs, one dollar and fifty cents; while cattle were still twelve dollars. General merchandise paid ten dollars; wheat, eight dollars, and flour six dollars per ton. To Victoria the steamer Active was run by Captain Thorn.

Sailing vessels to San Francisco were the Jane A. Falkenberg, 600 tons, Captain A. D. Wass; the H. W. Almy, 600 tons, Captain E. Freeman; the bark Almatia, 700 tons, Captain Stannard; bark W. B. Scranton, 700 tons, Captain W. Cathcart; bark Samuel Merritt, 550 tons, Captain Joseph Williams, and bark Live Yankee, Captain Wiggins.

The Hawaiian packet line comprised the bark A. A. Eldridge, of 400 tons under Captain M. Abbott, and the bark Comet, of 700 tons. Of this line McCracken, Merrill & Co., were agents.

In 1866 the total export amounted to \$8,726,017. The details are given as follows: Pork, 72 barrels at \$20; apples, 68,860 boxes at \$1; eggs, 1,763 packages at \$10; bacon, 4,376 gunnies at \$16; hides, 4,674 at \$1.50; onions, 1,325 sacks at \$4; syrup, 185 barrels at \$8; wool, 1,671 bales at \$40; pitch 292 barrels at \$6; varnish, 124 cases at \$10; dried apples, 2,602 packages at \$10; flour, 29,815 barrels at \$5; salmon, 2,564 packages at \$8.50; staves and headings 59,203; shooks 14,972, at 40 cents.

To San Francisco the new steamer Montana first appeared; and the schooner Alfred Crosby to Victoria; the schooner Champion and the bark Ethan Allen were found in our trade. The steamship Fideliter, a small, low screw propeller which always went with a buzz, and at least preserved the appearance of activity, took up the route to Victoria. This same year also the dashing and swift steamer Oriflamme, began to ply on the route to San Francisco.

For 1867 the total export is given as \$6,463,793.75. This appears to be more than \$2,000,000.00 less than the preceding year, but this diminution is due to a great decrease in the export of treasure which fell from more than \$8,000,000 to about \$4,000,000.

#### THE FIGHT FOR COMMERCIAL INDEPENDENCE.

From 1845 down to 1870 the trade of Portland had been controlled substantially, by San Francisco interests. Portland merchants were practically under the thumb of San Francisco houses, and some of them were simply branches

of San Francisco houses. This dependence on the Golden Gate city for favors, or a square deal, was becoming very irksome, and agitation for relief was being made along Front street more and more as the seasons rolled by. The following extract from an editorial in the Daily Portland Herald of 1870, shows the feeling that existed.

"We have frequently urged upon our citizens the importance of establishing a foreign commerce and an independent trade for Oregon. Every intelligent man, on first becoming acquainted with the vast natural resources and commercial facilities of Oregon, is struck with astonishment at the apparent want of enterprise exhibited by the business men of this section in the matter of foreign commerce. A few days ago we noticed a sale of flour from the Salem mills at the highest market price; it was quoted in the printed reports 'California Flour.' A gentleman of this city has just shown us a letter from his agent in New York, advising him of a sale of flour from the mill situated at Jefferson, in Marion County, Oregon, at the highest market rates. That is put down in the commercial report as 'California Flour.' Neither the natural resources of Portland or Oregon is noticed in commercial intelligence. Steamers and sailing vessels loaded for Portland appear in the shipping report as 'Cleared for the Columbia.' The imports of foreign goods to San Francisco upon which duties were paid at that port, amounted to \$17,987,535.00 for the year of 1867. The imports from the eastern states during the same year were not less than as much more; which would make an aggregate of imports of \$35,975,070. Not less than one-third of that entire amount was re-shipped to the Columbia passing through Portland for a market—say, eleven million, one hundred and ninety-nine thousand, one hundred and seventy-two dollars. The San Francisco commission upon this amount was at least ten per cent—\$1,199,927. The freight from San Francisco to Portland upon these goods was not less than \$400,000. Allowing the same amount for commission and return freights, and it will be found that our trade with San Francisco in commission and freights costs \$3,198,344. Goods can be shipped directly from New York and Boston, or from any foreign port to Portland for one dollar a ton more than from San Francisco. During the past two years Portland has paid tribute to San Francisco to an amount more than equal to the value of all our assessable property. San Francisco has now a population of a hundred and twenty-five thousand. Portland, with a foreign and independent commerce, with the same spirit of enterprise, which has characterized the former city, would now number not less than fifty thousand. This proposition is now mathematically demonstrable. The mines naturally tributary to Portland are greater in extent and product than those to San Francisco; the agricultural products of Oregon are more certain, and as available as those of California. Our lumber, iron and coal—the three great staples of commerce—together with our manufacturing facilities, are infinitely superior to those of California; we are nearer to the rich commerce of the Indies, and in the direct line of the shortest practicable belt of commerce around the world, when the contemplated railroad systems are completed. With all these superior natural advantages, why do we consent to be a mere dependency? Paying tribute to the amount of one-third of our earnings to a city which constantly strives to humble and degrade us?"

There were other public spirited men in Oregon besides Portlanders, who were active and efficient in striving to place the commerce of Portland and Oregon on an independent footing. Two of these men were prominent and useful citizens of Yamhill County—Robert C. Kinney of McMinnville, and Joseph Watt of Amity. Mr. Kinney was a large farmer and flour miller of Yamhill County, and shipped his flour to San Francisco. His son, Marshall J. Kinney, now a resident of this city, was then residing in San Francisco and acting as agent for the Kinney mills of McMinnville. To market the flour to the best advantage Mr. Kinney sought to charter a ship to come to Portland for a cargo of flour and found great difficulty in getting any ship captain to act

independent of San Francisco interests. He was compelled to meet and answer all manner of objections, and found the prevailing opinion, or expressed objections to be, that it was not safe for any sailing vessel to venture into the mouth of the Columbia river, he finally succeeded in chartering a bark—The Cutwater—and the vessel came to Portland and was loaded by Robert C. Kinney, with flour from the Kinney mills of McMinnville in 1867, making the first ship load of flour to be shipped from Portland independent of San Francisco influences.

The next year, as we have already noticed, Mr. Joseph Watt of Amity chartered a ship to load wheat for Liverpool, making the first cargo of wheat to be shipped direct from Portland to a foreign country.

The shipments of Kinney and Watt opened the way for other shipments of flour and wheat direct from Portland to foreign markets, and was the means of stimulating the production of wheat and the manufacture of flour throughout the Willamette valley. Previous to this reform in marketing Oregon wheat and flour, it had all been sent to California in the regular weekly steamships, and from San Francisco, shipped to foreign countries as California wheat. And in 1868 the total shipments of wheat from Oregon, and of flour, counted as wheat, did not exceed one million bushels. The past season of 1909 the total shipments counted the same way exceeded twenty-five million bushels.

#### THE CHINA FLOUR TRADE.

The efforts to introduce Oregon flour into the daily bill of fare of the Chinese would make quite a chapter in itself. For unknown centuries the four hundred millions of people in the Chinese empire have subsisted on rice, fish, and vegetables. The manufacturers of flour in California were the first to introduce American flour in China, and had all the business there was to themselves down to 1888. In November, 1887, Mr. Wm. Dunbar, a flour and produce merchant on Front street, Portland, and who was part owner in, and agent for large flouring mills at Silverton, Marion and Jefferson, in Marion County, made a trip to China to see what could be done towards introducing Oregon flour, in that country. Not succeeding in gaining the desired end on this first visit to China, Mr. Dunbar made a second trip in 1889, taking along with him a large shipment of Oregon flour. Having now with him the flour to show for itself, and the means to show its superior quality over the California article, the Chinese merchants made their patronage depend on the price. Mr. Dunbar promptly made a price that commanded the market, and appointing Captain Musso, as agent in Hong Kong for his mills, Dunbar returned to Portland, and commenced shipping flour regularly to China; and thus earning for himself the honor of being the first man to successfully introduce Oregon flour into the trade of the Chinese empire.

Soon after this Mr. T. B. Wilcox, manager of the Portland Flouring Mills Company, went into the flour trade with China, and with ample capital and a greater supply of wheat to mills under his control in both Oregon and Washington, pushed the business with his well known energy, and completely drove the Californians out of that market.

While China is an immense country with great natural resources, and with a greater population than the United States and all of Europe combined, it is still a poor market for the western nations. The Chinese can not buy much from any other people because they have not much to pay with. And their national currency of exclusively silver coin is a further handicap to their trade with the gold standard nations. For a long time silver has been going at a very low price, and is now very low, and this fact accounts for the falling off of the sales of Oregon flour to the Chinese. It was only the very rich people who could afford to have flour cakes in China, even in good times. And wheat flour to the poor was a great luxury, and was only sprinkled on the top of rice cakes as Americans sprinkle refined sugar on the top of dessert cakes, except at the season of



VIEW OF THE PORTLAND LUMBER COMPANY





some great national festival when all would possibly get a little flour cake; and there being so many millions of them, a feast day always makes a boom in the sales of Oregon flour. The present low price of silver, and the high price of Oregon wheat has caught the Oregon flour trade on both sides, and the result is that the demand for Oregon flour has run down so rapidly that it is now estimated by the millers that the Chinese will not buy as much Oregon flour this year, by a million barrels, as they did three years ago.

In 1870 the commerce to the United Kingdom begins to rise. In that year, in the months from July 1, 1869, to November, 1870, the exports thither amounted to a value of about \$61,000.00.

The following table exhibits the exports to San Francisco:

Apples, boxes .....	25,000
Flour, quarter sacks .....	144,071
Lumber, feet .....	6,818,547
Oats, sacks .....	63,235
Salmon, bbls. ....	3,792
Salmon, half bbls. ....	4,746
Salmon, cases .....	22,130

It is well known that during each year we sent considerable quantities of wheat, flour, salmon, etc., to San Francisco for shipment to eastern or foreign ports; these were not included in the above table. The very small increase of wheat exports of 1870 above 1869 is accounted for by the fact that in 1869 we shipped but little to foreign countries direct, while in 1870 we exported to foreign countries as much as, or more than, appears in this table. The latest (1890) shipment to all destinations would show that our grain and breadstuffs export have increased greatly more in proportion than any other products. It will be seen that exports of salmon have also increased.

The exports to foreign countries—including China, British Columbia, Sandwich islands, England, Ireland, Uruguay, and Peru, aggregated a value of three hundred and seventy-one thousand, three hundred and fifty-five dollars—mostly lumber, flour and fish.

In the year 1870 the Willamette customs district was created by act of congress, and a custom house established in this city, and Harvey W. Scott, editor of the Oregonian appointed the first collector of customs in this city.

In 1871 foreign exports rise to a value of \$692,297. Clearing to foreign ports are found five foreign ships, aggregating three thousand, seven hundred tons, and six foreign barks, two thousand, six hundred tons. Of American steamer clearances to foreign ports, there were twenty-nine, and six barks and one schooner, aggregating sixteen thousand tons. Imports from foreign countries reached \$517,633.

The coast-wise arrivals, from San Francisco and other American cities, aggregated eighty-six thousand, four hundred and sixteen tons.

In 1872 we find commerce rising to something like its contemplated proportions. For its purposes, eighteen American steamers and eight barks were employed, with a tonnage of eleven thousand, nine hundred and forty-six; and of foreign vessels, twelve barks and two schooners, aggregating nine thousand, one hundred and forty tons.

Imports from England, reached a value of \$350,980; from British Columbia, \$31,294; from Sandwich islands, \$171,332; from Hong Kong, \$115,338; from other points, \$59,831, making a total of \$728,825. The large imports from the Sandwich islands show the value of their trade to Portland, if their products of sugar might be somehow taken away, at least in part, from the San Francisco monopoly.

The exports for this year (1872) were as follows: to England, a value of \$3,041,744; British Columbia, \$107,508; Ireland, \$187,549; Sandwich islands, \$8,824; Hong Kong \$33,925 making a total of \$642,620.

The wheat shipped to the United Kingdom from August 1 to December 13, reached two hundred and nine thousand, three hundred and thirty-seven cents, worth \$311,166, as against ninety-nine thousand, four hundred and sixty-three cents, worth \$257,276 in 1871. There were five vessels engaged in this trade, while in 1872 there were ten. The value of the grain thus exported did not keep pace with that of the year before, on account of the low price realized. The export to California of flour was 192,500 sacks.

As for coast-wise traffic, there were eighty-two steamers, twenty barks, three brigs, four ships, and various schooners, aggregating a hundred and nine thousand, nine hundred and forty-seven tons.

The purely domestic commerce in the Willamette valley was conducted with the old-time energy, employing forty steamers, with an aggregate tonnage of thirteen thousand, seven hundred and ninety-one, and twenty-one sailing vessels of various description aggregating two thousand and thirteen tons. The Oregon and California railway was now in active operation and the Oregon Central had tapped the agricultural portion of Washington County.

In 1873 there appears a great rise in exports. For the fiscal year ending in September, the following showing is made: To foreign ports there were employed three schooners, three steamers, the California, George S. Wright, and Gussie Telfair, and thirty-five sailing vessels, for the most part ships or barks of the large capacity from England. The exports of wheat to foreign ports was 640,266 cents, valued at \$1,055,264; flour, 37,284 barrels, at \$158,895, making a total of \$1,284,149.

Foreign entrances aggregated a tonnage of nineteen thousand, one hundred and forty-three, and of clearances, twenty-three thousand, four hundred and sixty-seven. Of American vessels in foreign trade, the entrances were ten thousand, three hundred and two tons, and clearances nineteen thousand, four hundred and forty-four. The imports reached a value of \$514,343, and exports about \$1,600,000. This was all trade with foreign countries.

The following table exhibits the trade with California for 1872:

Flour, quarter sacks, .....	405,672
Oats, cents, .....	117,012
Wheat, cents, .....	337,391
Salmon, barrels, .....	4,361
Salmon, half bbls. ....	3,459
Salmon, packages, .....	110,563
Apples, ripe, boxes, .....	14,644
Apples, dried, packages, .....	2,533
Butter, packages, .....	1,640
Beef, barrels, .....	112
Bacon, packages, .....	409
Lard, packages, .....	6
Hams, packages, .....	18

These all aggregated a value of \$2,500,000.

The aggregate of vessels entering on account of coast-wise traffic, was one hundred and twelve thousand, one hundred tons; of clearances, seventy-nine thousand, six hundred and ninety-four. The difference noticeable in the entries and clearances is explained for the most part by the fact that ships loading at Portland frequently drop below at Astoria, to complete their cargo.

From the above it will be seen that the total exports both to foreign ports and domestic was about \$4,100,000 in value. It will also be noticed that this includes nothing of treasure which figured so largely in early shipments; as by this period the business of the country had so far advanced as to be conducted, so far as concerned money, by means of money orders, checks and bills of exchange, so as to obviate the necessity of the transfer of money in coin or bullion.

For 1872 the entrances from foreign ports, comprised of American steamers, eighteen, and American barks, eight, with a tonnage of eleven thousand, nine hundred and forty-six. Of foreign vessels, twelve barks and two schooners, nine thousand, one hundred and forty. This made the total tonnage for the year, one hundred and thirty-one thousand and thirty-five.

The following exhibits the imports:

From England, value of .....	\$350,980
From British Columbia, value of .....	31,294
From Sandwich islands, value of .....	171,332
From Hong Kong, value of .....	115,338
All other, value of .....	59,831
Total .....	<u>\$728,825</u>

The following exhibits the exports:

To England, value of .....	\$304,744
To British Columbia, value of .....	107,508
To Ireland, value of .....	187,549
To Sandwich islands, value of .....	8,824
To Hong Kong, value of .....	33,995
Total .....	<u>\$642,620</u>

During these years one notices with interest the steady increase in shipment of wheat to the United Kingdom—showing that Portland, as the commercial city of Oregon, was rapidly building up a foreign trade. In 1871, this was but 99,462 centals, valued at \$257,276; while in 1872 the shipments rose to 209,337 centals, valued at \$511,166. Flour shipped to California was 192,500 quarter sacks. The total export of wheat was twenty-three thousand, eighty-two tons, and of flour, fourteen thousand, five hundred and fifty-eight tons. Although these figures show a large increase in quantity shipped, the prices realized during this season were so low as to impair somewhat the advantage thus derived.

In 1873 Portland experienced a great fire by which about a million and a half dollars worth of property was destroyed. This great loss, calling for its repair, all the money that might be raised upon real securities, necessarily withdrew from trade and commerce, large sums which would otherwise have been applied to their enlargement. Confidence was for a time somewhat shaken, and the year was less productive than was expected at the beginning; nevertheless, the volume of foreign trade continued to steadily increase as before, and the total valuation of all exports for the year is set down as \$2,500,000.

Coast-wise entrances aggregated 112,100; clearances 79,694 tons. Foreign entrances 19,143 tons; clearances, 23,467 tons. The tonnage of American vessels in foreign trade was: entered, 10,302; cleared, 19,444. The imports reached \$514,343, and the exports about \$1,600,000 to foreign countries.

Following this year a new impetus to the production of grain was given in the upper Willamette valley by the opening of the Willamette river to the head of navigation by means of a canal and locks, at Oregon City. Steamers were thereby enabled to carry grain from points, even as far as Eugene City to Portland without breaking bulk.

"From a table compiled the year of 1874 to show the exports of wheat from 1868 to the middle of 1874, we find a total value of \$11,105,850."

"The bulk of the wheat was exported to the United Kingdom and also a round aggregate of flour—but the largest proportion of the latter was sent to San Francisco, to New York, to ports in the Pacific, and to China and Japan."

It is reported for this year that nearly two hundred ships were employed in the export trade; but this evidently included all coast-wise craft of every description.

For the year 1875 we find dull trade—or at least not so flattering as might be expected. From Walling's directory we clip the following: "During the past year, Portland, in common with every other section of the Union, has felt the effect of the stagnation, which has had such disastrous effects upon the commercial prosperity of the entire country; but remote as we are from the great centers of commerce, we have been comparatively free from the disastrous consequences which have left their impress upon the business marts of the eastern slope."

The number of American vessels entering this year aggregated 100,602 tons; the foreign, 16,304 tons.

The value of exports is shown by the following table:

To England .....	\$ 799,818.00
To British Columbia .....	136,600.00
To Hong Kong, .....	41,448.00
To Sandwich islands .....	549,480.00
To Australia .....	9,720.00
To Uruguay .....	58,743.00
Total .....	<u>\$1,623,313.00</u>

Imports from these countries in foreign vessels were valued at \$283,499; in American vessels, \$163,359; total, \$446,858.

The wheat sent to England during this year was 513,481 bushels; to Ireland, 548,986 bushels; flour, 48,110 barrels.

Noticing some of the imports we find ten thousand bricks from England—evidently brought by way of ballast. Bags, also, were brought from England to the value of \$79,086. The trade from China was very largely in rice, a considerable portion of which was for the Chinese consumers in our midst; 731,926 pounds.

From the Sandwich islands there were imported 160,839 pounds of rice; of sugar, three million, three hundred and fifty-three thousand, five hundred and fifty-two; of molasses, 1,088 gallons. This is evidently before the monopoly of Spreckles in California.

During 1876 business rapidly revived and the general enthusiasm prevailing through the entire United States did much to inspire our merchants with new energy and confidence. More interest was taken in collecting reliable statistics and in showing the world what we were capable of. It was found that the exports of Oregon averaged three hundred and eighteen dollars to each man in the state. "With a population of forty thousand men, Oregon's exports of wheat equals one-seventh of the total exports of the United States." Eastern Oregon and Washington had now begun to raise wheat in large quantities. Wool figured as a very valuable product—the export being for that year 3,125,000 pounds worth \$600,000. The salmon catch was also rising and exports from this source were assuming large proportions. In 1875, 372,000 cases were put up, and in 1876 this was swelled to 480,000 cases, 72 vessels cleared with cargoes, mostly wheat, for European ports. The export of wheat to Europe was 1,824,371 centals, valued at \$3,138,294. The total export was 1,937,787 centals. The export of flour aggregated 215,714 barrels. The excess of wheat and flour exports for 1876 over 1875, reached a value of \$794,856.

In the record of shipments to San Francisco, it is noticeable that apples are coming up to their former figure, being 41,523 boxes of the fresh fruit, and 6,363 packages of the dry; 22,671 sacks of potatoes and 176,939 bushels of oats were also shipped, but the bulk of our shipments thither for that year consisted of 290,076 cases of canned salmon, showing that almost from the first, our cannery men looked for sale of their goods in California. If it had been possible to carry on the salmon business on a purely independent basis before the world, and make Portland, the city nearest the greatest production of this article,

the emporium, it is believed that many disasters and difficulties which overtook this business might have been avoided.

The shipment of treasure, or the actual transportation of money for this year was \$2,651,431.78.

As another sign of increase and advance toward commercial supremacy was the change noticeable at this time, by which the country merchants and the jobbers and dealers in small towns began to look to Portland as the base of their supplies.

During 1877 loud calls were heard from the people of Portland for direct railroad communication with the east, and strenuous exertions were made for the building of a road from Portland via The Dalles to Salt Lake. Much of this eagerness for independent rail lines was developed by the fact that in California many emigrants starting overland for Oregon, were turned back by the representations of agents of the California emigration boards, and the Oregonians found their growth in population much retarded thereby.

The total value of exports from the Columbia river in 1876 was estimated at \$11,825,087; in 1877, at \$16,086,897. Seventy-eight ships and barks were engaged in carrying to foreign ports 2,341,210 centals of wheat, worth \$4,954,475. Upon five vessels there were shipped 59,389 barrels of flour, worth \$355,690.

The following table shows exports to San Francisco for 1876:

Wheat, centals	504,836
Flour, barrels	113,732
Oats, centals	146,050
Barley, centals	5,608
Middlings, sacks	2,834
Bran, sacks	19,418
Shorts, sacks	2,569
Apples, boxes	73,282
Dried fruit, packages	3,206
Potatoes, sacks	37,081
Hay, bales	863
Salmon, half barrels	723
Wool, bales	15,759
Flax seed, sacks	12,792
Hides,	37,090
Beef, (canned), cases	15,612
Butter, pkgs.	2,064
Bacon, pkgs.	1,030
Lard, cases	307
Hams, pkgs.	263
Pork, barrels	372
Hop, bales	2,006
Cheese, pkgs.	729
Salmon, cases	246,892
Salmon, barrels	173

During the year 1878, however, there were lively times between Portland and San Francisco on account of the competition between several steamship companies for the trade. In opposition to the Oregon Steamship Company, the old Pacific mail steamers of large size, the Orizaba and the John L. Stephens were run. Also the Great Republic, the largest vessel ever afloat in our waters, carried things with a high hand, sometimes transported as many as a thousand passengers at a single trip.

In 1879 the total number of steam crafts on the Willamette district, (Portland) was 60, with a tonnage of 27,597. Of these the G. W. Elder, and the

Oregon, belonging to the Oregon Steamship Company, iron ships, built at Chester, were the finest and most conspicuous.

The wheat exports required the services of 70 vessels, and 19 vessels were also engaged, either wholly or in part, for flour. The wheat reached 1,932,080 centals, worth \$3,611,240; flour, 209,098 barrels, valued at \$1,143,550. The total value of wheat and flour shipped both to domestic and foreign ports was \$5,345,400.

The following table exhibits the rise and growth of the wool exports:

1873	.....	2,000,000	pounds
1874	.....	2,250,000	pounds
1875	.....	2,500,000	pounds
1876	.....	3,150,000	pounds
1877	.....	5,000,000	pounds
1878	.....	6,500,000	pounds
1879	.....	7,000,000	pounds

For 1880 the shipment of wheat was 1,762,515 bushels, valued at \$1,845,537; flour, 180,663 barrels, valued at \$891,872. The value of shipments to San Francisco aggregated \$4,500,000. The wool shipment was 7,325,000 pounds; salmon, 472,000 cases.

For 1881, the value of wheat was \$1,845,537, or 1,766,515 bushels.

The years of 1880-1 were marked by the great business activity resulting from the construction of the Oregon Railway and Navigation Company's lines, the section from The Dalles to Walla Walla to the Blue mountains and to Texas Ferry, then building. The Northern Pacific Railroad was running trains from Kalama to Tacoma and constructing the section of their road northeast of Ainsworth fifty-seven miles. The value of imports for this year are given is \$486,208.

The following statements will show the state of business during 1882: "Prosperity of business has been unparalleled. The commerce of the city has been constantly increasing during the past year. The tonnage of ocean steamers arriving at this port shows an increase of more than double the records of any previous year, many first-class steamships from foreign countries having made exceptionally prosperous voyages to and from Portland. Our regular ships plying hence to San Francisco, have been constantly improving in character and increasing in number until the Portland line has become the busiest, most reliable, and most profitable marine traffic from the city of San Francisco. The number of passengers carried on this line amounts to 5,000 or more every month, and freight averages 40,000 tons. The 'deep sea crafts' which visit our river prove the ignorance or malice of those who would represent entrance and navigation of the Columbia and the Willamette as perilous or impossible. There are now lying at our docks, vessels which will load to twenty-two feet drafts before slipping their hawsers, and make the open sea without danger or delay."

The Willamette river was much improved, and agitation for the improvement of the Columbia bar was begun. The following excerpt shows the general spirit prevailing at the time. "Every unprejudiced observer of this vigor and of Portland's relation to the surrounding country, says 'Portland ought to do the business of Oregon, Washington, and Northern Idaho.' The completion of an unbroken line having five hundred miles of railroad eastward, with Portland as its great terminal point, marks an era in our history which will only be eclipsed by the present year."

The year 1883 fully realized all the hopes that were raised by the construction of the O. R. & N. Company's lines. Portland took long strides towards the pre-eminence naturally assured her by right of position. "It used to be said that three-fourths of our interior trade passed Portland, and was supplied by San Francisco. The past year has changed this condition of things so materially, that possibly the conditions are reversed."

It was in 1883 that the O. R. & N. Company's lines were finished and the main line of the Northern Pacific was pushed to a junction with its eastern section.

In 1844, however, a great business collapse resulted from the unusual expansion of the preceding months, and the year was rather disastrous. The Oregon and Transcontinental stocks dropped to a minimum. Villard failed and many Portland stockholders were greatly crippled. Fictitious values had to be brought down to a substantial basis. Cessation of railroad construction, discontinuance of disbursements, and the fact that the railroad now coming into operation began to absorb the money in the country, all tended to create a stringency. Prices of wheat fell low, and productions therefore realized but poorly, and during the holidays in Portland the whole city was blockaded by an unprecedented storm of snow and ice, so that the somewhat unusual preparations of Portland merchants failed to realize their object. The main line of the Northern Pacific Railroad having been completed, brought in immigration from the East. The O. R. & N. Company pushed their line to a junction with the Union Pacific, and formed a net-work of lines in the valley of the Columbia. The Oregon and California road was continued to Ashland, and the Oregon Pacific was finished from Corvallis to Yaquina bay. The section of the Northern Pacific from Portland to a point on the Columbia river opposite Kalema was also built.

The exports aggregated, domestic, \$6,284,735; foreign \$5,648,116, making a total of about \$12,000,000.

The wholesale trade diminished, owing to the cessation of railroad construction, but, as an offset, country merchants found that they could do better at Portland than at the east.

In 1885 there were shipped 4,546,546 centals of wheat, valued at \$4,643,650, and 459,159 barrels of flour, valued at \$2,750,589, making a total value of \$7,394,239.

The shipment of wool aggregated 11,558,427 pounds, worth \$1,637,936. The value of exports reached \$14,280,670, being \$2,347,819 over the exports of the preceding year. The greatest crop of grain hitherto raised in the northwest was harvested this year.

For 1886 the following table of exports still further illustrates the growth:

Wheat, centals .....	4,919,346
Flour, barrels .....	605,694
Salmon, cases .....	548,366
Wool, pounds .....	19,227,105
Woolens, cases .....	819
Mill stuffs, sacks .....	227,719
Barley, centals, .....	40,685
Leather, packages .....	590
Tallow, packages .....	1,765
Butter, packages .....	286
Eggs, packages .....	3,488
Provisions, packages .....	6,570
Pig irons, tons .....	1,567
Lumber, M. ....	28,771
Flax seeds, sacks .....	68,431
Furs, hides, skins, etc. lbs. ....	2,383,710
Hops, pounds .....	6,520,036
Barrel stock, pkgs. ....	11,594
Potatoes, sacks .....	111,062
Oats, sacks .....	209,126
Laths, M. ....	6,658
Green fruit, boxes .....	91,166

Dried fruit, pkgs. ....	7,236
Ore sacks .....	18,592
Onions, sacks. ....	5,161
Teasels, cases, .....	29
Stoves, .....	1,615
Total value of exports .....	\$16,960,147

For 1887 the shipments of wheat were 173,915 tons, and flour 45,766 tons, making a total—all reduced to wheat O of 237 tons. The total exports of 1887 were \$13,985,681.

The statistics of wheat for 1888 are given as follows:

To Europe—centals .....	3,149,764	valued at	\$3,716,598
To San Francisco, centals .....	1,099,109	valued at	1,288,819
Coast-wise—centals .....	160,154	valued at	196,370
Peru—centals .....	53,344	valued at	60,610

The shipment of flour for the same period is shown by the following table:

Europe, barrels .....	402,734	valued at	\$1,399,773
San Francisco, barrels .....	107,834	valued at	397,346
Coast-wise, barrels .....	62,967	valued at	245,775
China, barrels .....	71,036	valued at	259,412

The total shipment of wheat reached 4,462,371 centals of a value of \$5,716,598; flour, 644,471 barrels, of a value of \$2,302,606.

The total export of 1888 reached \$16,385,658. The shipment of salmon was 428,437 cases; the production of wool about 18,000,000 pounds.

#### THE COLUMBIA RIVER FISHING INDUSTRY.

Commencing with a small pack in 1870 the salmon packing grew rapidly until in 1875 the pack reached 231,500 cases; in 1876 it ran up to 428,000 cases; in 1877 it dropped back to 392,000 cases, and in 1878 fell off still farther to 278,000 cases; and in 1879 it ran up a little and the packers turned out 325,000 cases.

The industry has varied on the river from year to year according to the supply of salmon. In 1886 the pack was 470,000 cases, in 1890 it was 353,000. In the past season the total catch in the Columbia and Oregon streams is about thirty million pounds of fish, which would fill about 600,000 cases, and be worth two million dollars.

The profits of fishing to the individual owner of a gill-net are very attractive to industrious men. Now in this year of 1910, the following earnings are reported from Astoria, August 29th. "The 'high boat' among the gill-netters, that is, the one making the largest catch during the past fishing season, was A. Nissen, who is employed by the Eureka cannery. He caught 18½ tons of fish, which netted him about \$2,500, and 15 tons of these were taken before July 1.

J. Nissen, who also works for the Eureka cannery, caught 14 tons, that brought him in the neighborhood of \$2,000 for his season's work. Another gill-netter who did remarkably well was Peter Dicklich, who fishes for Phil McDonough of Bear Cliff. His string amounted to \$2,001.62.

The Oregonian of August 29, 1910, speaking of this industry, says: "The Columbia river salmon pack reached its maximum at a time when fishermen and packers were so actively engaged that the perpetuity of the industry received scant consideration. This king of food fishes entered the river in such countless numbers that the supply seemed inexhaustible. The necessity for any laws, rules or regulations that would tend to conserve the industry, made no impression on those most interested.

Fortunately a halt was called before the fish were exterminated, and it is gratifying to learn that the results of the 1910 season's work shows that we are







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### THE OLD WAY

The beginning of the lumbering industry in the great northwest, on Portland townsite, more than fifty years ago, and now developed into a business aggregating in the same territory one hundred million dollars annually.

at least holding our own. Artificial propagation and an effective enforcement of the law as is possible under the somewhat conflicting statutes of the two states bordering the river have permitted the output for the season just closed to reach that of last year, while the value is much greater than that of the 1909 pack. The 1910 business, as summarized in the Astoria dispatch in the Oregonian yesterday, shows a catch of approximately 20,000,000, valued, in the raw state, at about \$1,200,000, with \$2,000,000 a fair estimate of the value of the finished pack. Two millions is not a relatively large sum in a state that annually turns off more than \$20,000,000 of grain, \$10,000,000 worth of lumber, with wool, hops and fruit in corresponding quantities. There is, however, no more nimble dollar in circulation than that which begins moving when the salmon season opens.

The gross value of approximately \$2,000,000 for the finished pack in its percolations through the different branches of the industry, represents several times this sum, as it is practically all handled in a four months' season, leaving the thousands of people employed in the industry free to engage in other work for the rest of the year. Its economic value in proportion to the amount involved, is much greater than any other industry with the possible exception of lumber. Having demonstrated that the industry can be placed on a permanent basis and the size of the output maintained or even increased, the necessity for good laws and their strict enforcement is quite plain."

In addition to the salmon, other species of fish taken for 1909 are:

Halibut .....	732,896 lbs.
Sturgeon .....	126,543 lbs.
Shad .....	235,956 lbs.
Smelt .....	331,751 lbs.
Catfish .....	20,101 lbs.
Tomcod .....	5,047 lbs.
Black bass .....	3,080 lbs.
Herring .....	14,649 lbs.
Flounders .....	27,564 lbs.
Perch .....	24,106 lbs.
Carp .....	1,150 lbs.
Total .....	1,522,843 lbs.

#### ENTIRE PRODUCT SHELLFISH.

Oysters .....	293,917 lbs.
Crabs .....	185,402 lbs.
Clams .....	357,183 lbs.
Crawfish .....	5,800 lbs.

#### FISH CANNERIES.

Number .....	22
Number of men employed .....	497

Number of fishermen employed in catching the fish, about 2,000. Besides individual fishermen, there are traps, pounds, horse seines and fish wheels catching the fish.

#### THE LUMBER INDUSTRY.

The regular shipment of lumber from Portland in quantities making it an item of regular income to the city, commenced about the year 1881. There were at that time what would be considered now three small mills. Nearly the whole of their output was taken by building operations in the city. The Pennoyer mill cut about six million feet a year; Smith's mill about five million feet, and George

Weidler's (subsequently Joe Holladay's) cut about fifty million a year. Of these mills, the only one now left is the Pennoyer mill enlarged by Michigan capital into the Portland Lumber Company's cutting four hundred thousand feet a day.

There are now in active operation at this city and suburbs fourteen large mills like the one mentioned. And as the Columbia river is practically an extension of Portland harbor, all the mills on the Columbia between Portland and the sea are contributing to Portland's growth and business. And the total cut of these mills for the present year aggregate the immense output of seven hundred million feet of lumber, making Portland, Oregon, at this time *the largest shipper of lumber in the world.*

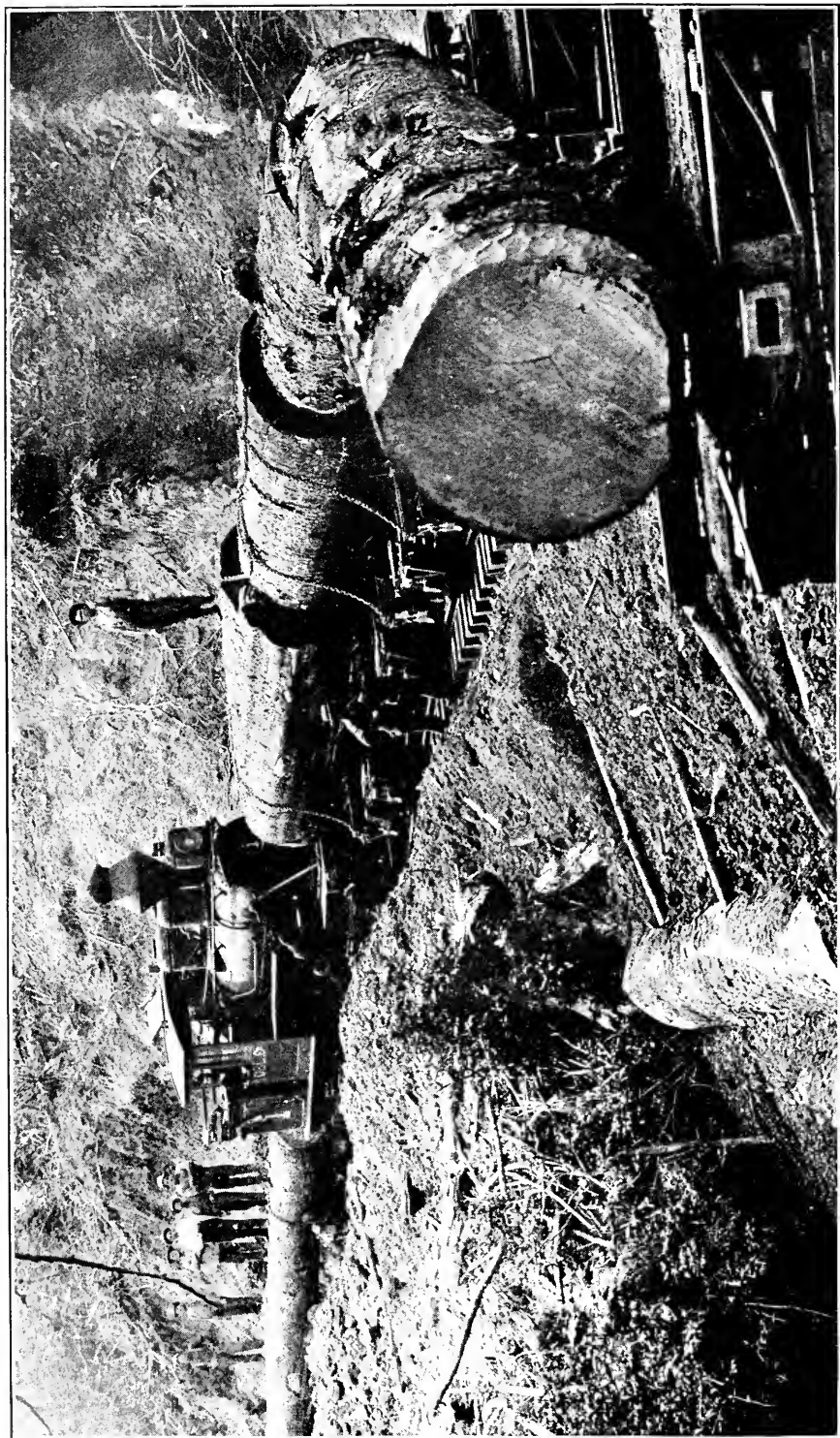
For the following statistics we are indebted to "*The Timberman*":

During the year 1909 the sawmills of Portland manufactured 700,000,000 feet of lumber, again maintaining the position as the largest lumber cutting in the world. The increase in amount cut over 1908 aggregated 84,449,831 feet. Tacoma cut approximately 400,000,000 feet. Gray's Harbor as a section cut 602,918,157. Aberdeen cut 298,412,440 feet; Hoquiam, 225,405,817 feet. The cut of Willapa Harbor for the year was approximately 200,000,000 feet.

The total cargo shipments in 1909 aggregated 180,422,149 feet, an increase over 1908 of 29,878,449 feet. The foreign cargo shipments from Portland in 1909 amounted to 85,378,183 feet. The following table shows the vessel, destination and number of feet of lumber carried by each from Portland to foreign points during 1909:

Vessel and destination.	Lumber ft.
Br. SS. Bannockburn, Shanghai, China.....	3,677,644
Br. SS. Knight of St. George, Hong Kong, China.....	317,275
Br. SS. Cape Finisterre, Melbourne, Australia.....	3,381,950
Br. Bark Jordanhill, London, England.....	1,957,781
Nor. SS. Rygji, Hong Kong, China.....	1,257,250
Sch. Churchill, Honolulu, Hawaii.....	815,000
Nor. SS. Christian Michelsen, Shanghai, China.....	2,927,195
Nor. SS. Christian Bors, Shanghai, China.....	3,557,000
Br. SS. Invertay, Wellington, New Zealand.....	1,106,450
Nor. SS. Henrik Ibsen, Hong Kong, China.....	696,602
Nor. SS. Guernesey, Shanghai, China.....	3,500,000
Br. SS. Hazel Dollar, Shanghai, China.....	3,520,539
Br. SS. Quito, Calcutta, India.....	2,171,000
Br. SS. Strathyre, Port Pirie, Australia.....	716,072
Br. SS. M. S. Dollar, Shanghai, China.....	3,118,050
Am. Sch. Lottie Bennett, Kahului, Hawaii.....	750,000
Br. SS. Suverie, Pukow, China.....	3,043,005
Am. Bktn. Hawaii, Auckland, New Zealand.....	1,220,314
Nor. SS. Hrntik Ibsen, Hong Kong, China.....	576,485
Ger. Ship Schwarzenbeck, Lourenco, E. A.....	1,715,716
Br. SS. Bessie Dollar, Shanghai, China.....	3,712,689
Nor. SS. Selja, Hong Kong, China.....	427,158
Ger. SS. Arabia, Hankow, China.....	3,250,000
Nor. SS. Rygji, Hong Kong, China.....	2,315,397
Fr. Ship Berengere, Port Natal, South Africa.....	1,573,558
Nor. SS. Sverre, Shanghai, China.....	3,182,972
Br. SS. Clan Macfarlane, Shanghai, China.....	3,610,168
Ger. SS. Alesia, Hong Kong, China.....	1,463,194
Am. Sch. R. W. Bartlett, Honolulu, H. I.....	536,874
Br. Ship Aberfoyle, Mollendo, Peru.....	1,073,080
Nor. SS. Christian Bors, Melbourne, Australia.....	3,400,000
Br. SS. Croydon, Calcutta, India.....	2,622,073





THE MODERN WAY  
Lumbering in Oregon forests in 1910.

Ger. SS. Numantia, Hong Kong, China.....	354,598
Br. SS. M. S. Dollar, Manila, P. I.....	1,500,000
Br. SS. Agapanthus, Sydney, Australia .....	2,886,418
Br. Bark Carmanian, Queenstown, Ireland .....	1,505,006
Br. SS. Yeddo, Sydney, Australia .....	1,040,000
Gr. SS. Arabia, Hong Kong, China .....	178,920
Br. SS. Tumeric, Sydney, Australia .....	1,091,498
Br. SS. Boveric, Singapore .....	1,207,863
Nor. SS. Selja, Taku Bar, China .....	3,600,000
Nor. SS. Elsa, Dunedin, New Zealand .....	2,864,251
Ger. SS. Nicomedia, Hong Kong, China .....	254,289
Br. SS. Tweeddale, Sydney, Australia .....	1,345,833
Ger. SS. Alesia, Hong Kong, China .....	359,557
Ger. SS. Numantia, Hong Kong, China .....	297,465
<b>Total .....</b>	<b>85,378,183</b>

New Zealand .....	5,191,015
India .....	4,793,073
East Africa .....	1,715,716
Hawaii .....	2,101,874
Ireland .....	1,505,000
Peru .....	1,073,080
South Africa .....	1,573,558
Straits Settlements .....	1,207,863
Philippine Islands .....	1,500,000
England .....	1,957,781
Australia .....	13,861,771
China .....	48,897,452
<b>Total .....</b>	<b>85,378,183</b>

Coastwise shipments from Portland during 1909 aggregated 95,042,000 feet, as compared with 51,737,898 feet in 1908, an increase of 43,304,302 feet.

From the lower Columbia river there were dispatched 134,512,121 feet in 1909, as against 111,661,405 feet in 1908, an increase of 22,850,716 feet. Of the total shipment from the lower Columbia river, 124,159,329 feet went domestic and 13,352,792 feet went foreign.

The Portland and Columbia river cargo trade reached a total of 314,934,573 feet in 1909, against 262,205,105 feet in 1908, an increase of 52,729,468 feet.

The grand total of Oregon lumber cargo shipments in 1909 amounted to 473,-858,233 feet, as against 385,071,789 feet in 1908, an increase of 88,786,444 feet.

#### LARGEST CARGO OF LUMBER EVER SET AFLOAT CLEARS FROM PORTLAND.

Undoubtedly the largest lumber cargo ever set afloat on the face of the earth was that carried from Portland on the British steamship Knight of the Garter, which cleared from this port June 9, 1910. The cargo consisted of 5,010,608 feet, and was supplied by the Eastern & Western Lumber Co., 3,546,215 feet; Clark & Wilson Lumber Co., 1,083,345 feet; Peninsula Lumber Co., 381,048 feet, the total being 5,010,608 feet. The cargo is consigned to Taku Bar and Shanghai, China. The Knight of the Garter is 475 feet long, 54 feet 10 inches beam, 33 feet 10 inches depth of hold. She was built in Glasgow, Scotland, in 1892, and has a displacement of 10,600 tons. She was drawing 25 feet when she sailed from Portland. The cargo was dispatched by the China Import & Export Lumber Co. Allowing forty thousand feet of lumber to each house, this ship

carried lumber enough to build one hundred and twenty-five large dwelling houses.

#### COLUMBIA RIVER OUTPUT.

The cut of lumber in the Columbia river district which embraces the counties of Klickitat, Skamania, Clark, Wahkialkum and the portion of the Pacific bordering on the Columbia, in the state of Washington; and the counties of Hood river, Multnomah, Columbia and Clatsop, in Oregon, have cut approximately one billion feet during 1909. Of this amount the city of Portland cut approximately 600,000,000 feet. New mills and enlarged facilities of old plants between Portland and the mouth of the Columbia makes available an additional 250 million feet capacity over 1909.

These figures have not accounted for the lumber shipped east over the different lines of railway, centering at Portland. At every one of the mills at Portland and her suburbs, long lines of side track are found to accommodate the mills in loading cars. Lumber in all forms is shipped to the eastern states and as far east as Boston. Sawed timbers, rough sawed plank, dressed lumber, all forms and sizes, car timbers, cross arms, telegraph poles, doors, shingles, laths, everything but hard wood, are cut and dressed at the Portland mills and shipped all over the world.

The amount of lumber shipped by rail is found by deducting the total shipped (180 million feet) from the grand total of 700 million feet cut by the Portland mills which leave 520 million feet as used in buildings in Portland and shipped by rail to California, Nevada, Utah and the eastern states. The immense value and importance of this business to the city of Portland may be judged from these statistics.

#### LOSSES BY FIRES.

State board of forestry issued this past season as a warning against fire losses the following trenchant points:

Would you set fire to any man's house in your town?

If you saw his house afire, would you pass by without doing anything?

Do you realize that timber is quite as valuable to the owner and much more so to the community and to you? He can build a new house, but not a new forest. As for your own interest, think over the following facts:

Oregon now sells \$20,000,000 worth of lumber a year. Of this, \$14,000,000 is received by employes who put it in local circulation; in other words, you, whatever your business, share in it.

About a billion feet is destroyed by fire in Oregon annually which, if manufactured, would bring in \$13,000,000.

On every thousand feet of timber burned, the stumpage owner may lose \$2, but the community loses \$8 in wages.

#### THE LESSON OF IT ALL.

It is a far cry in performance, within the short period of time, since Cyrus A. Reed and General Coffin were, in 1850, struggling to erect the first little steam sawmill at the river's edge at the foot of Jefferson street. So limited was their field of operation, and so few their prospective customers, that after rallying all the men they could get, both in Portland and Oregon City, they were unable to raise the frame of their little mill, and resort had to be made to block and tackle to elevate the timbers. The total output of Reed's mill in one year was probably as much as half a million feet, as against seven hundred million feet produced here last year.

Oregon possesses more standing timber than any other state in the Union. And there is directly tributary to the city of Portland in the valley of the Columbia river, and within the haul of local railroads leading to the city, two hun-



dred thousand ties—off land that Mr. A. L. Alderman had cut wild hay from, now, this stand of timber would run our present mills for two hundred and fifty years. But they will cut more as the years pass; but the increased production of lumber will correspondingly increase the business and wealth of the city.

Will the timber ever be exhausted? No! if wise counsel and common sense principles prevail. The evergreen trees of this region grow with great rapidity. In 1877, in building the Dayton, Sheridan and Dallas Railroad, the writer of this page took cross ties enough off of one-quarter section of land near Dayton in Yamhill county to construct the entire forty miles of railroad—over one hundred thousand ties—off land that Mr. A. L. Alderman had cut wild hay from, thirty-two years before. By a common sense, honestly enforced system of protection to the growing timber, Oregon will have its forests on the rugged mountain lands for all time—forests and timber do not only furnish all the lumber needed or demanded, but a cover for harmless game birds and animals that would produce large supplies of food. The whole question of success or failure—a beautiful, healthy and prosperous woodland, or a burnt over desert of rocks, barrens and worthless streams—is one of common sense and common honesty.

#### THE PIONEER—CYRUS A. REED.

The pioneer of all this lumber prosperity to the city deserves to be remembered here. Cyrus A. Reed, the builder of the first sawmill in Portland, was born at Grafton, New Hampshire. He came to San Francisco in 1849, on the wave of gold hunters' excitement. From San Francisco he came up to Portland in 1850. He was a sign painter by profession; but had received a good education, and was inspired by ambition to do something worthy of note in the world—and was an honest man of industrious, sober and frugal habits. In April, 1850, he opened a school here in Portland and taught for three months with an average attendance of white, red and black pupils, of sixty-two. After completing the term of school teaching, he took up the sawmill proposition. The sawmill was operated three or four years and then burned down. Then Mr. Reed removed to Salem and engaged actively in building up the fortunes of the state capital; platting a fine residence addition, selling the lots, building a fine residence, and then the first large brick building in the city known as the "opera house," containing a large theater auditorium, and rooms and accommodations for a hotel. During the war of the rebellion, Mr. Reed was appointed by the governor and served as adjutant-general of the militia of the state, and upon his rolls and work was organized the present Oregon National Guard. Reed had a natural talent for landscape painting, and produced at odd hours many fine works on Oregon scenery. His most important work was a panorama of the Willamette valley, painted on canvass covering thirty feet lengthwise of the canvass, and was so perfect a representation of the valley that it was taken to the eastern cities and exhibited from town to town to advertise Oregon. Cyrus A. Reed was the first, the original, "booster" for Oregon.

#### OTHER MANUFACTURING INDUSTRIES.

There are now in the city one thousand eight hundred manufacturing plants, covering nearly all lines of manufacturing industries, and employing over twenty thousand people. From the great lumber mill plants, employing two to three hundred men each, down to the latest plant—The Marvelo Factory, making a new patent level, and carried on by one single man—the inventor—there is a constant, ever noisy increasing hum of constructive industry. From the great logging engine, in the depths of "the continuous woods, where rolls the Oregon" that drags out a stick of timber eighty feet in length and four feet in diameter, down to the tiny gas attachment which automatically puts out the gas when Mr.

Pea Green fails to blow it out, Portland factories are supplying the wants of a pioneer and cultured people.

There are furniture factories in Portland employing hundreds of skilled mechanics. There are iron and steel works furnishing steel frames for "sky scraper" office buildings, equal to anything in Chicago or New York. There are woolen factories in Portland turning out cloth and blankets—no shoddy; equal to anything produced from the looms of New England or Philadelphia. There are mills in Portland that can and do produce better oatmeal and other cereal foods than is produced in Battle Creek, Michigan, or Aberdeen, Scotland. There are clothing factories in Portland that employ as many as two hundred women to run the machines and finish the work. Portland has ten-story department stores that employ fifteen hundred people to run them, and they do everything and sell everything but saw timber, make threshing machines, run foundries and boil soap.

Portland has made great progress in developing the industries in the country. But there is a vast country to be supplied. From California all the way up the coast to the regions of eternal ice; and from the Rocky mountains to the Pacific ocean, and to the islands in the great South Sea; and to the five hundred millions of Asiatic pagans just in our front across the Pacific, Portland is the natural and most economical and effective distributing center, and offers its advantages at first hand on the most liberal terms and promising hopes of success to the industries and energetic mechanic from any part of the world.

#### STATISTICS.

Without attempting to give full statistics of all manufacturing industries, a few may be given as samples.

There are in Portland nine cigar factories employing 150 men; sixteen wagon and carriage makers with 160 men; thirteen flour and cereal mills with 130 men; fifty foundries and shops working in iron with a thousand men; fourteen sash and door factories with 500 men; three soap factories to keep clean with 30 men; eighty-six plumbers' shops with 252 men; twenty-one furniture making shops and factories with 500 men; three paper mills with 865 men, turning out \$4,500,000 worth of paper annually; twelve tanneries with 105 men, turning out \$536,000 worth of leather annually. Total number of manufacturing plants of all kinds 2,000, with \$65,000,000 capital invested and turning out annually goods worth \$85,000,000, with 28,000 men employed.

#### HOPS AND BEER.

Some good people may think that a chapter under the above heading might properly be left out of a work of this kind. But a little reflection will show any observing person that it is quite as important to see how every phase of human activities affect the development of the race. History would be of little account if it preserved no record of the frivolities, vices and profligacy of mankind.

The farmers of the state of Oregon produce and sell about one hundred thousand bales of hops a year. Each bale will weigh on an average three hundred pounds, and each pound of hops will make a barrel of beer. And that makes thirty million barrels of beer. The Oregonians don't make or drink all that beer. But the breweries in the city of Portland make and sell two hundred and twenty-four thousand seven hundred and twenty-one barrels of beer in a year. That is about a barrel of beer to every man, woman and child in this city. But it is not all consumed in Portland, not one-tenth of it. The breweries of Portland, especially the great establishment founded and built up by Henry Weinhard, ships beer to all the Pacific coast states and territories, and to Siberia, China, Japan and the Philippine Islands. So that beer is one of the important industries of Portland. Whatever may be thought of the moral or pecuniary

effect of the business by people who take sides on the question of prohibition of the manufacture and sale of the beer, there can be no doubt that there is vast sums of money dependent on the production and sale of malt liquors made from Oregon hops. The first cost of the beer, the money paid to the Oregon brewers, must be more than two million dollars, of which sum probably twenty-five thousand dollars goes to Oregon farmers for the hops, taking one year with another.

But the hop growing farmers would have but a poor market for their hops if they had to depend on the consumption, or even the manufacture of beer in Oregon. Oregon hops are exported to the eastern cities, and to England and even Germany. Oregon produces more hops than any other state in the Union. And her farmers gather in on an average crop and price year, three million seven hundred and fifty thousand dollars, for the entire crop. Some years, that income has been doubled. And on average years two and a half million dollars of the price of the hops is paid out for labor in producing, picking, curing and packing the hops. The hop picking season is a great event in the Willamette valley. Entire families, thousands of them, going as far as fifty miles, gather into the hop fields with their tents and primitive means of cooking and sleeping; and the men, women and children all join in picking hops with all their time and energy for three or four weeks, being paid so much a pound for the hops picked, and gathering in cash enough to supply many families with the necessities of life for half a year.

The hop farming industry in Oregon started near Silverton, in Marion county, and near Eugene City in Lane county, about the same time, about the year 1865, and has grown steadily ever since. The hop merchants of Portland handle most of the business. The hop industry has produced many curious "ups" and "downs" in business. We knew one farmer who did not sell his hops on account of low prices for three years, and had on hand three crops—Ralph Geer of Waldo Hills, in Marion county. C. H. Lewis, of Allen & Lewis of Portland, had advanced money to pick all these hops. In the third year hops went up to a dollar a pound. Mr. Lewis sent a special messenger with a letter to Mr. Geer, telling him to sell his hops at once. Geer thought the price would go to a dollar and a quarter a pound, and held on. The next day the price dropped and kept on dropping until they reached fifteen cents a pound. Geer had then to sell under forced sales—and was financially ruined.

Growing hops for beer cannot be said to be a very reliable business. Beer and ale is consumed regularly by only a small part of the American people. And many of these consumers find it easily dispensed with when economy of living becomes necessary. In Germany, it is different. Whether the water in that country is too bad to drink, the fact is that nearly the entire German population drink beer. The price of hops in Germany practically fixes the price of hops in Oregon. Pursuing its national policy of being an independent, self-supporting people, the Germans strive to raise all their own hops. When the crop fails in Germany, the price rises in Oregon; and two succeeding German failures sends the price to great profits to Oregon growers. These irregularities have often betrayed Oregon farmers into planting larger fields of hops and building greater hop houses. And then it has often happened that as the price ran down in Germany, the Oregon farmer would dig up his hop plantation and go out of business at great loss on hop houses and other such permanent investments.

## CHAPTER XVIII.

1851—1910.

### *The City Government—The Charters—The Succession of Mayors— The Present Organization—The Public Utilities—Development of the City.*

The city of Portland was incorporated in the year 1851, with a charter providing a city government composed of a mayor, recorder, treasurer and marshal, and a council of nine members. But for the years 1851 and 1852, there were only five councilmen elected.

The first officers of the city were: Mayor, Hugh D. O'Bryant; recorder, W. S. Caldwell; councilmen, Robert Thompson, Shubrick Norris, George A. Barnes, Thomas G. Robinson and L. B. Hastings.

In November, 1852, a new election was held at which S. B. Marye was elected mayor, C. B. Pillow recorder, with Councilmen Shubrick Norris, Thomas Pritchard, Josiah Failing, P. A. Marquam and A. P. Dennison.

And not until the election in 1853 were all the offices filled, and the city government fully organized. In that year Josiah Failing was elected mayor; A. C. Bonnell recorder, S. S. Slater assessor, W. H. Barnhart treasurer, William Grooms, marshal; with Robert Thompson, W. S. Ladd, John H. Couch, W. P. Abrams, R. N. McLaren, R. N. Field, Charles B. Pillow, H. W. Davis and Jonas Williams for councilmen.

The mayors of the city after that were: W. S. Ladd, 1854; George W. Vaughn, 1855; James O'Neill, 1856 and 1857; L. M. Starr, 1858; S. J. McCormick, 1859; George C. Robbins, 1860; J. M. Breck, 1861; W. H. Farrar, 1862 and 1863, David Logan, for 1863 and 4, Henry Failing for 1864 and 5, and 1865 and 6, Thos. J. Holmes, for 1866 and 7, Dr. J. A. Chapman, for 1867 and 8, Hamilton Boyd for 1868 and 9, Bernard Goldsmith for 1869 and 70, and for 1870 and 71, Philip Wasserman for 1871, 72 and 3, Henry Failing for 1873 and 4, and 5, Dr. J. A. Chapman for 1875 and 6 and for 1876 and 7, W. S. Newberry for 1877 and 8, and for 1878 and 9, D. P. Thompson for 1879 and 80, and for 1880 and 81, and 1881 and 82; Dr. J. A. Chapman for 1882 and 3 and 1883 and 4, and for 1884 and 5; John Gates for 1885 and 6 and for 1886 and 7, and for 1887 and 8, and died in office; Van B. De Lashmutt 1888 and 9, W. S. Mason, 1889 and 90, George P. Frank, 1894 first mayor in new city hall. Sylvester Pennoyer, 1896, W. S. Mason, 1898 and died in office, and W. A. Story, a member of the council, was elected to fill out Mason's term, and for 1900 Harry S. Rowe was elected mayor, George H. Williams for 1902, Dr. Hary Lane for 1902 to 1905, Joseph Simon the present incumbent elected in 1909.

Since the city was first incorporated, the charter has been amended nearly every session of the legislature since 1860, and no less than five entirely new

charters enacted and put in operation. Under existing laws, ordinances can be proposed by the electors of the city, and if adopted by a majority of the voters at the city election they become an integral part of the ordinances of the city to be enforced as much as if passed by the city council.

Following, or rather yielding, to the inseparable self-interest of party government, the civil service of Portland, and of all cities has become a complex affair. That which should be a straight business proposition of securing to the city as much as practicable in faithful service for the contributions of the taxpayers, has been elaborated into an unwieldy machine, that wastes time, labor and money in endless proceedings which accomplish little for the welfare of the city. To combat the endless combination of selfish interests, and protect the public treasury from the speculations of the dishonest purveyors to public service and public improvements, official responsibility has been unwisely distributed through so many independent if not antagonistic representatives of municipal authority and action, that it has become exceedingly difficult to place the blame of neglect or wrong doing upon any agent of the city.

The city of Portland manifests its life, growth and government through an elective council of fifteen members; one from each of the ten separate wards of the city, and five from the city at large. This council is presided over by the mayor of the city, who segregates the council into twelve separate committees.

The executive arm of the city is represented by the mayor and seventy-two subordinate officers, of which the auditor, treasurer and city attorney are principal, and have a limited jurisdiction independent of the mayor. The city engineer in charge of the development work of streets, sewers, bridges and other constructions, is an appointee of the mayor, but must discharge his duties in accordance with limitations and obligations of the charter and ordinances and the acts and directions of the council and committee on streets and sewers.

The executive is farther aided, advised or restrained, as the case may be, by the executive board, which is an additional contrivance of the last adopted charter added to the government of the city to keep the council from going wrong. This executive board composed of ten citizens appointed by the mayor, and over whose deliberations the mayor acts as chairman, divided up into ten committees and to which any business of the council and acts of the council may be directly or indirectly referred for approval and execution.

In addition to these legislative and executive bodies, there is a board of health composed of three physicians and the chief of police; a park board of four citizens; a water board of three citizens; and a civil service commission; and of these additional boards, all appointed by the mayor, the mayor himself acts as a member and presiding officer.

In practical operation, it results in inattention to business, or such careless attention to the city business that it is a hit or miss affair, if the right thing is ordered in any particular case. The councilmen are generally chosen on account of their local popularity in the ward to which they belong without the slightest consideration for their qualifications for the business in hand. And even if qualified and desirous of promoting the public welfare, they are all engaged in their own private business and give only an incidental and very inconsiderable attention to the public business. And being the creatures of local prejudices or favoritism, they give ear to every wind of criticism or opposition in order to please the electorate that conferred the "honor" upon them. There is, therefore, no such careful attention to the business of the city, or independent action in office as could be secured by an independent commission devoting its whole time to the city business and carefully considering every proposition from the same standpoint of the best interests of the city as would be taken by the manager of a railroad, bank, or factory seeking to promote the interests of the stockholders.

There is, therefore, in the city government a very much divided responsibility, so that it is a matter of great difficulty in locating the blame for unsatisfactory service in the administration of the city business. If the mayor was as-

sisted by a board of five men, each in charge of a separate department of the city service, similar to the organization of a railroad company or large mercantile or manufacturing company, and each held responsible for the conduct of the business of his own department, then responsibility could be attached to the person rightly subject to praise or blame.

It has long been the most agreeable delusion of the American people that "the people rule." Happily unconscious that instead of ruling "they are ruled." In the town meetings of the colonies before the American revolution, the people did rule very much in their local affairs, and for a hundred years afterward. In Oregon the provisional government was the perfect manifestation of the rule of the people; and which was largely maintained in the same spirit to the letter of the law down to the period when office holding came to be a remunerative industry. Then commenced that scheming of selfish politicians which has destroyed all political parties and made public plunder the sole object of factional rule.

To check or abolish this unpatriotic use of political power, and protect taxpayers and property holders from the corrupt schemes of contractors and office holders, the commission form of government for municipalities has been devised, and has been adopted at Galveston, Texas, Des Moines, Iowa, and other places, and is now, for the first time in Oregon, adopted by the people of Baker City, in Baker county. The experiment at Baker City will be watched with great interest.

#### DEPARTMENT STATISTICS—WATER WORKS.

The pure mountain water supplied to the city and the management of the water works has been the pride and boast of the city. After a full investigation of all the facts, and comprehensive knowledge of the cities of the world, an eminent engineer has asserted that Portland, Oregon, has the best water supply—quality and quantity considered—of all the cities in the world, with one single exception in Scotland.

The first organized attempt to furnish the city with a public water supply is believed to have been in 1857, when the common council granted to Stephen Coffin, Robert Pentland and Jacob Cline a franchise and permission to lay mains and pipes in the streets; and the construction of Portland's pioneer water works was commenced soon thereafter.

The first supply of water was obtained from Caruthers creek, a dam being built in the canyon west of Seventh street. The first pipes used consisted of round fir logs with a hole  $2\frac{1}{2}$  inches in diameter bored through from end to end. These logs were bored by hand. Somewhat similar wooden pipes were removed from First street near Pine several years ago, after having been in the ground over forty years.

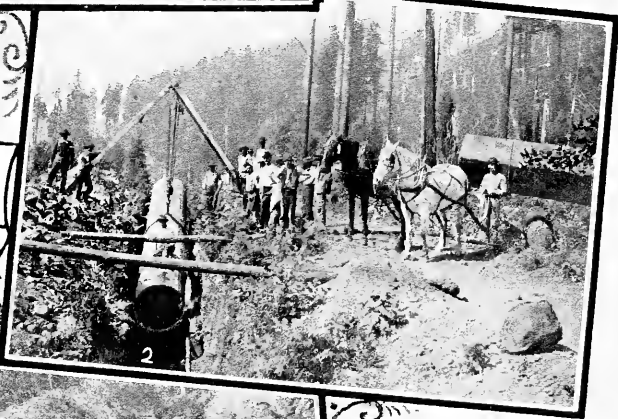
The supply from Caruthers creek soon proving inadequate, a small steam pump was established at a spring on the river bank near the foot of Mill street. In 1861, Coffin, Pentland and Cline sold their plant and franchises to H. C. Leonard and John Green, who proceeded to lay about 5,000 feet of new pipe made of redwood logs brought here from California. In October, 1862, Messrs. Leonard and Green incorporated what has since been known as the Portland Water Company, with a capital stock of \$50,000. Soon after the purchase of the works the new company began the construction of a pipe line from Balch Creek near Willamette Heights. This pipe line terminated in a small reservoir at Fourth and Market streets.

In a few years it became apparent that the supply from Caruthers and Balch creeks would soon be inadequate to the needs of the city, and in 1868 the construction of a pumping station was begun on the river bank at the foot of Lincoln street and completed the following year. It was about this time that the original reservoirs at Seventh and Lincoln streets was built, and the one at Fourth and Market streets rebuilt and enlarged and a stone wall built along the





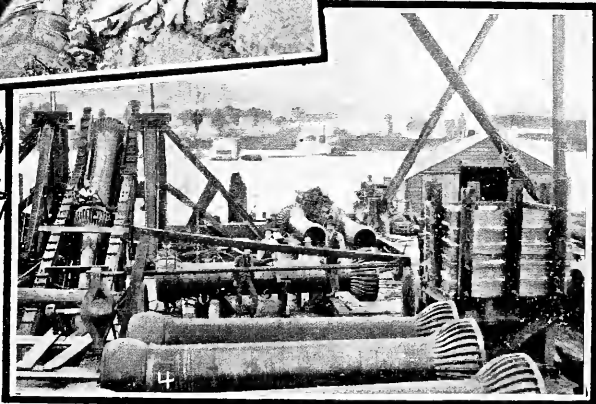
Hauling Pipe



Lowering Pipe



Riveting Pipe



Extending Pipe Under River



street lines. The stones used in this wall, which is still standing, came from the building formerly used as a state penitentiary and now occupied as a machine shop by the Smith Bros. and Watson Iron Works at Front and Hall streets.

In 1876 the pumping station at the foot of Lincoln street was enlarged, a brick building erected, larger pumps installed and the reservoir at Seventh and Lincoln streets also enlarged. This reservoir was in continuous use until 1895, when pumping operations were discontinued.

In 1883, the company, foreseeing that the rapid growth of the city would soon require an enlargement of their plant, decided upon the construction of a new pumping station. The location selected was at Palatine hill, about five miles south of the city and on the west bank of the river adjacent to the deep water channel. Here a large brick building was constructed and two compound duplex Worthington pumping engines were installed, each having a capacity of 5,000,000 gallons daily. A 30-inch wrought iron main was also laid to a connection with the city distributing system.

So far in the growth of the city the water supply had been taken from the river and little wet weather creeks, the Mill street spring and the Willamette river, and had been supplied by private parties. This was not a satisfactory service. The water from the creeks was polluted by decaying vegetation and the water from the river was polluted by the increasing sewage of the city. And action was taken by the city in favor of municipal ownership of the water supply and the means to deliver and distribute it; and an act of the legislature was secured in 1885 authorizing the municipality to purchase the existing works or construct other works to supply needed water. At this time the population of west side Portland was about 25,000, and the daily consumption of water four million gallons. The water committee under the above act was composed of John Gates, F. C. Smith, C. H. Lewis, Henry Failing, W. S. Ladd, Frank Dekum, L. Fleischner, H. W. Corbett, W. K. Smith, J. Lowenberg, S. G. Reed, R. B. Knapp, L. Therkelsen, T. M. Richardson and A. H. Johnson. This committee conducted all the negotiations to purchase the old water works.

The first and most important matter after getting possession of the old works was to secure a supply of pure water that would be adequate to the future growth of the city. Many propositions were submitted to the city: The Hawthorne springs in East Portland, the Crystal springs on the Ladd farm south of East Portland, Sucker lake west of Oswego, Johnson's creek and the Clackamas river. Each had their friends and advocates more or less pecuniarily interested. All were carefully considered, and all turned down as either not furnishing the best obtainable quality of water, or not furnishing enough of it. Chemical analysis tests were applied to all samples of water proposed. And the committee finally selected the proposition offered by A. G. Cunningham and C. B. Talbot—water from Bull Run, thirty miles east of the city. This source of water supply had been discovered by Mr. Talbot on a hunting expedition around the base of Mt. Hood, about as wild, rugged, unknown and inaccessible region as could be found west of the Rocky mountains. Mr. Talbot was a civil engineer and quickly perceived that the foaming river of water roaring up out of the boulders of the mountain side, clear and sparkling, must sooner or later be of inestimable value to the future city of Portland if it ever became the expected center of population hoped for. And accordingly he interested Mr. Cunningham with him and they filed a claim on the stream for its water for household and city uses.

And it was upon this inchoate right of Talbot's to the Bull Run water that the water committee next gave attention to. And after exhaustive chemical analysis of the water and observations of the flow of the water for many months, the committee acquired for the city the right to that water; and in the course of two years brought it to the city through a great steel tube three to four feet in diameter laid eight feet deep in the ground; and have thus provided for Portland for all time the best water supply of any city in the United States.

The pipe line is thirty-one miles in length, and cost \$2,736,921 to lay it down and connect it with the water mains in the city. In the work of construction, Mr. D. D. Clarke had supervision of the engineering work in the field, and Mr. C. E. Oliver, another civil engineer, was an able assistant; and both these men are still at work on the city mains and reservoirs, and have been doing the civil engineering from the first ground breaking—Mr. Clarke being now chief engineer of the water works system of the city.

The total cost of the Bull Run pipe line, the distributing mains laid by the old water committee and the old works purchased, was \$4,736,921. The total mileage of water mains of all sizes, including the conduit pipe from Bull Run, laid in the city to the close of 1909, was 355 miles. The total storage capacity of all reservoirs owned by the city up to January 1, 1910, is sixty-eight million gallons of water.

The total expenditures of the city for water works down to December 31, 1909, was \$5,905,978, and the total income to the city—gross earnings—for the twenty-three years the city has furnished water to the people is \$7,969,673. The present annual income for water furnished is over \$600,000.

This favorable showing reflects great credit on the citizen committee which managed this important business for the people for all these years without salary.

The original water committee remained in existence for seventeen years, or until January 1, 1903, when the new city charter took effect. During the years there were many changes in the personnel of the committee by death or resignation. Of the original number, R. B. Knapp and L. Therkelsen were the only ones who served the entire seventeen years. F. C. Smith, W. K. Smith and T. M. Richardson held office but a few years. The remaining number served continuously until removed by death. And they have given the taxpayers an objection in favor of municipal ownership of all public service utilities that ought not to be overlooked.

*Fire Department*—The city fire department consists of a chief, assistant and men, aggregating 469 men altogether, with salaries running from \$225 a month to the chief, down to \$90 a month for pipemen, and making a total estimated cost of running the department for 1910 the sum of \$450,653. The city owns one fire boat equipped to operate along the river front, 17 fire engines, 16 hose wagons, 5 chemical engines and hose wagons, 3 four-wheeled hose carriages, a dozen hose cart trucks, ladder trucks, 4 chemical engines, 117 horses and above 20 engine houses and 150 miles of fire alarm telegraph.

*Police Department*—The police department consists of chief of police, 4 captains, 9 sergeants, 11 detectives, 1 matron, 2 women's auxiliaries, and 150 patrolmen. Estimate of expense of operating the department for 1910 is \$313,770. The number of arrests made in 1909 were 12,829, covering every crime, felony and misdemeanor included in the city and state laws. Just now the present efficient chief of police, A. M. Cox and his men, are wrestling with the persistent violators of the law running automobiles, making a dozen arrests a day and not catching one law breaker in ten.

*Street Cleaning Department*—This work is in the hands of a superintendent and 125 men. Seventy-two men with thirty carts, two power brooms, and one sprinkler working through the daytime, while fifty-two men, 9 power brooms, 3 sprinklers and 18 carts work at night. In addition to this equipment, the city had 35 water sprinklers operating every week day during the summer on days it did not rain, covering 140 miles of streets every day, besides three electric sprinkling cars covering the car line street. The city has 80 horses in this service; and the total cost of cleaning the streets for the year 1909 was \$163,901.

*The Garbage Crematory*—This establishment has been a bone of contention ever since its erection. No one wanted it for a neighbor. And well they might object. For the year 1909 the crematory cremated 480 horses, 2,434 dogs, 31

cows, 23 calves, 2 hogs, 1 donkey, 1 sheep, 7 colts and 2 goats, using up 1,761 loads of sawdust and 369 cords of wood, and costing \$22,182 to do the work.

*The Health Department*—This department has been noticed in the chapter on the doctors. It is presided over by a health officer whose report covers many tables with some information. He reports an epidemic of scarlet fever affecting 573 cases, resulting in 14 deaths; 267 cases of diphtheria, with 19 deaths; and the largest number of cases of typhoid fever ever known—186 cases, and an additional 118 cases brought into the city from outside for treatment, with a death rate of 14 per cent. There was no death during the year from small pox, and only one death in 1,446 cases of measles.

#### INCREASE OF CITY BUSINESS.

Never in the history of Portland has there been such activity in municipal business, projects actually under way aggregating \$4,329,900, aside from the enormous amount of hard-surface pavements, extensive systems of sewers and park properties to be worked out this season.

In addition to nearly one hundred miles of street improvements now in process of construction, a second pipe line to Bull Run to increase the water supply, and Broadway bridge in the course of litigation, many miles of street railway being rebuilt, there are four hundred residence houses and half a dozen steel frame ten-story office buildings in course of erection. All this of course adds to the duties and responsibilities of the several departments of the city and greatly increases the city expenses. The assessable property now within the incorporated limits of the city amounts to two hundred and fifty million dollars, and out of that and various licenses the city government must raise for the current year two million dollars to pay current administration city expenses. To the above must be added two and a half million dollars in city bonds voted by the people at the last election for public docks.

#### THE PUBLIC UTILITIES.

*The Port of Portland*—The first and most obvious public utility is the river dividing the city into two equal parts, carrying away to the rest of the world the produce of the state and bringing back from foreign countries the goods purchased with the exported produce. And just as this river from the heart of Portland to the ocean is made free, open and navigable to all the great ships that sail the great ocean, in the same proportion will the city grow.

When Portland was located here it was thought by sea captains that no ship carrying more than 400 tons could reach this point. And before the city commenced to improve the channel to the river no ships drawing more than 17 feet of water could reach the city. Now ships drawing 25 feet of water come to Portland and ocean steamers carrying 6,000 tons dead weight come and go without delay.

To bring about this improvement, much thought and work has been given to the proposition by public-spirited citizens. The first work done and first move made to improve Portland's access to the ocean was made by Col. W. W. Chapman, while a member of the legislature of 1868. It took the shape of an act of the legislature appropriating the sum of \$30,000 to subsidize a tugboat to be located at the mouth of the Columbia to assist shipping to get in and out of the river, help tow them up to Portland. In addition to that the city undertook to maintain a dredger on the lower Willamette river, and with that dredger a new channel was cut across Swan Island bar at a cost of \$25,000. But the experience with the tug and the dredger quickly showed the people that improvement of the river could be made; but that to do so the undertaking must be permanent, continuous, and expensive. And after nearly twenty years' temporizing policy, depending largely on appropriations of congress, pieced out by grants and

temporary aid from the city treasury, the citizens decided to place the business of making a reliable ship channel to the ocean in the permanent form of a municipal corporation; and the port of Portland commission was incorporated by special act of the Oregon legislature. The suggestion for the creation of this port of Portland corporation inside of the city corporation—imperium in imperio—came from Major Alfred F. Sears in a letter to the Daily Oregonian, May 12, 1883, in which he said: "If our river is to be kept open, it must be done by a board like the Clyde trust (of Scotland) working in the interest of Portland, and with her money."

The port of Portland was incorporated in the year 1891, and then commenced the regular and systematic work of making a ship channel to the ocean that would float the largest ships desiring to come to this port. The work was energetically prosecuted with dikes to narrow the channel, and dredging to deepen it. In 1891 vessels for Portland drawing more than 17 feet of water found it necessary to discharge part of the incoming cargo, and to take on part of the outgoing cargo at Astoria. As a result of the work of the United States engineers and of the port of Portland since that time, there has been no lighterage required during the last six years, and at the present time vessels drawing 25 feet of water are able to pass freely up and down the ship channel without delay.

Four years ago the port board decided to build a dry dock for the docking, cleaning and repairing of ships in this port, and save the loss of time and expense of going to Puget Sound or San Francisco for such services. And accordingly a site was purchased near St. Johns and work commenced and a dock of the floating type constructed at a cost of \$377,342, since which time it has rendered effective service to the port and city, and made much more than operating expenses.

The total expenses of the port of Portland commission since its organization in 1891 for river improvements, dredges, dry dock and administration, has been \$2,586,282. The present officers are: C. F. Swigert, president; A. L. Pease, vice-president; C. F. Adams, treasurer; John Driscoll, secretary, and J. C. Ainsworth, P. L. Willis, W. D. Wheelwright, members. Clerk of the board, John P. Doyle; chief engineer, J. B. C. Lockwood.

An active discussion is now going on pro and con public docks at the city water front for the receipt and discharge of freight and produce, especially the transfer between railroads and ships. Mr. J. N. Teal, attorney for the transportation committee of the Chamber of Commerce, after visiting many commercial cities in Europe, closes a 16-page pamphlet report to the chamber with the following recommendation: "A commission should be created at once with ample powers and funds. It should give the problem the most careful consideration under the advice of the best experts. It should then proceed carefully and conservatively on the plan adopted. The result will be a port and harbor and facilities in Portland that will attract the shipping from every part of the world doing business on this coast. It will make of Portland one of the great ports of the world, with all that implies just as certainly as like work made Rotterdam, Bremen and Hamburg in Europe, Glasgow and Liverpool and other ports in Great Britain.

#### THE BRIDGES.

The next most noticeable public works are the bridges. The first means of crossing the river at Portland was Uncle "Jimmy" Stevens' canoe, followed in due time by a skiff, and then by a scow-looking flatboat to carry teams. And as the city and east side country grew apace, the ferryboats were improved, and the Stevens' ferry proved to be a very profitable investment; finally purchased by Joseph Knott, and by him and his sons operated until the construction of bridges put it out of business.

But the bridge question started twenty years before the ferries were put out of commission. For years it was the stale recommendation of every candidate

for office, asserting before the election his unwavering support of a bridge, and forgetting all about it as soon as the election was over. For many years the free bridge question was the leading topic of every election campaign on the east side of the river.

It is claimed by his friends that the first move to get a bridge built was made by Joseph A. Strowbridge nearly seventeen years before William Beck took up the idea. And that Mr. Strowbridge went so far as to get articles of incorporation signed for a company to build the bridge; and went to Mr. Beck, who then lived out on a little farm at Sunnyside, to get him to take stock. But Beck declined, and said the ferry was good enough for him, for while he was crossing the river on the ferry, his horse (that hauled him to and from the city) could get a rest. And that after talking seventeen years more, Beck changed front on the bridge question and the talking was succeeded by vigorous action when William Beck and Joseph Buchtel took hold of the subject in earnest. At that time, about 1875, Mr. Beck lived away out in the country among the pasture fields and dairy farms on the Base Line road between Sunnyside and Mt. Tabor; and these two public-spirited citizens decided to test the question with a petition to the county court asking the county to build a free bridge across the river. The petition was prepared and almost universally signed by all to whom it was presented. A remonstrance was put out by Taxdodger, Tightwad & Co., but did not get many names. The petition was presented to the county court, constituted of J. H. Woodward, county judge, and Tyler Woodward and Penumbra Kelley, commissioners. The two Woodwards were not related. Judge Woodward and Mr. Kelley were in favor of the free bridge; but Tyler Woodward was not favorably disposed, and not much opposed, to the proposition; and everything looked favorable to the granting the prayer of the petitioners until the morning when the matter came up for final action. Beck and Buchtel were promptly on hand to receive the reward for their hard work in the success of the petition. And then Judge Woodward read a long legal and miscellaneous opinion on the subject, indorsing the movement and giving better reasons for it than even those set forth in the petition, but closed up his opinion by deciding that, inasmuch as there was no county road connecting with the river on the west side within the city limits, there was no public ground on the west side on which to land the west end of the bridge, and the prayer of the petitioners must be denied. Whereupon Messrs. Beck and Buchtel left the court in great disgust and indignation.

The next move for the bridge was an organization to form a company to build the bridge. Of this organization, William Beck was made president, Joseph Buchtel secretary, J. L. Atkinson treasurer and Melvin C. George attorney. This organization worked along in a desultory way for years, Mr. Beck putting up the promotion money and seeking assistance wherever it was possible to arouse interest in the matter, and the movement was finally converted into a proposition to build a toll bridge. At this turn of events, Mr. Buchtel withdrew, being opposed to a toll bridge; but Mr. Beck kept on pushing. Negotiations were opened with Garrill Bros. of San Francisco, for the construction of the bridge, and the capital stock, enough to justify a start on construction, was subscribed by William Beck, Dr. J. C. Hawthorne and some others. The company commenced work on the east side by driving piles at the end of Morrison street. Then an injunction was gotten out from the U. S. district court on the grounds that the bridge would be an obstruction to the navigation of the river and an obstruction to commerce; and the work was stopped for years until the litigation was tried out, and in the meantime the contractors abandoned the job.

Finally the litigation was ended and the injunction dissolved; and a new contract was entered into with the Willamette Iron Bridge Company, and the work pushed to completion, after a strenuous contest for a dozen years with all sorts of opposition from ferry owners, town lot interests, north and south end of the city interests, river boatmen interests, and lack of public spirit to put up

the necessary capital to build the bridge. In all this labor, trial, vexation of spirit and bitter opposition, William Beck was in the forefront of the battle, and when the bridge was finally opened to traffic, he headed the grand procession across the bridge with the little old horse and buggy which had for so many years carried him to and from the farm on the Base Line road to his place of business in the city—and Joseph Buchtel led the procession on horseback as grand marshal.

As a fitting conclusion to this notice, we append the lines of Stephen Maybell, written at the time the opposition to the bridge was at its height, and the friends of the bridge were cast into the slough of despondency.

Stephen Maybell was at the time a typo on one of the city papers, and a man of genius and poetic ability. He left Portland before the bridge was built, going to San Francisco, where he became the poet of the great labor upheaval led by Dennis Kearney, and celebrated as the revolution of the "sand lots."

WILLAMETTE BRIDGES.

By Stephen Maybell, 1870.

Behind the pines had sunk the sun,  
 And darkness hung o'er Oregon,  
 When on the banks of Willamette  
 A youth was seen to set and set;  
 And set and sing unto the moon  
 A wild, yet sweet pathetic tune—  
 "They're going to build, I feel it yet,  
 A bridge across the Willamette."

The flat boat drifted slowly o'er  
 And reached at last the other shore;  
 The captain, brave, courageous soul!  
 Fished her to land with fishing pole—  
 When hark! from o'er the waves a strain—  
 That youth, that voice, that wild refrain,  
 "They're going to build, I feel it yet,  
 A bridge across the Willamette."

Dark grew the night, the south wind blew,  
 Down came the Oregonian dew;  
 Down mountain sides the torrents pour'd,  
 The streamlets rose, the river roar'd—  
 Still sung that youth with webbed toes;  
 'Neath umberell, in rubber clothes—  
 "They're going to build, I feel it yet,  
 A bridge across the Willamette."

A Modoc chief, in pure Chinook,  
 Cried "Klahowyah, tumtum, mamook;  
 Hiyu tyee yah mucka muck,  
 Nowitka nika tika cumtux;  
 All the same white man, nika klonas,  
 Gum stick, mamook, skookum hyas;"  
 But silent grew his savage tongue,  
 For high above his war whoops rung—  
 "They're going to build, I feel it yet,  
 A bridge across the Willamette."

A citizen from Yarmany,  
 Who heard him from the brewery,  
 Sang out, "Young fellow, stop dot shout!  
 Dot pridge, you bet, was pout blayed ouet;  
 Some dings I know I tole you soon,  
 Dem land agents was d—— schmart coons,  
 Dot eye vas in my pridge, you bet!  
 Dot pridge across dot Villamette."

So winter rains and summer flowers,  
 Passed on with sad and pleasant hours;  
 Yet still sat on the river bank,  
 A man bald-headed, lean and lank,  
 Grown old still singing the same tune—  
 " 'Tis coming, coming, coming soon!  
 They're going to build, I feel it yet,  
 A bridge across the Willamette."

Years pass'd—there came a trav'ler roun'  
 To visit our East Portland town;  
 As on the river bank he stood,  
 He saw a sight that froze his blood;  
 Right there beneath the glowing sun,  
 There sat a ghostly skeleton,  
 Which turned its hideous, fleshless head,  
 And grinned most horribly, and said:  
 "They're going to build, I feel it yet,  
 A bridge across the Willamette."

The bridge built by contractors was not a very substantial structure, and had to be replaced by the present fine bridge at the foot of Morrison street, erected in 1895.

But before the old Morrison street bridge was condemned, the city had purchased from the owners a private corporation bridge which had been erected at the foot of Madison street; and also on its own account erected a new steel bridge at the foot of Burnside street. The Madison street bridge was a real estate speculation on the part of people owning town lot lands on Hawthorne avenue in East Portland, and who had put a little street railroad on the avenue; and the bridge was to enable the railroad to get across the river into old Portland and help sell out the Hawthorne avenue lots. It was a good speculation; and the people woke up one morning to find that Mayor Mason had bought the bridge of the speculators, also for the city, at about twice its value. After being used for about fifteen years, with constant repairs, the bridge was condemned as unsafe, and now, after being closed for two years, the Madison street bridge is replaced by a new steel bridge erected on the plan of a "lift up" span between two towers to allow ships to pass underneath, instead of a swing span, as in the other bridges.

The city now owns three steel bridges crossing the Willamette, and also rents the upper deck of the railroad bridge at the foot of Holladay avenue; and the growth of population and business in the city is such that all four of these bridges are now packed with teams, automobiles and street cars from end to end, all day long. To relieve this congestion of traffic on the bridges, the city by referendum vote, has authorized the erection of another bridge at the foot of Broadway street at the north end of the city, the money raised, commencement work temporarily delayed by litigation, and now decided, and engineers at work on plans.

As showing the immense traffic on the bridges, we copy a count of the traffic early in the morning on the Morrison Street bridge, the counting being made to show the necessity of keeping the bridge draws closed against passing steam-boats in the morning hours. This count was made in September, 1910.

At 5:15 p. m. they started to count the vehicles, street-cars and pedestrians that passed over the bridge. In the half hour ending at 5:45, 95 cars, 213 vehicles of various kinds, and 704 pedestrians traveled across. Of the latter, 359 passed through the north aisle and 345 through the south aisle.

The development of the city in all directions is now proceeding at a greater rate of increase and in a more substantial manner than at any former period in its history. Added to the 200 miles of street railways, electric roads are being extended in all directions. By street railways and manufacturing establishments, the city is now practically extended from Milwaukie on the south to the Columbia river opposite Vancouver on the north, and to Mt. Scott six miles east. And real estate speculators more than supplement the steady growth of the city by laying out suburban additions and building roads to sell lots and lands. But nothing shows the solid development of population and business better than the increase of post office income.

Business of the Portland post office, both in the stamp and money order departments, has been growing steadily. Each year since 1904 has shown considerable increase over its predecessor, both in stamp and money order transactions. The annual business for that period, with December figures estimated in the 1909 totals is as follows:

	Stamp sales.	Money orders.
1904 .....	\$379,522.70	\$7,378,353.70
1905 .....	473,083.38	7,776,208.79
1906 .....	540,266.23	8,891,877.57
1907 .....	628,475.19	10,013,174.92
1908 .....	680,813.96	10,676,473.22
1909 .....	778,552.11	10,828,452.32

Post office receipts for the month of August, 1910, show a remarkable increase over those for the same month of 1909. The percentage of increase shows the month to have been one of the most prosperous of the year.

The report of receipts follows:

August, 1910 .....	\$74,976.45
August, 1909 .....	60,815.65

Increase .....

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\$14,160.80

Percentage of increase, 23.28 per cent.



## CHAPTER XIX.

1825—1910.

### *Wheat, Flour, and Dairying—Sheep, Wool, and Woolen Manufactures—Horticulture and Export of Fruit—Live Stock and Meat Consumption.*

#### WHEAT, FLOUR AND BEEF.

“What has Portland to do with the farms?” says one reader. Very much indeed. Farming in Oregon started right here on the Portland townsite, and Portland is proud to be ranked in with the tillers of the soil. It was about the year 1825 that Etienne Lucier—the Canadian Frenchman that voted for an American government at Old Champoeg—while yet a trapper and servant in the employ of the Hudson’s Bay Company—made up his mind to settle in Oregon and open a farm. He chose for his first location the upland near the intersection of East Morrison and Union Avenue streets in East Portland, where he commenced to clear off and open a farm. By this start and the title of Lucier, we get our authority to put in a chapter in the history of Portland on the subject of farms, orchards, and the lessons they teach. Lucier cultivated his little farm for a few years, and tiring of grubbing stumps and burning brush, he removed to what is now called “French prairie” (so named because so many Canadian French settled there), and opened a farm on the grassy prairie lands of what is now Marion County.

Agriculture has, from the first settlement of the country, been the mainstay of the great mass of Oregon’s population. Of the one hundred and two men who took part in the provisional government convention at Champoeg, nine-tenths of them were farmers. Of the great mass of immigration from 1843 to 1853, nine-tenths came to get free land and make their living by farming and stock raising. From 1843 to 1873, the main dependence of the farmer and the great mass of the Oregon people was wheat and cattle. Sheep had been introduced and some woolen mills put in operation as early as 1860, but the income from sheep husbandry was yet small. Oregon commenced shipping wheat and flour to California as early as 1850, and that was the only market for grain until 1868, when the first cargo of wheat was shipped to Liverpool. Shipments of barley and oats to California commenced as early as 1860. Oregon has sold to California and European countries in the last fifty years not less than five hundred million bushels of wheat and barley, counting the flour in as wheat. And that has brought back to the country not less than three hundred million dollars in cash and goods, wares and merchandise. The grain crops of Oregon have cleared up and fenced the farms, built the farm houses, paid for the farm machinery, paid all the store bills, sent the boys and girls to schools and colleges, and gone a long ways toward paying for all the steamboats and railroads and building all the towns and cities in the Willamette valley and eastern Oregon.

Since 1888 the export of flour has been a very large business. Inaugurated by William Dunbar, the trade was quickly taken up and enormously expanded by Mr. T. B. Wilcox. Going into the business on the sole capital of his brains and energy in 1885, he has reduced the manufacture of flour in Oregon to an exact science, and has, and is making more flour than any other concern on the Pacific coast. When Mr. Wilcox went into the flour manufacture there was but little more than twelve million bushels of wheat annually produced in the state, and probably half as much more in Washington. But the stimulus which his operations gave to wheat raising, by increasing the price of wheat, by turning it into flour and feeding the offal to live stock, shipping the flour to foreign countries, very greatly influenced the production of wheat in both Oregon and Washington, so that now the annual output of wheat and flour from Portland has been raised to about thirty million bushels; and the price this year of 1910, paid to the farmer, at this writing, is from 85 to 95 cents per bushel, according to quality.

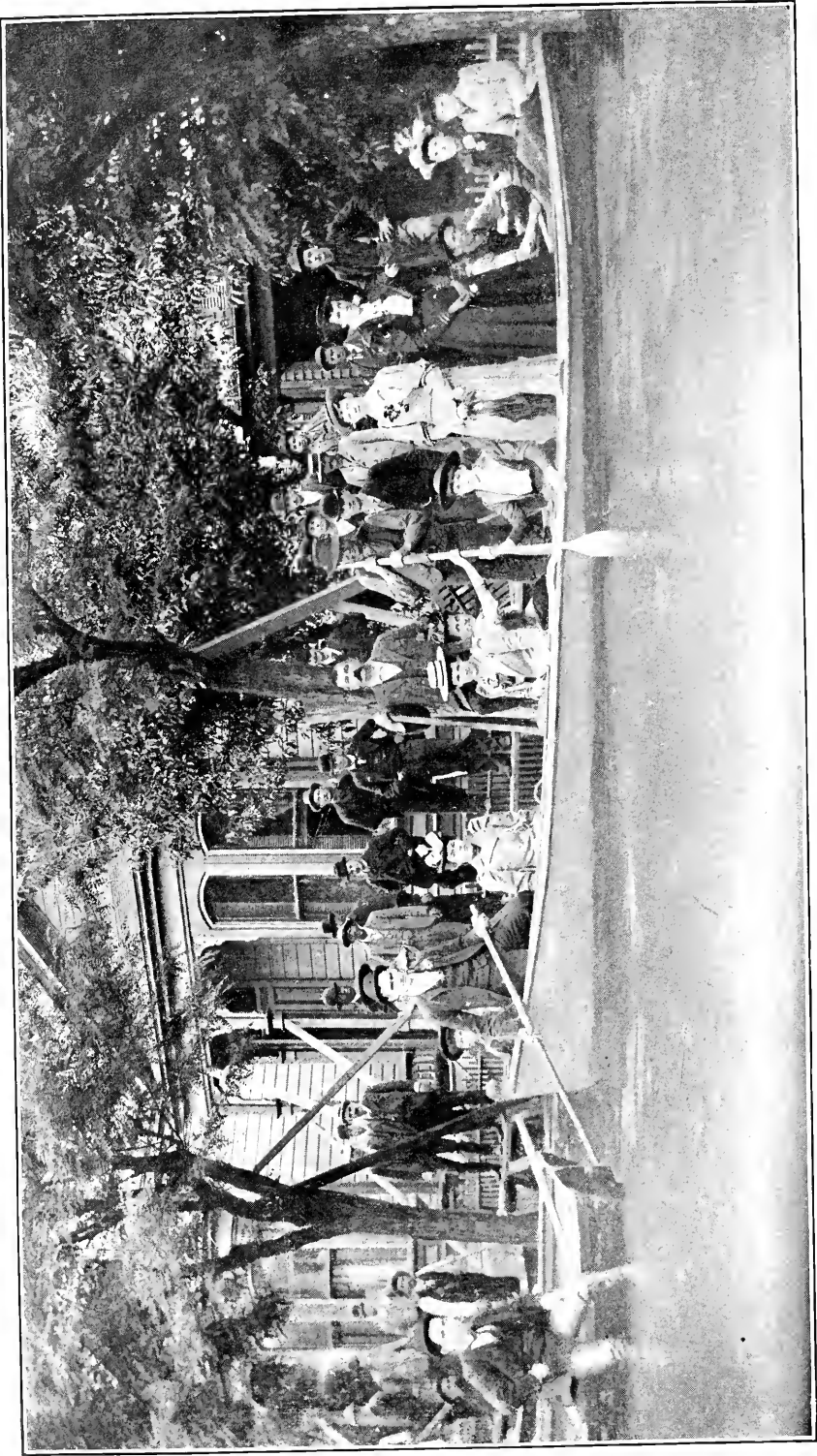
#### CATTLE AND DAIRYING.

The first cattle brought to Oregon were imported by the Hudson's Bay Company in 1835. Those were followed by cattle driven in from California in 1837. And one of the first propositions of the pioneer missionary, Jason Lee, was to bring in more and better cattle. The Spanish cattle from California were not much better than wild cattle from South America. Jason Lee and Ewing Young organized a cattle company and a drove of six hundred head were purchased in southern California and driven north through the Sacramento, Rogue River and Umpqua valleys to the Willamette valley. These cattle cost three dollars a head in California. They were the long horned Mexican breed, and their horns would be worth nearly three dollars a head now. Their only value was for beef and breeding purposes—crossing them with improved breeds. But now, even for beef, they would be worth forty dollars a head—such is the change in the times. But these Mexican bred cattle rapidly increased on the rich Willamette grass; and when gold was discovered in California twelve years afterward, Oregon had lots of beef to sell and did sell it to the miners in northern California. The first effort of any importance to improve the breeds of cattle in Oregon was made by S. G. Reed, commencing with the year 1872. In that year Mr. Reed purchased a fine tract of land at Reedville, in Washington County, and another very much larger at Broadmeads in Yamhill County, and stocked both places with the best beef and dairy cattle he could find in the eastern states or Scotland. Short horns, Ayreshires and Jerseys were purchased without regard to price, and imported by transcontinental railroad, together with men skilled in the breeding of these breeds of cattle. Reed's cattle made a great sensation at all the agricultural fairs and stock shows, and excited so much interest and rivalry that many importations of thoroughbred cattle were made by other farmers.

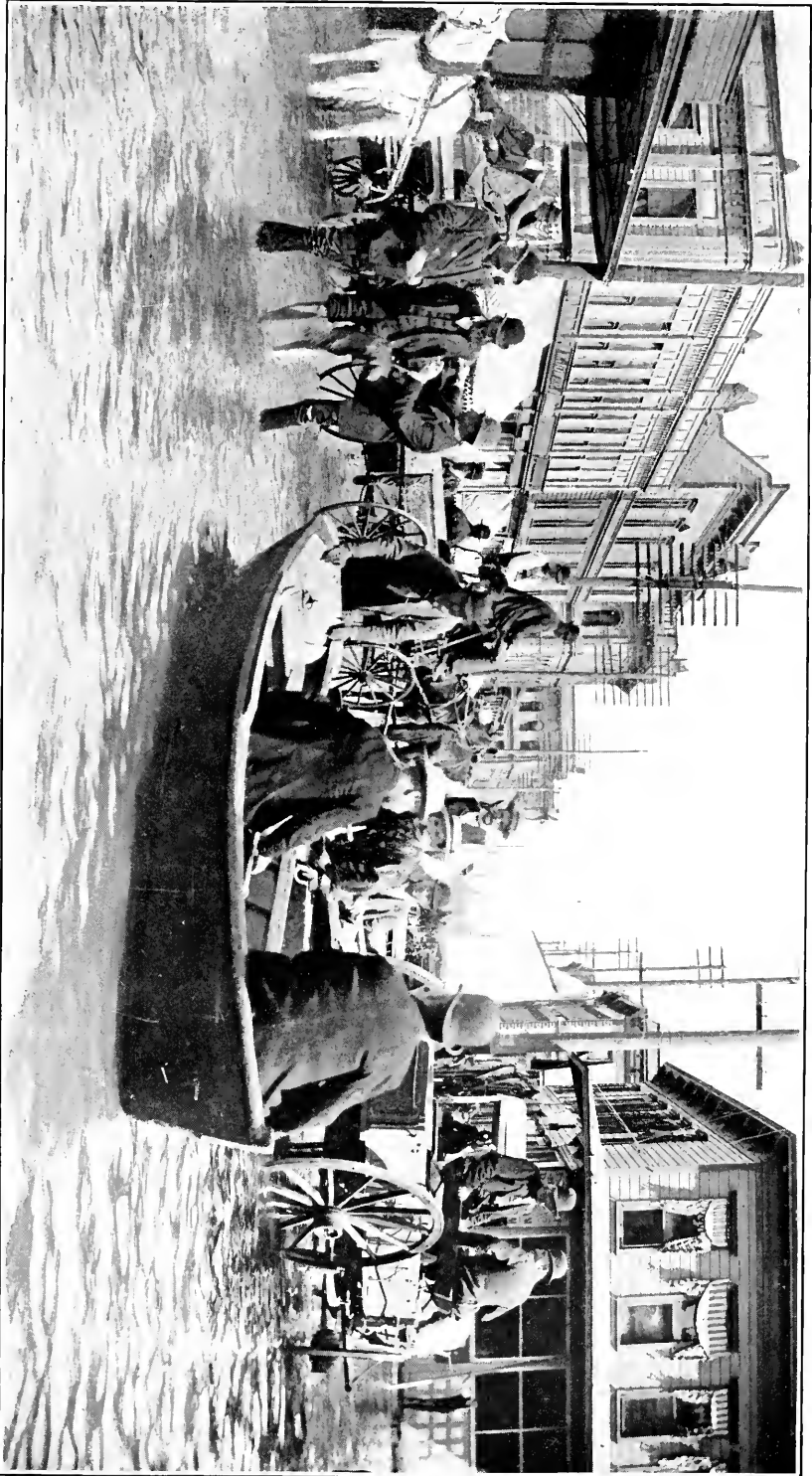
Mr. Reed only planted the seed and showed Oregon farmers the possibilities of the business. And notwithstanding such liberal outlays of cash for the finest beef and dairy cattle to be had in the world, the dairy industry made slow progress until the farmers were forced to see that they had cropped their land in wheat so long that there was but little profit in raising wheat at 60 or 70 cents a bushel.

Then Mr. William Schulmerick, and a lot of progressive farmers in Washington county, organized a creamery association to make the butter of the whole neighborhood at one place, and with one outfit of machinery by an experienced butter maker. A year's trial proved that there was more money in making butter and cheese than in raising wheat. And so the news spread. Tillamook County took the idea up early because that country could not raise and ship grain at a profit, and because it had the best soil and climate in the world for butter and cheese. And so the dairying business spread all over the Willamette valley.





SCENE AT ANKENY AND WEST PARK STREETS DURING FLOOD



THE FLOOD AT FRONT AND MORRISON STREETS



In Tillamook County the dairy industry has raised the price of good grass land from twenty-five dollars and up, to one hundred and fifty dollars an acre; and the annual value of the output of cheese and condensed milk from that county now exceeds the value of grain, from any county in the Willamette valley. The number of butter making creameries in Oregon is over one hundred, and the milk condensing plants exceed fifteen, shipping as many cases of condensed milk from the produce of the farms as cases of fish are shipped from the Columbia river.

## STATISTICS.

Dairy cows in the state .....	250,000
Annual production of cheese in Oregon.....	5,000,000 lbs.
Number of milk condensers in state .....	15
Annual output of milk condensers.....	300,000 cases

## VALUE OF DAIRY PRODUCTS.

1905 .....	\$10,635,000
1906 .....	14,000,000
1907 .....	15,000,000
1908 .....	17,290,000
1910 .....	17,500,000

## SHEEP AND WOOL.

Himes' "History of the Willamette Valley" records the introduction of sheep into Oregon as follows: "Hon. John Minto, an early pioneer of Marion County, and an authority on this subject, says that the first sheep ever seen in Oregon were brought from California by a man named Lease, an American who had nine hundred head of sheep in the Sacramento valley in 1837. Ewing Young, while importing cattle and horses, as already related, met Lease and advised him to take his flock to the Willamette valley, Oregon. He accordingly drove one-half of his flock through to Oregon in 1837. These sheep were sold mostly to the retired trappers of the Hudson's Bay Company. It is believed that Lease brought a second flock of four or five hundred from California in 1842."

"In 1844 the first sheep from the eastern states were brought in by Joshua Shaw and his son, A. C. R. Shaw, who was superintendent of the penitentiary under Governor Gibbs. Another flock was brought in from the states by H. Vaughn. But the first well bred flock of any size was brought across the plains by Joseph Watt in 1848. Watt was a good judge of such stock, and taking a personal interest in the matter selected a flock of three hundred first-class sheep for the quality of their wool."

It is interesting for the reader to stop and think for a moment of the vast care and trouble it was to bring those defenseless animals on foot all the way from Ohio to Oregon, nearly three thousand miles. How they were protected from the cayotes, wolves, panthers, bears and Indians in their long journey and kept in health and strength to make their daily walk of eight or ten miles, is past all comprehension at this day, when everybody wants to ride in a palace car or dash off three hundred miles a day in an automobile. It is fortunate for Oregon and for mankind that there were such men to do such feats to settle the country. For it is certain if the task of settlement had been left to the degenerates of the present day, the country would have been taken by the Canadians or held by the Indians.

It may be of interest to remark, that the man, Jacob Lease, whose name touches Oregon in this single instance of bringing the first sheep to this country, was from Belmont County, Ohio, where the author of this book was born. Lease was a dreamer and adventurer. He had read the Spanish tales about the California paradise, and drunk it all in as real gospel, long before the discovery of gold, and determined to cast in his lot with the Spaniards. But before leaving

the region of Belmont County and Wheeling, Virginia, he made a great effort to get up a colony to come out to California. In fact, he projected his scheme on a scale large enough to land a ship load of resolute men on the coast of California, capture the country and raise the American flag and organize an American state ten years before Fremont at the head of the United States exploring expedition raised the American flag at Monterey in 1846. Lease did not succeed in organizing a party to go to California, but went there alone in 1835, by the way of New Orleans, Vera Cruz and across Mexico.

But to "return to our mutton;" sheep did so well in Oregon that the tables were turned by 1851, and Oregonians were driving mutton sheep back to California to sell to the miners for food.

But the rapid increase of sheep and the scarcity of woolen fabrics for clothing, excited interest in a proposition to build a woolen mill and manufacture Oregon wool into the needed cloth and blankets.

#### JOSEPH WATT'S WORK.

Joseph Watt did not put in two hundred and forty long weary, nerve racking days in driving three hundred sheep from Ohio to Oregon without getting a few useful ideas in his head. One of these thoughts was the building of a mill to manufacture wool. The probability is, that while Watt drove the sheep, the ambition to build a woolen mill drove Watt. And so by the time he got his sheep safely into the Willamette valley and comfortably provided for on his beautiful farm at Amity, he had his mill all ready to run except building the house and putting in the machinery. In fact he brought some of the machinery with him; for he brought along a wool carding machine, the first brought to Oregon, and which made into rolls the fleece of his sheep the next spring, while the pioneer women got out their old wheels, or made new ones, and spun the first wool off Watt's sheep.

But to return to the woolen mill. When Joe Watt undertook a job he was not a "quitter." He got his stock subscription paper ready, and by the end of 1853 he had got the money, the machinery, the factory building, and was making woolen cloth at Salem in the first woolen mill on the Pacific coast called the "Willamette Woolen Mill." The mill was operated by water power brought down from Santiam river; worked up four hundred thousand pounds of wool annually, and paid out \$100,000 annually for wages to the operatives who were mostly Salem girls. The mill prospered for many years; and after twenty-three years successful operation was unfortunately destroyed by fire.

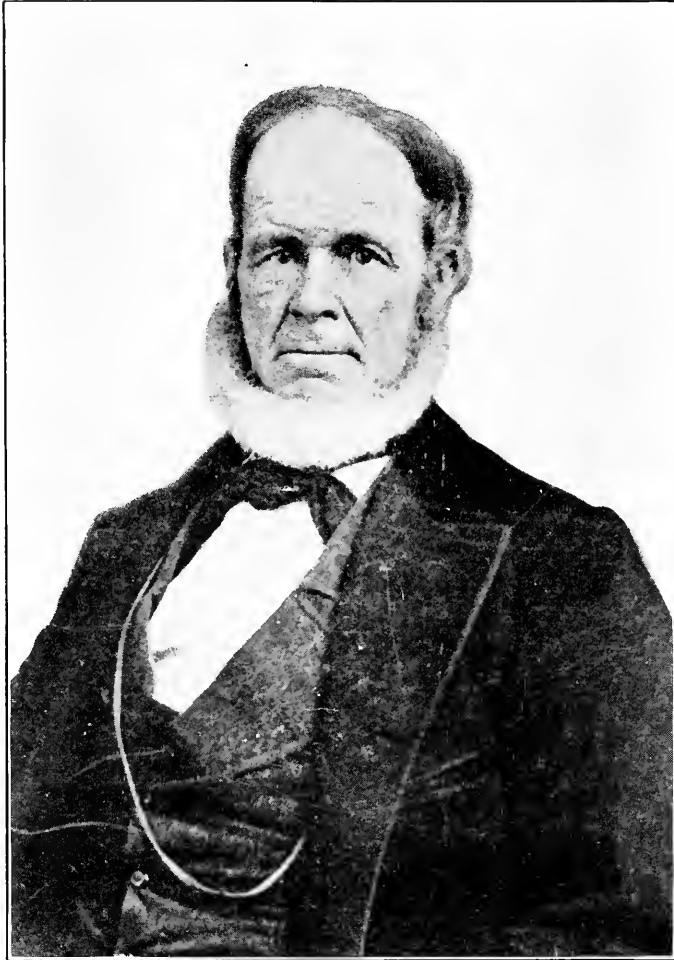
Other mills have been put in operation in the state in addition to the Watt mill. One at Brownsville, Linn County, has been operated successfully for many years, and has a large store in Portland to sell its goods and clothing. A larger mill than either the Salem or Brownsville mills was erected at Oregon City in 1865; and although once burned down, was speedily rebuilt and has made fortunes for its owners, who are citizens of Portland. Its employees number about four hundred.

But the largest and most successful enterprise of the kind is the Portland Woolen Mills, promoted by Mr. W. P. Olds of Olds, Wortman and King, and having its new and extensive factory at St. Johns, where between four and five hundred workers are steadily employed. The city of Portland is the center of this woolen manufactures business, and is promoting and developing a larger manufacturing interest in woolen goods and clothing than all the rest of the Pacific coast combined.

The last state census shows one and a half million head of sheep in the state, and the probability that there were several hundred thousand more scattered around through the sage brush and browsing the bunch grass on inaccessible mountain sides that were not reported. The annual wool clip in Oregon is now about twenty million pounds a year, worth twenty cents a pound as it comes off







HENDERSON LUELLING  
(Who brought first fruit trees to Oregon)

the sheep's back, making an annual income of four million dollars to the wealth of the state.

## HORTICULTURE AND EXPORT OF FRUIT.

Dr. J. R. Cardwell, the veteran horticulturist of the state, and president of the State Horticultural Society for nearly a quarter of a century, and whose life-like likeness appears on another page, has saved the author a world of trouble by recollecting and writing down the early history of horticulture in the vicinity of this city. What is said here is what Dr. Cardwell says and knows to be the facts. The gentlemen of Hood river, and the most favored localities have not surpassed the big red apple of the '50's, that gave Oregon the world-wide reputation of "the land of the big red apples." That was before the advent of the codlin moth, the scale, and the fungus.

The fungus growths came first; were noticed on the apples in the '60's—first the bitter spots on the Baldwin, then the scab and all the rest.

The first bark louse, as a pest, was noticed in 1870—trees literally covered. The enemy came. In '75 it was gone.

The first codlin moth was discovered in a box of early apples from California, in 1882; did not become a pest until early in the '90's, when the woolly aphis and the whole aphis family with the San Jose scale and other pests from California, put in their appearance. We have them yet.

The introduction of the first cultivated fruits in the country in 1824 by employees of the Hudson's Bay Company is a pretty story, with a touch of romance. At a dinner given in London in 1824 to several young men in the employ of the Hudson's Bay Company, bound for the far distant Pacific coast, a young lady at the table, beside one of the young gentlemen, ate an apple, carefully wrapped the seeds in a paper and placed them in a vest pocket of the young gentleman, with the request that when he arrived in the Oregon country, he should plant them and grow apple trees. The act was noticed and in a spirit of merriment other ladies present, from the fruits of the table, put seeds of apples, pears, peaches and grapes into the vest pockets of all the young gentlemen. On their arrival at the Hudson's Bay Company fort at Vancouver the young gentlemen gave the seeds to the company's gardener, James Bruce, who planted them in the spring of 1825. From these seeds came the trees now growing on the grounds of the Vancouver barracks, as transferred to the government on the disbanding of the company. One of these trees has been recently identified, marked and protected, and is now 85 years old, and in a healthy condition.

The apple and the pear trees and the grapevines from these seeds are yet annually bearing fruits on the grounds of the government barracks at Vancouver. Mrs. Gay Hayden of Vancouver, informed me she had eaten fruit from these trees for 54 years. The fruit is not large, but of fair quality. Fortunately the government does not allow a tree to be removed or destroyed without an order from the department. Captain Nathaniel Wyeth, in his diary of 1835, speaks of having grafted trees on his place, Fort William, on Wapato island, now called Sauvies' island. Grafts and stock must have come from the Sandwich islands, then the nearest point to the cultivated fruits, which early missionaries had brought to those islands. Captain Wyeth left the country soon after, and we have no record of his success with these fruits.

The Hudson's Bay Company introduced the first cultivated roses as early as 1830, a pink rose, with the attar-of-roses aroma. An occasional Hudson bay rose may yet be seen in the old yards in Oregon City, and at Vancouver. It is sometimes called the mission rose.

In the summer of 1847, Henderson Luelling, of Iowa, brought across the plains, several hundred yearling grafted sprouts—apple, pear, cherry, plum, prune, peach, grape, and berries—a full assortment of all the fruits grown in the then far west. These were placed in soil in two large boxes, made to fit into a wagon bed, and carefully watered and tended on the long and hazardous

six months' journey with an ox team, thousands of miles, to the banks of the Willamette, just north of the little townsite of Milwaukie, Clackamas County.

Here a little patch in the dense fir forest was cleared away with great labor and expense, and the first Oregon nursery was set that autumn with portent more significant for the luxury and civilization of this country than any laden ship that ever entered the mouth of the Columbia. A fellow traveler, William Meek, had also brought a sack of apple seeds and a few grafted trees. A partnership was formed and the firm of Luelling & Meek started the first nursery of 1848. Roots from seeding apples planted at Oregon City and on French prairie, and sprouts from the wild cherry of the vicinity and wild plum roots brought in from Rogue river valley, furnished the first stock. And it is related that one root graft in the nursery, the first year, bore a big red apple and so great was the fame of it and such the curiosity of the people, that men, women and children came from miles around to see it and made a hard beaten track through the nursery to this joyous reminder of the old homestead so far away.

Ralph C. Geer also came in 1847 and brought one bushel of apple seeds and half a bushel of pear seeds and was one of the first to plant an orchard in the Waldo hills.

People in those days in this sparsely settled country knew what their neighbors were doing, and in the fall of 1848 and spring of 1849 they came hundreds of miles from all over the country for scions and young trees to set in the little dooryard or to start an orchard; so that the trees were soon distributed all over the settlements of the valley—yearlings selling at 50 cents to \$1 each.

The first considerable orchards were set on French prairie, and in the Waldo hills and about Salem. Of apples the following varieties were common: Red Astrachan, Red June, Talman's Sweet, Summer Sweet, Gravenstein, White Winter Pearmain, Blue Pearmain, Genet, Gloria Mundi, Baldwin, Rambo, Wine-sap, Jenett, Seek-no-Further, Tulpahockin, American Pippin, Red Cheek Pippin, Rhode Island Greening, Virginia Greening, Little Romanite, Spitzenberg, Swaar, Waxen, and a spurious Yellow Newtown Pippin, since called Green Newton Pippin—a worthless variety which has since caused much trouble to nurserymen, orchardists and fruitbuyers, and brought by mistake for the genuine—and other varieties not now remembered.

Of pears, the Fall Butter, Pound Pear, Winter Nellis, Seckel, Bartlett, Easter and others. Of cherries, May Duke, Governor Wood, Oxheart, Blackheart, Black Tartarian, Kentish and others. Peaches, the Crawford, Hale's Early, Indian Peach, Golden Cling, and seedlings. Of plums, the Gages, Jefferson, Washington, Columbia, Peach Plum, Reine Claude, and Coe's Late Red were leading varieties. Of prunes there was only one variety, our little German prune, a native of the Rhine, sometimes called the Rhine prune, and from which our Italian is a lineal descendant—a sport from its native country. The grapes were the Catawba and Isabella.

The climate was propitious, and the soil fertile, and there were no insect pests. Trees grew rapidly and they were prolific of such fruit as had never been seen before.

About 1850, a Mr. Ladd started a nursery near Butteville, and in the same year George Settlemer arrived by way of California with a good supply of fruit-tree seed, which he planted on Green Point, and afterwards removed to his present home at Mount Angel, where, as fast as his limited means would allow, a large stock of fruit and ornamental trees were accumulated, making in all the largest variety in the territory. Mr. Settlemer wisely interested his large family of sons in the business by giving them little blocks of ground for side nurseries of their own. J. H. Settlemer of Woodburn, tells with pride how he started at 10 years of age, in three fence corners, and at 13 had 1,000 trees and sold one bill of \$60.

Another nursery was started near Salem and the pioneer fruit industry was fairly inaugurated. This year Mr. Luelling went back east and selected from



DR. J. R. CARDWELL

For twenty years president of Oregon Horticultural  
Association



the extensive nurseries of Ellwanger and Barry and A. J. Downing a large variety of young trees and plants, which he brought back via the Isthmus of Panama, carried across by Indians and mules. This time Mr. Luelling, to correct his mistake in the Yellow Newtown Pippin, had Mr. Downing personally point out the trees as they were dug. Strangely the same mistake occurred again, and again Luelling brought out the Green Newtown Pippin, and it was not for some years that the real Yellow Newtown Pippin was introduced into Oregon. The first box of apples placed upon the sidewalk in Portland in 1852 by Mr. Luelling was eagerly purchased by the admiring fruit-hungry crowd that gathered about, at \$1 per apple, and returned the neat little sum of \$75.

The home market now showed many of the above mentioned fruits, which were eagerly sought at fabulous prices. Apples brought as high as \$1 per pound by the box, and in Portland retailed at \$1.50 per pound readily, and all other fruit nearly as much.

Californians fruit-hungry, with plethoric purses, bid high for the surplus and in 1853 a few boxes securely bound with strap iron (as was the custom in those days for protection against fruit thieves), were shipped to San Francisco and sold for \$2.00 per pound.

In 1854, 500 bushels of apples were shipped and returned a net profit of from \$1.50 to \$2.00 per pound. In 1855, 6,000 bushels were shipped and returned \$20 to \$30 per bushel. Young trees were now in full bearing and the export of 1856 was 20,000 boxes. This year one box of Esopus Spitzenberg paid the shipper a net profit of \$60, and three boxes of Winesap were sold in Portland at \$102. From this time to 1860 the fall and winter shipments bi-monthly to San Francisco, per steamer, were from 3,000 to 6,000 boxes.

The business decreased from 1860 until 1870. Only a few boxes per steamer of the late winter varieties were sent. There were the Yellow Newtown Pippin, Winesap, Red Cheek, Pippin, Genet and Red Romanite, which grown in our cool climate, kept until the California varieties were gone. This marks the decadence of the fruit industry in Oregon. California sent us apples, pears, cherries, plums, prunes, apricots, grapes, and berries a month or two earlier than we could produce them; and with them came many of the insect pests which had been imported from Australia and the eastern states, and which hitherto had been unknown to us. In our isolation we had no outlet by rail or water for our surplus products. Transportation, such as we had, was enormously expensive. We could not even ship dried fruits. Our elegant orchards were neglected and the fruit allowed to fall to the ground and decay, thus furnishing breeding grounds for the green and wooly "aphis" and the "codlin moth."

In 1857, Henry Miller of the firm of Miller & Lambert, of Milwaukie, who had purchased the orchard of Luelling and Meek, sent to Ellwanger & Barry, of Rochester, New York, for the best drying prunes; and in answer received scions of the Italian (Fallenburg), and a little oblong purple prune walled the d'Agen, but not the prune known now as Petite d'Agen or French prune.

About the year 1858, Seth Luelling, a brother of Henderson Luelling, set the first Italian prune orchard, five acres, near Milwaukie. Others, noting the elegance of the fruit, in quality, size, and flavor, and its fine shipping and drying qualities, began setting trees in different localities over the state for home use, and as an experiment to test locality, and as a basis for business calculation. About 1870 there was much talk and speculation about prunes and prune growing as a business, for and against, those favoring showing facts and figures, those against claiming that our prunes were not the true German and Italian prunes, and that the prunes in this country would, as they had in eastern states, degenerate in a worthless, watery plum not fit for drying, and, at any rate, that the curculio would soon come and destroy them. Solid business men considered the prune business a visionary scheme, not worthy a serious consideration.

To verify our plums and prunes, in 1872, I ordered from August Bauman, of Bolwiler on the Rhine, one of the largest and most reliable nurserymen in

Germany, scions of fourteen varieties of plums and prunes. These came by express at a cost of \$11 per package. After five orders and five packages in various shapes had been received in worthless condition, the sixth package enveloped in oil and hermetically sealed in a tin can, came in good order. These were grafted on bearing trees, and the third year bore fruit—the Italian prune, German prune, the Petite d'Agen, Coe's Golden Drop, and all other varieties—just such fruit as we have been growing for these varieties—thus settling the matter of varieties beyond dispute. Whereupon, from 1871 to 1881 I set 80 acres to orchard near Portland; 6,000 prunes and plums, 1,000 Royal Ann and Black Republican cherries, 1,500 Bartlett pears, 500 Winter Nellis and other pears and winter apples.

This I am told, was the first commercial prune orchard on the coast. In 1876 I built a three ton box dryer, dried several tons of pitted peach-plums, which sold at 16 cents per pound in 50 pound boxes. The first yield of prunes dried in 1876 brought 12 cents, and for some years did not drop below 9 cents.

"I. R. Cardwell."

From the above account of the starting of the fruit industry in Oregon, nearly the whole of which is so near to Portland as to be a part of its history, it will be seen that it had its ebb and flow in the tide of prosperity. For fully twenty years, dating from 1870, there was very slight interest in raising fruit for sale in Oregon. The old orchards which had produced the "big red apples" were still producing fruit of a sort that would sell for something, although much of it was infested with the codling moth work, and all of it was scaly and sent to market in bad shape. To point out the particular time when there was a revival of interest from this period of depression, is not easy. The organization of the state board of horticulture in 1885, with Dr. Cardwell as president, is probably the date when horticulture in Oregon commenced its ascent to the high state of prosperity in which it is now making money for all its well informed and industrious workers. The farmers about Ashland, in Jackson County, were producing just as fine apples, peaches and pears in 1863,-4 and 5, as they are today. But there was no market for the fruit; and there was scarcely any price for the land then that is selling now without fruit trees on it for \$500 an acre.

And in Hood River valley, which had easy transportation to Portland by steamboat, there was very little sale for land on account of its value for producing fine fruit, prior to 1895. And the advantages of Hood River for fruit raising was well known as early as 1870. W. P. Watson, who owned a fine "beaver dam" tract of land at Beaverton, in Washington County, and was making money raising onions on it for the California market, traded his farm for one adjoining the little village of Hood River in 1870, his reason for doing so was that he could raise far better peaches and apples up there, than out in Washington County. The best apple land in Hood River valley could have been bought at that time at from ten to fifteen dollars an acre, and a lot of it could have been taken up as homestead. The same lands without fruit trees on them would sell for five hundred dollars an acre now.

The explanation of this great change, is the development of a market for the fine fruit outside of Oregon. While the orchard owners in Clackamas and Yamhill Counties were debating whether they had better dig up their trees and sow wheat in the place thereof, or keep on selling Yellow Newtowns, Baldwins, and Bellefleurs to the Portland grocers for fifty to sixty cents a box, a few Hood River men got enough apples together to make a car load, and packing them in neat boxes with tasteful clean papers sent them to New York on a venture—a reckless venture. And what was the result? The hard pressed Hood River farmers, the "Colonists" from Iowa, had wrought a miracle in trade and finance. Apples that could not have been sold for more than sixty cents a box in Portland were sold in New York for three dollars a box. The secret was turned loose, and Hood River apple lands looked like gold mines the next day, as in fact they



have been the most reliable gold mines ever since. And this morning's daily paper (September 2, 1910) announces the fact that Hood River apple growers have sold to one dealer in New York city, four hundred car loads of apples for an aggregate sum of half a million dollars. This purchase by Steinhardt & Kelly, fruit dealers of New York city, is said to be the largest single purchase of fruit ever made in the United States. This great sale of apples, most of which will go to London, will be filled by the varieties known as Yellow Newtowns, Spitzenbergs, Jonathans, Ortleys, Arkansas Blacks and Winter Bananas. This sale, this early in the season shows that the market for first class fruit is not likely to be overdone, and that orchards on good soil and well taken care of, will pay the very highest rate of interest, over all costs of producing the fruit, on a valuation of three or four thousand dollars an acre.

And here is an important fact in the development of the fruit industry of the world, and the distributors of food products by means of modern transportation agencies. Here are four hundred car loads of fine apples produced within sixty miles of a city of two hundred and twenty thousand people, and where transportation would not exceed five cents a box; and yet these apples are sent entirely across the continent at a cost of fifty cents a box for freight, put in cold storage in New York city, and later on sent to London and other cities of Europe, and sold at such prices as give the dealers profits and expenses all along the line. None of the Pacific coast cities buy these fine apples; nor do they get anything that is equal to them. The people of the Pacific coast won't pay New York prices for Oregon apples. The same may be said of pears produced in Rogue River valley in southern Oregon. Rogue River pears are sent to Montreal, Canada, as well as to New York. These facts seem to prove that the demand for Oregon fruit is not likely to be over-supplied within a lifetime.

When Oregon sent its delegation to the World's Fair Exposition at Buffalo, the enthusiastic representatives of Oregon fruit put up a flaring aggressive placard over their exhibits, which was at the time thought to be over-wrought, and claiming too much, but which it seems that time and trial is fully vindicating, as follows:

#### CHALLENGE.

*"Come Down Arkansas! Come Down British Columbia! Come Down Virginia!  
Come Down New York! Come Down World! The Oregon  
Rooster is up to Stay! We Show the Biggest Apples,  
and the Biggest and Best Fruit of All Kinds!  
They are no Flies on Oregon Fruit."*

This great victory for Oregon fruit against all competition in the whole world that has shown fruit at the national expositions has not been accomplished without the application of persistent painstaking labor, long and careful experience, and scientific knowledge. Fruit pests of all kinds have had to be combated and reduced to the minimum; soils had to be studied; the varieties of fruit adapted to different soils had to be determined; and the methods of care and culture thoroughly studied. In this work the professors of the Oregon Agricultural Experiment Station have given their best thought and hearty aid and support. Experimenters and observers in every locality have freely contributed their time and money; and the most disagreeable and thankless task of enforcing the law against fruit pests so as to clean up old orchards has been laid on shoulders that knew they must sacrifice friends and popularity by a faithful discharge of duty. The hardest job in this last line of duty in the whole state fell to the lot of Mr. Millard O. Lownsdale, a son of the founder of the city of Portland. Mr. Lownsdale had gone up to "Old Yamhill" County, where the oft-time praised "big red apples" always grew, and purchased one of the most sightly and perfect locations for a great commercial orchard in the state; and had at great expense converted it into not only a most beautiful estate, but also into a great money making propo-

sition. The only "fly in the ointment" was the neglect and refusal of his neighbors, proprietors of the old "big red apple" trees, to clean up their old trees, purge them of scab, fungus, scale, and codling moth. His example was not sufficient to secure reform. The law must be enforced, and Lownsdale was appointed by the governor to enforce the law. Then the trouble commenced. The inspector pointed to the law and demanded compliance or destruction of the infected trees. The owners pointed to their glorious past, and the ties and memories of the days long gone by when these dear old trees fed the multitude, and under whose surviving boughs generations of children had played—and eaten red apples. James Whitcomb Riley's lines were invoked to stay the hands of the destroyers. And here we say good bye to "the old red apples."

"The orchard lands of long ago!  
 O drowsy winds, awake and blow  
 The snowy blossoms back to me,  
 And all the buds that used to be!  
 Blow back again the grassy ways  
 Of truant feet and lift the haze  
 Of happy summer from the trees  
 That trail their tresses in the seas  
 Of grain that float and overflow  
 The orchard lands of long ago!

"Blow back the melody that slips  
 In lazy laughter from the lips  
 That marvel much that any kiss  
 Is sweeter than the apple is.  
 Blow back the twitter of the birds;  
 The lisp, the thrills, and the words  
 Of merriment that found the shine  
 Of summer time a glorious wine,  
 That drenched the leaves that loved it so  
 In orchard lands of long ago.

"O Memory! Alight and sing  
 Where rosy-bellied pippins cling,  
 And golden sunsets glint and gleam  
 As in that old Arabian dream—  
 The fruits of that enchanted tree  
 The glad Aladdin robbed for me!  
 And drowsy winds awake, and fan  
 My blood as when it overran  
 A heart, ripe as the apples grow,  
 In orchard lands of long ago!"

Since the above was written Mr. Lownsdale mentioned above, sold his 300 acre fruit farm in Yamhill County to Michigan capitalists for the sum of \$300,000.

#### INTERESTING FRUIT HISTORY.

A number of valuable additions have been made to the fruits of this region by the work of Oregon horticulturists. The largest and best cherry now produced anywhere on the face of the earth was developed by Joseph H. Lambert, residing within two miles of Portland city limits. "The Lambert" cherry was produced by Mr. Lambert at his nursery near Milwaukie, about twenty-five years ago. It is the largest of cherries, dark rich color, and of a delicious cherry flavor and

commands the highest price at the market, and can be shipped in good condition as far as New York city.

Mr. Lambert was born in Indiana, December 1, 1825, and moved to Iowa in 1847, working on a farm, and later forming a partnership in operating a portable saw mill. In the spring of 1850 he and a man named David Watkins prepared an outfit and started for the California Eldorado, but when the party which had joined the two hardy emigrants reached the point where the roads fork, one going to Oregon and the other to California, Lambert and one member of the party decided on Oregon and they wintered near Salem. In the spring of '51, Mr. Lambert went to Yreka, California, and worked in the mines long enough to discover he was not cut out for that sort of occupation, and he returned to the Willamette valley and went into the logging business, being employed by Meek & Luelling, of Milwaukie. He soon gave this up and joined a surveying party which ran the meridian line from Portland to Puget Sound. When this was completed, the same party ran the first standard parallel south and then townshipped a few tiers, which took in Salem.

Mr. Lambert was introduced to the pursuit of horticulture in an odd sort of way. He had during the winter and spring of 1853 earned a considerable sum of money by leasing and operating the Meek & Luelling mill, and had about decided to return to Salem. But his employers were financially embarrassed and could not pay him, but offered him work on their nursery until they could meet the obligation. He worked for the firm until 1854, and after residing on a 320-acre donation claim in Powell's valley he and his father-in-law, Henry Miller, of Milwaukie, bought Mr. Meek's interest in the orchards for \$25,000.

After various ups and downs the farm was paid for, and some years later Lambert bought out the other interests and became the exclusive proprietor of the once famous orchard and the historical spot where the first cultivated fruit west of the Rocky mountains was produced.

The cherry trees which formed that section of the nursery were brought across the plains in an ox wagon packed in boxes and growing in their native soil.

Mr. Lambert lived to be eighty-four years of age and passed away, full of honors, as of years, the benefactor of mankind, and carrying with him into the great future the praises and prayers of all who knew him.

Not far from Mr. Lambert's nursery, in an equally old and successful nursery of Henderson Luelling another very valuable cherry was produced some years preceding the Lambert. As experience with it proves its great value—specially valuable as a shipper to long distances—the fruit of necessity must have a name, and Mr. Luelling not caring for the honor himself, called it the "Bing" in honor of Bing, a chinaman who had for a quarter of a century most faithfully labored in the nursery and taken care of his employer's interests—many other fruits have been produced in this vicinity that cannot be noticed here. This shows the historical interest in fruit culture at this point, where the great fruit interest of the Pacific coast started sixty-two years ago.

#### SCHOOL TEACHING AND APPLE GROWING.

The great gold mine success in producing the best apples in the world in the vicinity of Portland, Oregon, has not failed to catch the dollars as well as the attention of many classes of people. Real estate "boomers" and speculators were among the first to rush into the business. Good fruit lands were not only grabbed up and sold out at speculative prices in small tracts; but also lands that were worthless for fruit have been worked off on the unwary and inexperienced at prices one hundred times their value for any purpose. Other land dealers, more honest and having confidence in their lands have divided them into ten acre tracts and sold them out at prices that would cover the cost and profit on the land, and all the expenses of setting to trees, cultivating and caring for them for five years, and then delivering the orchard in its first bearing to the purchaser. This form

of investing in a fruit farm has been a favorite plan with city people of moderate means, for moderate fixed salaries; and with no class more popular than with the teachers in our public schools, hundreds of them having put their savings into such investments.

#### TEACHERS FOR APPLE GROWERS.

A recent issue of the Daily Oregonian noticing this phase of public interest in fruit growing, says:

"A number of teachers in the public schools of Portland and elsewhere in the Pacific northwest have invested their savings in small acreage tracts in this vicinity, with the view, it is said, of becoming associated apple-growers. Considering the price of the acreage bought, the cost of putting the land under cultivation and buying trees and properly caring for them until they begin to bear, the venture is a brave one. This is especially true in view of the fact that the women buyers will not be able to do any of the work themselves but must hire everything done. Still the hope that induces a toiler on a salary to undertake an enterprise of this kind in a small way is by no means a forlorn one. As the years go on, this acreage will increase in value, and the apple trees, if judiciously selected, properly set and cared for, will, in ten years, be an asset that will lighten the prospect which every teacher faces, of being in due time dropped from the roll as out of date with new fads and methods in education that are growing in favor, but with which the practical, sober-minded teacher is not in sympathy.

The prospect of outdated usefulness is appalling to a wage-earner, whose daily necessities absorb all, or nearly all the returns of his or her labor. This is especially true of persons of thrifty nature. To these the small investment made during the earning period is the one assurance of comfort in the evening of life. A well-cultivated tract of a few acres is perhaps the ideal surety in such cases. It carries a promise of maintenance in a simple, independent way.

Encouraging in connection with this venture of teachers is the experience of Professor J. L. Dumas, ex-president of the Washington Horticultural Society and for many years a teacher. To a "liking for a good mellow apple" he accredits the rare good fortune that has taken him from the ranks of poorly-paid pedagogues and made him a retired apple-grower. Unable to find apples suited to his taste in past years, he conceived the idea of raising them. He accordingly invested \$3,000, the savings of twenty years in school-teaching, in 140 acres of apple land near Dayton, Washington. Some twenty years later he sold his orchard for \$150,000, having in the meantime profited to the extent of \$125,000 from the sale of apples growing on the land. Relative success with a five-acre tract of good apple land contiguous to a growing market would settle the question of support in retirement—whether from age, inclination or dismissal, for many a teacher who wonders what she will do to maintain herself when the time that is surely coming comes."

#### THE PRUNE INDUSTRY.

It was stated by an agricultural journal in 1886, that at that time there was a larger acreage planted in prunes in Oregon than all other fruits combined. This was probably over-stating the matter. But as the first commercial prune orchard in all the three states of Oregon, Washington and Idaho was planted by Dr. J. R. Cardwell, within two miles of this city, and as Portland has been the center of the prune industry of Oregon and Washington, it is a necessary part of this history.

Dr. Cardwell planted his first thousand prune trees in 1871, and kept increasing his acreage for several years. S. A. Clarke of Salem, planted a prune orchard in 1875. A. W. Hiddon, planted the first prune orchard in Washington in 1877. But the planting of prunes on an extensive scale, did not commence until 1886. Then the prune fever captured whole communities, notably that of Clarke County, Washington, across the Columbia from this city; where there are hundreds of

thousands of fine prune trees. The crop of prunes in Oregon in the year 1894 was two and a half million pounds. This last year it was twenty-eight million pounds.

#### THE WALNUT INDUSTRY.

Within the past six years a great interest has been aroused in the vicinity of Portland in the cultivation of French walnuts. Col. Henry E. Dosch, himself a native of France, has done a great work in enlightening the American people on this fruit.

The so-called "English" walnut originated in Persia, where it throve for many centuries before it was carried to Europe—to England, Germany, France, Spain, and Italy—different varieties adapting themselves to each country. The name "walnut" is of German origin, meaning "foreign nut." The Greeks called it "the Royal nut" and the Romans, "Jupiter's acorn," "Jove's nut," the gods having been supposed to subsist on it.

The great age and size to which the walnut tree will attain has been demonstrated in these European countries; one tree in Norfolk, England, 100 years old, 90 feet high, and with a spread of 120 feet, yields 54,000 nuts a season; another tree, 300 years old, 55 feet high, and having a spread of 125 feet, yields 1,500 pounds each season. In Crimea there is a notable walnut tree 1,000 years old that yields in the neighborhood of 100,000 nuts annually. It is the property of five Tartar families, who subsist largely on its fruit.

In European countries walnuts come into bearing from the sixteenth to the twenty-fourth year; in Oregon, from the eighth to the tenth year; grafted trees, sixth year.

The first walnut trees were introduced into America a century ago by Spanish Friars who planted them in southern California. It was not until comparatively recent years that the hardier varieties from France adapted to commercial use, were planted in California and later in Oregon.

English walnuts for desert, walnut confectionery, walnut cake, walnuts in candy bags at Christmas time—thus far has the average person been introduced to this, one of the greatest foods of the earth. But if the food specialists are heard, if the increasing consumption of nuts as recorded by the government bureau of imports is consulted—in short, if one opens his eyes to the tremendous place the walnut is beginning to take among food products the world over, he will realize that the walnut's rank as a table luxury is giving way to that of a necessity; he will acknowledge that the time is rapidly approaching when nuts will be regarded as we now regard beefsteak and wheat products. The demand is already so great that purveyors are beginning to ask where are the walnuts of the future to come from?

In 1902, according to the department of commerce and labor, we imported from Europe 11,927,432 pounds of English walnuts; each year since then these figures have increased, until in 1906 they reached 24,917,023 pounds, valued at \$2,193,653. In 1907 we imported 32,590,000 pounds of walnuts and 20,000,000 more were produced in the United States. In Oregon alone there are consumed \$400,000 worth of nuts annually.

The Prince Walnut Grove of Dundee, Yamhill county, thrills the soul of the onlooker with its beauty, present fruitfulness and great promise. Lying on a magnificent hillside, the long rows of evenly set trees—healthy, luxurious in foliage, and filled with nuts—present a picture of ideal horticulture worth going many miles to see. There is not a weed to mar the perfect appearance of the well-tilled soil; not a dead limb, a broken branch, a sign of neglect or decay. In all 200 acres are now planted to young walnuts, new areas being added each season. From the oldest groves, about forty-five acres, the trees from twelve to fourteen years old, there was marketed in 1905, between two and three tons of walnuts; in 1906 between four and five tons; in 1907 ten tons were harvested, bringing the highest market price, 18 and 20 cents a pound wholesale, two cents

more than California nuts. The crop for 1908 was at least one-third heavier than for 1907. One tree on the Prince place, a Mayette, that has received extra cultivation, by way of experiment, now twelve years old, has a spread of thirty-eight feet, and yielded in its eleventh year, 125 pounds of excellent nuts.

While it is generally found that seedling trees properly treated come into bearing the eighth year, this crop is usually light, doubling each successive season for seven or eight years. From then on there is a steady increase in crop and hardiness for many years. Often trees in Oregon bear in their sixth year; while there are instances on record of trees set out in February, bearing the following autumn. This is no criterion, however, merely an instance illustrating the unusual richness of Oregon soil, and its perfect adaptability to walnut culture.

#### THE WALNUT MARKET.

The very fact that in 1907 Oregon grown walnuts commanded several cents a pound higher price than those grown elsewhere indicated their market value. When ordinary nuts sold for 12 and 16 cents a pound, Oregon nuts brought 18 and 20 cents.

New York dealers who cater to the costliest trade throughout the United States, and who have never handled for this purpose any but the finest types of imported nuts, pronounced the Oregon product satisfactory from every standpoint—finely flavored, nutty, meaty and delicious. They were glad to pay an extra price to secure all that were available.

In the home market the leading dealers of Portland and northwest cities readily dispose of all the Oregon walnuts obtainable at an advanced price. In fact, the Oregon walnut has commanded a premium in every market into which it has been introduced.

#### WHO SHOULD PLANT.

Like the apple business, the sale of lands for walnut plantations has been actively pushed for several years, and all sorts and conditions of men and women have been urged to put their savings into this new industry.

The walnut agent literature is extensive and interesting. From one of their booklets edited by J. C. Cooper we take the following extract:

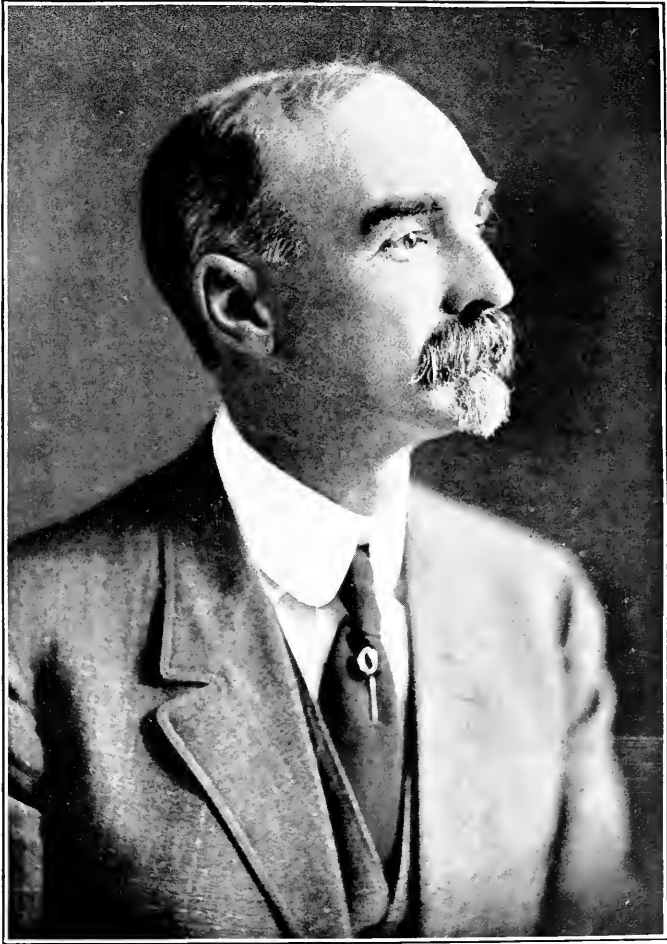
"Professional men and women, business men and women, those living in the cities and towns and confined to offices, stores and factories, will find an investment in forty or fifty acres of walnut land at the present time wholly within their possibilities. Special terms can be arranged and their groves planted and cared for at small cost. While they are working their groves will be growing toward maturity, and in less than a decade, they may be free from the demands of daily routine; the grove will furnish an income, increasing each season until the twentieth year, and will prove the most pleasant kind of old age annuity, and the richest inheritance a man could leave his children.

The practical farmer, or the inexperienced man who desired to escape the tyranny of city work by way of the soil, will find that a walnut grove offers an immediate home, a living from small fruits and vegetables while his trees are maturing, and at the end of eight or ten years the beginning of an income that will every year thereafter increase, while the labor exacted will gradually lessen until it amounts to practically nothing. Like rearing children, a walnut grower's troubles are over with the trees' infant days.

The capitalist can find no better place for his money than safely invested in Oregon walnut lands; the rise is certain and near."

B. M. Lelong, secretary of the California state board of horticulture, wrote in 1896:

"California growers have had a long and varied experience with many failures, and when they finally began to place their walnuts on the market they were



H. C. ATWELL  
President of the State Horticultural Society





obliged to accept the humiliating price of from 3 to 6 cents a pound less than that paid for imported walnuts."

In Oregon the reverse is true. Our walnuts command a price above that paid for walnuts raised anywhere else. The size, cracking out quantity, delicate flavor and delicious creamy taste, are the qualities that give the Oregon walnut its surpassing excellence.

## PROFITS OF FRUIT RAISING.

Hood River, Ore., Sept. 14, 1910.—Dr. W. R. Colley reports the largest yield of Gravenstein apples in the valley. He packed 251 boxes from eight 14-year-old trees. It will be interesting to know that the fruit sold for \$1.50 per box, or at the rate of \$47.06 per tree. At this rate an acre containing 60 Gravenstein trees would bring in a gross return of between \$2,500 and \$3,000.

The average net profits to the farmer in raising strawberries in the vicinity of Portland this season of 1910 has been two hundred dollars an acre, counting nothing for the labor of the farmer producing the crop.

Profits on acres of the fancy varieties of apples—Spitzenbergs and Yellow Newtowns—in both Hood River and Rogue River valleys have been, in orchards well taken care of, ranging from six hundred to one thousand dollars an acre. Comice pears in Rogue River valley have produced even greater profits.

Discussing this question in a conservative tone, the Daily Oregonian of September 10, 1910, says:

"Let us look at this more closely. Orchards and orchard lands in Oregon are in a class by themselves. When orchards in bearing in organized or developed districts and therefore planted not less than seven years ago, realize from \$500 to \$900 an acre for their fruit, year by year, or even more, no one counts, or at least ought to, object to a price based on four years produce. And yet one rarely hears of more than \$2,000 an acre being asked for bearing orchards. In well cared for modern orchards there seems no sign of or reason for the trees growing old and wearing out for many a year to come. Nor does there appear any probability of the market being outrun by production. Good orchards in Oregon, then, must be good to buy and to live on.

## STATISTICS.

The apple crop in all the states east of the Rocky mountains is packed in barrels and sold by the barrel. The fruit crops of the states west of the Rocky mountains are all packed in boxes, and sold by the box. The box is much handier and better than a barrel. And the fruit box now in universal use in the Pacific states was designed and developed in Oregon, and manufactured first at Milwaukee for Luelling, Meek and Lambert.

Fruit crops in Oregon for 1906, 7, 8 and 9.

APPLES.		
	Boxes	Value
1907	1,082,200	\$1,423,800
1908	1,310,000	1,215,000
1909	1,100,000	1,350,000
PEACHES.		
	Boxes.	Value.
1906		\$172,750
1907	445,870	248,260
1908	420,000	210,000
1909	400,000	240,000

## THE CITY OF PORTLAND

## PEARS

	Boxes.	Value.
1906 .....		\$276,250
1907 .....	247,760	286,600
1908 .....	272,000	134,500
1909 .....	275,000	145,000

## CHERRIES.

	Pounds	Value
1907 .....	5,459,000	\$230,500
1908 .....	4,950,000	165,000
1909 .....	4,500,000	175,000

## PRUNES.

	Pounds.	Value.
1906 .....		\$ 693,500
1907 .....	25,454,185	12,098,925
1908 .....	16,500,000	850,000
1909 .....	28,000,000	950,000

Oregon prunes are exported to England and other foreign countries. 80 per cent of the Italian prune crop of the country is produced in Oregon. The average annual crop of prunes is about 27,000,000 pounds of dried prunes, and from one hundred to one hundred and fifty carloads of fresh prunes. An acre of prunes produces from five to seven tons.

## WALNUTS.

The walnut industry alone has great possibility. Already two thousand acres have been set out, and the crops already produced are of a quality which even surpasses the famous walnut of southern France. More than 8,000 acres have been sold for planting this season, and the Willamette valley is destined to be one of the great walnut regions.

## FRUIT CANNERIES.

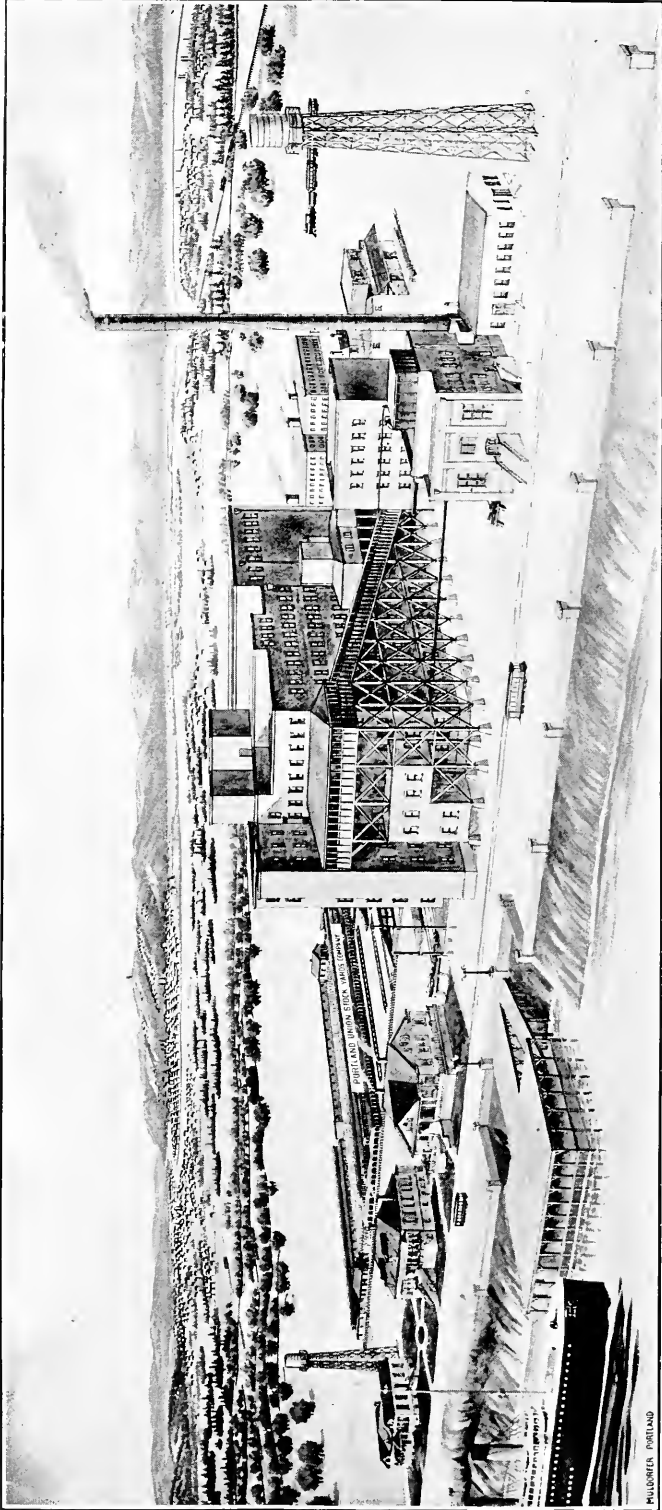
Number .....	14
Value of plant .....	\$176,500.00
Number of employes .....	359
Amount of wages .....	\$10,453.00
Total output for 1907, cases.....	896,350

## CONDITIONS OF HORTICULTURE.

In the last decade Oregon has gained more honors and medals for its fruit than any other state in the Union. It swept these away from all competitors at the national expositions at Chicago, at Buffalo, at Charleston and elsewhere. At Buffalo, Oregon won eighteen gold medals for its horticultural, pomological and viticultural exhibits. At Charleston it gained thirty-four gold and fourteen silver, as well as one bronze medal for its fruit exhibit. At St. Louis, Oregon won thirty-seven gold medals, one hundred and fifty-two silver medals, and seventy-two bronze medals, as also three grand prizes, making a total of 294 medals and grand prizes.

The agency most efficient in bringing about this great success, prosperity and national fame in horticulture for Oregon, has been the Oregon State Horticultural Society, organized first in 1877, and reorganized in 1885—twenty-five years





SWIFT AND COMPANY MEAT PACKING PLANT, COVERING ONE HUNDRED AND FIFTY ACRES

MALDEN PORTLAND

ago. A few patient and persevering men who believed Oregon would excel the world on fruit, got together and gave their time and money to educate their neighbors, and the people of the state. Many a man who has plodded along raising wheat or potatoes making a brave living, might have been rich now if he had heeded the advice of these pioneers in horticulture.

The present officers of the society are: H. C. Atwell of Forest Grove, president; J. R. Shepard of Portland, vice-president; Frank W. Power of Portland, secretary. Annual membership dues, one dollar.

#### LIVE STOCK AND MEAT CONSUMPTION.

Portland is the great livestock center of the Pacific coast. As these lines are being penned, a great livestock show is being held on the grounds of the Country Club near Portland. A single item may show the widespread interest in this exhibition. Notwithstanding there are 3,000 automobiles in the city, and hundreds of auto trucks, delivery wagons and taxicabs, yet the interest in fine horses is shown by an exhibition of three hundred thoroughbred horses of all classes. Cattle are equally represented; and the aggregate value of these pure bloods will not fall short of \$250,000.

Within the past year the Portland Union Stock Yards have handled 8,448 carloads of fat stock, shipped to this point for meat slaughtering purposes; the total value of which is \$8,335,000. This stock is made up of seventy-eight thousand head of beef cattle, fifty-five hundred calves, one hundred and forty thousand mutton sheep, and eighty thousand head of fat hogs.

Portland Union Stock Yards is the only central livestock market west of Denver and St. Paul, where a farmer or stock raiser can ship fifty carloads of stock suitable for slaughter and get the top prices for his property. All the stock enumerated has come in by rail from points all over Oregon, Washington and Idaho, and represents the great interest producing cattle and wool on the public lands in these states, as well as the farmers raising hogs and veal on clover and alfalfa forage in connection with the offal from dairies and cheese factories.

Half of the stock received at the yards was taken by local buyers, and the remainder was bought by packers and butchers in the northwest. Portland is now firmly established as the central livestock market in this part of the United States.

The following gives what for the time is regarded as general range of value: October, 1910—Cattle—Steers, top quality, \$5.25@5.50; fair to good, \$4.00@4.75; cows, top, \$4.00@4.50; fair to good, \$3.00@3.75; calves, top, \$6.00@7.00; heavy; \$5.00@5.50; bulls, \$2.50@3.50; stags, \$3.00@4.00. Hogs—best, \$10.00@10.40; fair to good, \$9.00@9.50. Sheep—top wethers, \$4.00@4.25; fair to good, \$3.00@3.75; ewes, ½c less on all grades; lambs, \$4.50@5.50.

To further show the development of this business, the extent to which money has recently been invested, must be considered. Something over a year ago, the great meat packing house of Swift & Co., from Kansas City in the state of Kansas, entered the field of this industry at Portland, by purchasing 150 acres of land on Columbia slough, an arm of the Columbia river, adjoining this city, as the foundation of a great packing house plant on the Pacific coast. Since making the purchase, the company has been actively developing its property for the purposes intended by the erection of extensive buildings, stock yards, railroads, and filling the low lands with sand pumped out of the river, spending altogether over a million and a half of dollars in this enterprise. When all their works are completed, it will be one of the most perfect establishments of its kind in the world. And to show the manifold uses and purposes the carcass of a domestic animal is now put to, the following list is given:

From the hide comes leather, from which, in addition to your shoes, are taken the belts which you use in your mills; from tallow, soap, glycerine, butterine, lubricator and candles; from blood, albumen, fertilizer and stock food;

from the tankage, which includes all manner of "refuse," fertilizer and stock food; from the hoof comes buttons, hair pins, fertilizer, glue and fancy goods; from the oleo, oil, butterine and packages for putty, lard and snuff; from the tail, compound lard; from the intestines, sausage castings, gut skin hose and snuff packages; from the weasands, sausage casing, brewers' hose and snuff packages; from the bladder, casings and packages for putty, lard, snuff; from the tail, hair for mattresses and upholstering; from the bones, buttons, glue, handles and fancy goods; from the neat's foot oil, polish, leather dressing, lubricant and illuminant; from the bone comes bone meal, stock food, fertilizer, material for tempering steel, anhydrous ammonia and glue. The tongue, cheek, brain, lips, heart, liver, tail, sweet breads and tripe are all sold for meat. There is nothing wasted but the water or moisture in the carcass.

Besides this great establishment, there are several others not so large, but quite as active, as enterprising and useful to the community.

## CHAPTER XX.

1833—1910.

*The First Schools in Old Oregon—The First Schools in Oregon—The First Schools in Portland—Organization of the Public Schools—History of the Public Schools—Tabitha Brown's School—Denominational and Private Schools—Colleges and Universities—Libraries, Reading Rooms and Museums.*

The first school of any kind opened on the great northwest coast of America called "Old Oregon," was taught at the Hudson's Bay Company's fort at Vancouver by an American named John Ball. The school was the outcome of the misfortunes of Ball in connection with the trading party of Nathaniel Wyeth on its way to Oregon in 1832. Wyeth had started from the Missouri river with a party of nineteen men pretty well supplied and provisioned; but on account of ignorance and inexperience on the plains, had been attacked by the Blackfeet, and only escaped destruction by the protecting arm of Milton Sublette, the trapper and trader. From one trouble to another they finally reached a deep valley in the Rocky mountains called Pierre Hole, where they got into another battle with the Indians along with some trappers, in which scrimmage twenty-six Indians, six white men, and thirty-two horses were killed. After this trouble, Sublette and Wyeth pulled out of Pierre Hole and pushed on west in company until they reached the head waters of Humbolt river near the south boundary line of Idaho. Here the two parties separated, Wyeth and what was left of his party coming on to Oregon, and Sublette going to California. Wyeth and his few weakened men—our first school teacher, John Ball among them—struggled through the mountains, suffering every trial, danger and hardship known to reckless men, and finally reached Vancouver on the 29th day of October, 1832. Wyeth and his whole party were absolutely destitute. Not a dollar in money had they. Their clothing was worn out, and in rags and tatters, they knocked at Fort Vancouver gate for shelter, food and clothing. They had started from Boston to come to Oregon and put the Hudson's Bay Company out of business, and now found themselves suppliants at the door of the man they intended to drive out of the country. It was not a light and trifling matter, either, to the Hudson's Bay people. For if Wyeth could get across the mountains despite the attack of Indians, this party might be but the forerunner of a great host of Americans who would take the country. But it was all the same to the big heart of John McLoughlin. Here were starving white men; and blood was thicker than water. The Americans put on a bold front. They wanted work, and they would pay for all they got. What could they do? Anything that men can do—clear land, run boats, chop wood, preach the gospel, or teach school. John Ball, the Yankee school master from Boston, got the first job, and commenced teaching at Van-

cover the first school ever opened west of the Rocky mountains, on January 1, 1833, and had for his pupils about two dozen half-breed Indian children of all ages, from six to sixteen. And thus was lit the lamp of learning in the far western wilds of America. In a letter to Elwood Evans, author of the History of the Northwest, Mr. Ball gives the following account of that first school:

"The scholars come in talking their respective languages—Cree, Nez Perce, Chinook, Klickitat, etc. I could not understand them, and when I called them to order, there was but one who understood me. As I had come from a land where discipline was expected in school management, I could not persuade myself that I could accomplish anything without order. I therefore issued my orders, and to my surprise, he who understood, joined issue with me upon my government in the school. While endeavoring to impress upon him the necessity of discipline and order in the school, and through him making such necessity appreciated by his associates, Dr. McLoughlin, chief factor, entered. To the doctor I explained my difficulty. He investigated my complaint, found my statements correct, and at once made such an example of the refractory boy that I never afterward experienced any trouble in governing. I continued in the school over eighteen months, during which the scholars learned to speak English.

Several could repeat some of Murray's grammar verbatim. Some had gone through arithmetic, and upon review copied it entire. These copies were afterward used as school books, there having been only one printed copy at Fort Vancouver. The school numbered twenty-five pupils."

In his journal Ball gives a somewhat different account of this first school, as follows: "Not liking to live gratis, I asked the doctor for some employment. He repeatedly answered me that I was a guest, and not expected to work. But after much urging, he said if I was willing, he would like me to teach his own son and the others boys in the fort, of whom there were a dozen. Of course I gladly accepted the offer. So the boys were sent to my room to be instructed. All were half-breeds, as there was not a white woman in Oregon. The doctor's wife was a "Chippewa" from Lake Superior, and the lightest woman was Mrs. Douglas, a half-breed from Hudson's bay. I found the boys docile and attentive, and they made good progress. The doctor often came into the school, and was well satisfied and pleased. One day he said: "Ball, anyway, you will have the reputation of teaching the first school in Oregon." So I passed the winter of 1832 and 1833."

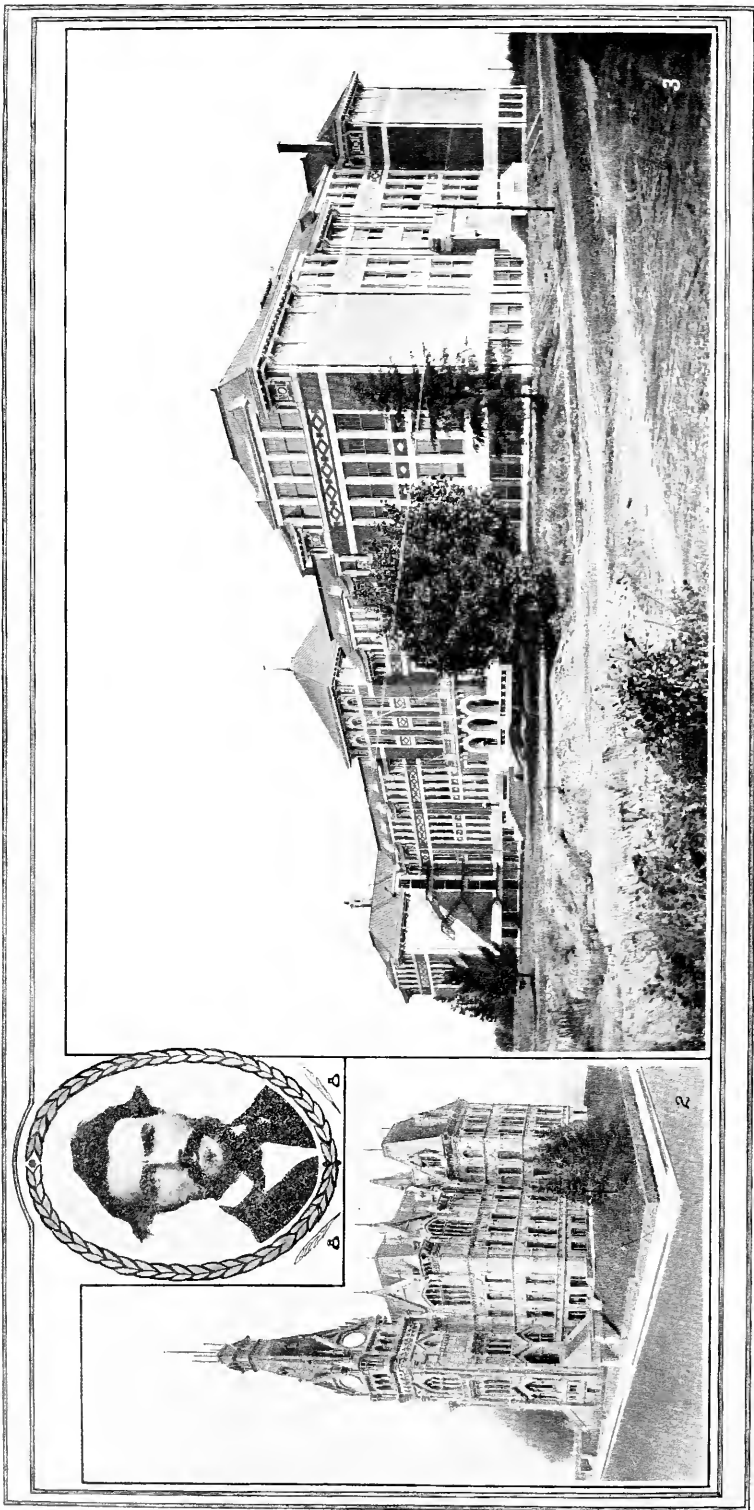
John Ball, the teacher of this first school in Oregon, was the youngest of ten children born on Tenny's hill, Hebron, Grafton county, New Hampshire, November 12, 1794. His childhood was spent on this farm. Of schooling he had but little before he was twenty years old. In 1814 he was sent to a clergyman in Groton, the next town, to be taught. From there he went to Salisbury academy and entered Dartmouth College in 1816, spending his summer vacations on the farm, and teaching country schools in the winters. After graduating, he studied law, teaching school to meet his expenses. He was admitted to the bar to practice law, at Utica, New York, in 1824. One of his father's neighbors being John Ordway, who had been out here in the Lewis and Clark party in 1805, and returned safely to his old home, had so filled the boy up with the great reports about this Oregon country, that when Wyeth called for men to go to Oregon in 1832, Ball quickly joined the Wyeth party—and the school teaching experience was the best luck he had in Oregon.

#### THE FIRST MISSION SCHOOL.

The first school south of the Columbia river was the Mission school, taught by Philip L. Edwards in 1835, near Old Champoeg, in what is now Marion county. Commencing with only a few pupils, twenty-five more were brought in from the settlers on French prairie, and from native Indians, on either side of the Cascade mountains, until all the persons, pupils and others at the mission







1—Dr. Ralph Wileox, first school teacher in Portland, 1847. 2—First High School Building.  
3—Latest High School Building.

amounted to thirty persons. These people were all packed into one small house. None of them were accustomed to such confinement, all having been brought up in tents, tepees, or the open air. Some were diseased; many became ill from change of diet, and soon an epidemic of something like diphtheria broke out, and instead of a school, the place became a hospital with sixteen children lying sick at one time in one small room. The school was a failure, and nearly broken up for want of some common sense in regard to the simplest precautions to protect the health of children. The school was continued amid discouraging circumstances, the missionaries doing everything in their power to remedy want of proper buildings, as Dr. McLoughlin testifies, until 1838. During this time, there never was at best more than thirty-five or forty pupils, mostly natives or half-breeds; and of these, one-third died. In Himes' History of Oregon, it is stated, "That the mission family consisted of those adults, and twenty-three Indian and half-breed children, ten of whom were orphans. And besides these, there were twenty-two Indians and eight half-breeds who attended the day school. All were taught to speak English, and several could read. The larger boys worked on the farm in fine weather, earning at the lowest pay of the Hudson's Bay Company, their board, clothing and tuition."

This first teacher in Oregon, Philip L. Edwards, was a Kentuckian by birth, and came from Richmond, Missouri, to Oregon when he was twenty-three years of age. Of more than ordinary attainments, he loved order and refinement. A frontier man, he knew how to accommodate himself to the rough and tumble of frontier life. While possessed of high moral sense, he was not a missionary or a professor of religion. After teaching this school, he returned to Missouri, studied law and married, and during the troubles with the Mormons in 1841, enlisted in the militia forces against the Mormons, and was appointed a colonel. In 1850 he emigrated to California, settling in Nevada county, taking an active part in politics and dying in May, 1869.

#### THE FIRST SCHOOL IN PORTLAND.

From Prof. T. H. Crawford's sketch of the public schools of Portland is taken the following: "Up to the organization of district No. 1, in April, 1856, no official records have been found. From files of the Oregonian, from personal interviews with our older citizens, from many interesting letters from the pioneer teachers of Portland, from historical sketches already published by J. Quinn Thornton, W. H. Gray, S. F. Chadwick, T. L. Eliot, S. W. King and others, have I collected what follows.

"The first day school of any kind in Portland was opened in the fall of 1847 by Dr. Ralph Wilcox. It was conducted in a house erected by Mr. McNamee, at the foot of Taylor street. It was properly a private school. It continued probably one quarter. The names of some of the pupils are given: Frances McNamee (Mrs. E. J. Northrup), her brothers, Moses, Adam and William; Charlotte Terwilliger (Mrs. Walter Moffett Cartwright); Milton Doan's children, Sarah, May, Peter and John; Henry Hill, Helen Hill (Mrs. William S. Powell), J. Miller Murphy, Lucy and Charlotte Barnes, Emma and Sarah Ross, Alonzo Terwilliger. There were, no doubt others, but their names I have not ascertained.

"Dr. Wilcox was born in East Bloomfield, Ontario county, N. Y., July 9, 1818. Graduated at Geneva Medical College, August 7, 1839. Came to Oregon in 1845. Died in Portland 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 them attending Dr. Wilcox' 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 (lot 2, block 14), where the drug store of L. Blumauer & Co. (1879) now stands. This lot was sold May 12, 1856, to Davis & 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.' It shows, strangely enough, that from its occupation in '47, '48, '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. He 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 3, 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 sixteenth section of each township was secured for educational purposes.

"In framing the act for the organization of our territory, the thirty-sixth section was added. This provoked much opposition. To Hon. J. Quinn Thornton is due the honor of this munificent addition to our educational resources. He spent the summer of 1848 in Washington city, and by his persistent and indefatigable labors not only Oregon, but every state and every territory since organized, has been thus grandly endowed.

"March 3, 1849, Hon. Jos. 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: 37 for and 6 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 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. Dr. 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 afterward imported about \$1,700 worth more of school books, and sold out to S. J. McCormick, Esq.

"Late in December, 1849, Rev. Horace Lyman began a school in the 'school house.' This building, a frame structure, was built by Col. Wm. King, for church and school purposes. It was located on lot 3, block 29, on 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, N. Y., 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 Street M. E. church was built and dedicated, November 14, of that year. Rev. James H.



REV. GEORGE H. ATKINSON



Wilbur afterward 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 Dr. Lyman taught the first public school proper, but in a letter from him, 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, Terwilligers, Appersons and Coffins. Number of inhabitants, perhaps two hundred and fifty. Dr. 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 for which 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, and had an average of sixty-two pupils. The colonel remembers, among the boys and girls, the Carters, Cullens, Appersons, Chapmans, Coffins, Parrishes, Stephens, Millers, Hills, Terwilligers, McNamees and Watts. 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 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 (1879) a minister of the M. E. church. He taught nine months, beginning about December 1, 1850. He had between fifty and sixty pupils. To the names of pupils last mentioned he adds: Davises, Crosbys, Lownsdales and Butlers. Mr. Doane received some pecuniary assistance from M. E. church missionary funds, so that the rate bills were low—from \$2.50 to \$6.00 per quarter. His classes ranged from 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 Dr. Lyman's letter, also, it may be inferred that this board was the result of the efforts he mentioned. At least, this is the first tangible evidence I have found of the first organization perfected under the law.

This board announces 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: Saunder's 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. De Witt.

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. 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. He had about twenty pupils at first. He taught school, laid cross-walks, 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 an \$800 school fund. So large was the school in the fall, that an assistant was deemed necessary.

Among the arrivals in September, 1853, 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 skilful 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 the 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, Benjamin 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 class, on First street between Taylor and Salmon. The exact location was on the west side of First, second door above Taylor, adjoining the store of Butler & Keiser, which was on the corner of Taylor and First. Mr. Outhouse’s wages were \$100, and Miss Clarke’s \$75 per month. It is presumed that Mr. Outhouse was employed to teach the advanced classes, but owing to the laxness of regulation, 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 with a “graded” on the stairs, as far up 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 “rapping” on the window panes, and when he suspected danger scampered for the hazel brush hard by. This became 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 and '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 another instance 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 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 name of his illustrious companions. He replied that "they kept 'bachelor's 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 of 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 the immigration 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 will hold a public examination on Friday, the 27th, to which parents and friends were invited.

Miss Clarke taught until mid-summer, 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, J. M. Keeler, the county superintendent, announces that he is ready to organize school districts.

During the fall of 1854, Thomas Frazer, Esq., began the agitation of the school question. He had printed, at his own expense, notice 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 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 6 o'clock, then and there to elect (1) a chairman and secretary of said meeting; (2) a board of three school directors; (3) a district clerk, and to transact such other business, etc. Thomas Frazer, 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 Frazer, 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 was quite probable that L. Limerick taught the first school under the organization. Prior to this time, it appears that the city had been divided in 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, and 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 meets and bounds is found in Mr. Limerick's writings. So far as this part of the present district had a history I have this much: In the fall of 1855, Col. J. M. Keeler, just from Forest Grove—Tualitin Academy—taught the district school in the two-story house still standing on the southeast corner of Jefferson and Second streets. He received a hundred and fifty dollars per month, had one hundred pupils per day. Had an assistant, also, 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 Col. 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, N. Y., advertises a "select school" in the "lower part of town for small boys and girls." Refers to A. D. Shelby, Esq., for testimonials. She afterward 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 many years, and has herself been engaged in teaching.

July 7, 1855, Messrs. Frazer, 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. Frazer. 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. Frazer 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 formerly 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 indorsement."

Mr. Pennoyer taught six months in the "school house." 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.

This man Pennoyer was afterward twice elected governor of Oregon, and once mayor of the city, but rendered but doubtful service in either office. He was put forward by his admirers as a candidate for vice-president of the United

States on the democratic ticket in the year 1894. Pennoyer always claimed he had the only dress coat in Portland at the date mentioned above. But that was a mistake. At that time, some other bachelors in the new town, Mr. Frederick Bickel among them, and still living in Portland, were keeping "bachelor's hall" down on Stark at between First and Second, and having to air their clothing on the bushes in that vicinity, after putting them out one nice day, and shortly after looking out of the upper-story windows, Mr. Bickel discovered that a big Indian had just donned his nice dress coat and was pompously marching down Stark street to the river with it—and that was the last of it.

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 toward 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 the consolidation of the two districts. He had taught 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 school house. At this meeting Thomas Frazer was chosen chairman, and J. M. Keeler secretary. Wm. Weatherword, 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 (1879), 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. Benj. 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 school house 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, Wm. Beck, S. Coffin and A. M. Starr, was appointed to ascertain the cost of different sites for school grounds. May 26th, this committee reported in favor of the "James Fields' block" No. 174—cost \$1,000. Voted to purchase 63 to 45. May 29, moved a tax of \$4,000 for site and building purposes; vote stood 39 to 13. August 7, board advertised for bids. August 16th, contract awarded E. M. Burton and R. D. Carson for \$2,993. They were to enclose the building, lay floors, etc. April 24, 1857, 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, proposition to teach the school were received from J. M. Keeler and George A. Illidge and laid on the table. November 28, 1857, Col. King presented a bill for \$120 rental of the "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 "school house" from March, 1853, when Mr. Outhouse closed, until the spring of 1855, when Mr. Limerick was the occupant. But the board were 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, two hundred and eighty 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 Wm. M. King, which are noted "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 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. Col. Keeler, the teacher above named, was afterward U. S. provost marshal for Oregon during the Southern rebellion.

#### 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 Harrison 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 and 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. Mayo, 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 & 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 year; 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 Wm. Braden to add two wings to this building, for \$4,121. Total cost of North school, original bids, \$16,937.55.

## HIGH SCHOOL.

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. Tower (Mrs. F. K. Arnold) as assistant.

During the Christmas holidays, 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 building.

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 years and a quarter; 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 north-east corner of Columbia and Fourth streets, Mrs. Abbie J. Young teacher. The first quarter shows twenty-one boys and five girls enrolled. Miss Anna 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. (See statement later on.)

#### MACADAM ROAD, OR STEPHEN'S SCHOOL.

At the annual meeting April, 1868, Thomas Stephens, James Terwilliger and others asked for a school house on the macadam 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. The 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, were present, 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. 27, now known as the Watson school district.

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 afterward 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.

"My sketch must close. Over a period of thirty-two years have I traced the history of one branch of our educational system. That omissions and some mistakes have been made, I have no doubt, but they have occurred from my inability to secure reliable, definite information. Much more could be said by way of comment, but I shall leave that for more competent historians."

To this sketch is appended, in tabular form, a complete list of directors and clerks who have served, in their respective capacities, since the organization of the district in 1856.

T. H. Crawford.

OFFICERS OF DISTRICT NO. 1—1856 TO 1879.

Year.	Members of the Board.	Clerk.
1856—	W. Weatherford, J. Failing, Alexander Hamilton.....	T. J. Holmes
1857—	W. Weatherford, J. Failing, J. H. Couch.....	T. J. Holmes
1858—	J. D. Holman, J. Failing, E. D. Shattuck.....	J. M. Breck
1859—	J. D. Holman, J. Failing, E. D. Shattuck.....	J. M. Breck
1860—	J. D. Holman, J. Failing, E. D. Shattuck.....	J. F. McCoy
1861—	J. D. Holman, J. Failing, E. D. Shattuck.....	William Grooms
1862—	W. Weatherford, T. J. Holmes, A. C. R. Shaw.....	L. M. Parrish
1863—	S. J. McCormick, T. J. Holmes, Wm. M. King.....	O. Risley
1864—	S. J. McCormick, T. J. Holmes, J. Failing.....	L. M. Parrish
1865—	W. S. Ladd, T. J. Holmes, J. Failing.....	L. M. Parrish
1866—	W. S. Ladd, E. D. Shattuck, J. Failing.....	L. M. Parrish
1867—	W. S. Ladd, E. D. Shattuck, J. Failing.....	L. M. Parrish
1868—	A. Lovejoy, R. Glisan, A. P. Dennison.....	J. F. McCoy
1869—	A. Lovejoy, E. D. Shattuck, William Wadhams.....	Edw. Quackenbush
1870—	A. Lovejoy, E. D. Shattuck, J. N. Dolph.....	R. Weeks
1871—	J. A. Chapman, A. P. Dennison, J. N. Dolph.....	R. J. Ladd
1872—	J. S. Giltner, J. G. Glenn, J. N. Dolph.....	R. J. Ladd
1873—	J. S. Giltner, J. G. Glenn, J. C. Ainsworth.....	R. J. Ladd
1874—	A. H. Morgan, J. G. Glenn, J. C. Ainsworth.....	J. D. Holman
1875—	A. H. Morgan, W. S. Ladd, J. C. Ainsworth.....	G. W. Murray
1876—	A. H. Morgan, W. S. Ladd, J. C. Ainsworth.....	G. W. Murray
1877—	A. H. Morgan, W. S. Ladd, J. C. Ainsworth.....	G. W. Murray
1878—	A. H. Morgan, H. H. Northrup, J. C. Ainsworth.....	D. W. Williams
1879—	A. H. Morgan, H. H. Northrup, Wm. Wadhams.....	D. W. Williams

COMPARATIVE COST OF TUITION, 1878.

For Salaries of Teachers (including supervision).

Syracuse, N. Y. ....	\$11.22	Nashville, Tenn. ....	\$15.07
Chicago, Ill. ....	12.52	Quincy, Ill. ....	15.63
Ithaca, N. Y. ....	13.28	St. Louis, Mo. ....	16.39
Terre Haute, Ind. ....	13.54	Portland, Ore. ....	19.72
Hamilton, Ohio ....	13.90	Oakland, Cal. ....	22.20
Grand Rapids, Mich. ....	14.15	San Francisco, Cal. ....	22.30

In estimating the actual cost of maintaining public schools of this district (1878) it must be remembered that one-half of the expense is met by the state and county fund—a fund which is contributed by all the taxpayers in the state.

The cost of maintaining the schools last year in the aggregate, \$37,457.10 of which amount the state and county furnished \$19,557.13. This year (1878) the cost of the schools has been \$39,071.84, and the county fund alone has con-

tributed \$19,704.51. The state fund of perhaps \$3,000 is yet due, but which will be applied to the work of the coming year. So it will be seen that the common school fund is ample enough to give us free schools for one-half year. Then the local tax is simply for a half year's school. The cost to the taxpayers of this district over and above the tax provided for by the statute, amounts to about \$12 per pupil. [While on this subject it may be stated that the cost of each pupil in the public schools for the year 1910, is \$35.72.]

Our city has a contract (1878) with a certain person to furnish city prisoners with meals at 14 cents each. Two meals a day for a year cost the city \$102.20—add cost of "supervision," bedding, etc., and the total cost to this city for its "jail education" will reach at least \$125 per year for each person so imprisoned.

Yet there are a few persons in Portland who lay claim to literary attainments; who are, by their present occupation, at least, accredited leaders in the formation of public opinion; who have been assiduously and insidiously laboring to create a movement against the free schools, alleging, prominently, that they are too costly. It is certainly a scathing rebuke to such intermeddlers, when the heaviest taxpayers and the best brawn and brains of the city meet in a public capacity and unanimously vote liberal taxes for the maintenance of the free schools.

In view of the foregoing figures as to the cost of maintaining city prisoners, with all the fearful consequences of our "jail system," and the cost of providing for the free tuition of every girl and boy in the city with all its possible and the probable advantages to society, there was occasion for the remark made at a school meeting by one of Portland's wealthiest men, when moving for a five-mill tax, "The school tax is the most economical tax I have to pay, and one which I pay most cheerfully." For the last six years at least no public fund in this county, or for that matter, in the state, has been more faithfully and economically expended than has been that for the support of the city schools. By a system of accounts, not at all complicated, each article purchased for use is accounted for accurately. Such minor items as pens, ink, paper, penholders, etc., are so checked in passing from the stationer to the directors, city superintendent, principals and assistants that every possible avenue for waste is closed. Go into almost any public office in the state and see with what apparent indifference and almost criminal prodigality the one item of stationery is worse than wasted. Reams of legal cap are wantonly destroyed by scribblers, legislators and briefless attorneys; the walls and floors seem to be general receptacles for ink and for the offal of low mental and immoral heads and hearts. If an assistant in our public schools should willingly and knowingly permit a tithe of such vandalism, she would be reported at once. Yet these council chambers, the court rooms, these legislative halls, are fitted up extravagantly. Cushioned chairs, marble-topped tables, elegant lounges, etc., are furnished at public expense without a grumble, while our public schools are frequently censured in the public press for extravagance. To those having immediate control of the schools, these newspaper flings are often annoying, but they are at all times fully aware that the solid men and women, the bone and sinew, the intelligent and patriotic are a unit on the question of the liberal maintenance of our free schools.

#### TARDINESS OF TEACHERS.

This is not a very commendable item of statistics to record. From the figures it will be seen that the per cent of tardiness of teachers has been nearly three times that of the pupils. Although a fine of \$1 for each tardiness has been imposed and collected for each case, the number of cases this year is largely in excess of those of last year. Comment is unnecessary.

#### THE SCHOOL TEACHERS.

Referring to the historical sketch prepared in 1879, Professor Crawford adds the following:



*The School Masters and School Ma'ams who Have Taught in the Portland Public Schools.*

"Two years ago I gathered together many interesting reminiscences of the schools of Portland, and shaped them as best I could for preservation. In that sketch may be found the more prominent personages who took part in directing the general work of the schools, not only as patrons, but also as teachers.

I have, during the past year, been overhauling such meagre records as have been handed down from clerk to clerk, and have made a complete catalogue of the names of all persons who have been engaged as teachers since the opening of the first school under the management of district No. 1, organized in April, 1856.

For the first ten years—from 1858 to 1868—no records seem to have been kept with anything like regularity. The employment of teachers must have been conducted very irregularly. The records show, in some years, but one board meeting; but, from the financial record—the clerk's cash book—I find that teachers, carpenters and janitors were paid now and then. Bills for wood, furniture, candles, etc., appear to have been audited by some one and were paid by the school clerk."

From these cash books, from the records of an occasional board meeting, from a certain old, dilapidated "record" which was passed from principal to principal of the Central school for fourteen years, have these names been collected.

They are arranged alphabetically. The year in which the name first appeared and also the school in which the person first taught, are given. In a few instances nothing satisfactory could be ascertained concerning the first position occupied. If this list meets the eyes of those who were more intimately acquainted with the teachers of the first ten or twelve years, particularly, and any errors or omissions are noticed, I shall be glad to make the corrections, so that the list may be as complete as possible.

## A.

Anderson, A. J.; Central .....	1874
Atwood, Miss A. L.; North.....	1874
Abbott, Miss A. C.; Central .....	1876
Anderson, Mrs. A. B.; Central.....	1880

## B.

Boynton, G. F.; Central .....	1861
Boynton, Mrs. F. M.; Central .....	1862
Burton, Miss Helen M.; Central.....	1862
Beebe, E. P.; Central.....	1864
Batchelder, Miss M. A.; Harrison Street.....	1869
Bryant, Miss M. W.; North.....	1869
Barker, Miss S.; McAdam Road.....	1869
Burt, Mrs. H. E.; Central.....	1870
Bodman, Miss F. H.; Harrison Street.....	1871
Briggs, Mrs. J. E.; Harrison Street.....	1871
Blythe, Miss Kate; North.....	1873
Bodley, Miss J. A.; Harrison Street.....	1873
Buss, Miss L. A.; Harrison Street.....	1874
Burrage, Mrs. S. J.; North.....	1874
Bodenhamer, Mrs. M. L.; Central.....	1876
Borthwick, Mrs. A. C.; North.....	1877
Burnham, Miss A. M.; Harrison Street.....	1879
Burnell, Miss Kate; North.....	1879

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Buxton, Miss L. V.; North.....	1879
Baker, Mrs. Isabell; North.....	1880

## C.

Connelly, Owen; Central.....	1858
Chandler, Rev. George C. (deceased 1880); Central.....	1860
Campbell, Miss Esther; Central.....	1865
Combs, Mrs. J. F.; Harrison.....	1869
Chatterton, Miss L. M.; North.....	1869
Chapman, W. S.; McAdam Road.....	1869
Crawford, T. H.; North.....	1870
Carter, J. M.; Colored school.....	1871
Clark, E. C.; McAdam Road.....	1871
Clarke, Miss M. S.; Harrison Street.....	1875
Crawford, Mrs. R. A.; North.....	1875
Clawson, Miss M. E. (deceased 1880); Harrison Street.....	1876
Chapman, E. E.; North.....	1877
Coburn, Miss Ada; North.....	1877
Caples, Miss Jennie; Harrison Street.....	1878
Carson, Miss L. C.; North.....	1878
Curtis, Miss J. M.; Harrison Street.....	1878
Clawson, Miss Alice; Central.....	1879
Chamberlain, Miss E. J.; Central.....	1880
Cooke, Miss N. A.; Harrison Street.....	1880
Coburn, Miss A. E.; Harrison Street.....	1880

## D.

Dugger, T. L.; Colored school.....	1870
Dwyer, Miss Kate; North.....	1872
Dillon, Miss M. E.; Central.....	1873
Dimick, Miss A. L.; Harrison Street.....	1874
Davison, Miss E. F.; North.....	1875
Denlinger, Mrs. E.; Central.....	1877
Durkheimer, Miss S.; Park Primary.....	1880

## E.

Ellis, Miss C. F.; North.....	1870
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## F.

Frazer, Miss J.; Central.....	1861
Frazer, Miss Rosa; Central.....	1861
Frambes, O. S.; Central.....	1862
Frambes, Mrs. S. E.; Central.....	1862
Freeman, J. S.; Central.....	1864
Fain, Mrs. A. A.; North.....	1868
Freeman, Mrs. E. (did not qualify); North.....	1872
Freeman, Mrs. N. N.; North.....	1872
Freeman, W. W.; North.....	1873
Frary, Miss M. E.; North.....	1875
Fraser, Mrs. C. M.; Central.....	1878
Frisbie, Miss A.; Central.....	1880

## G.

Garlick, J. T.; Harrison Street.....	1869
Gatch, T. M. (resigned before the term opened); North.....	1870

Gibson, Miss M. E.; North.....	1872
Gallagher, Miss Mary; North.....	1872
Gantenbein, Miss L. M.; North.....	1878
Granger, Mrs. E. C.; Harrison Street.....	1878
Gantenbein, Miss C. M.; High.....	1879

## H.

Hensill, Mrs. Mary J.; Central.....	1858
Henderson, Miss F. A.; Central.....	1864
Holman, Miss F. A.; Central.....	1865
Hensill, Miss M. S.; Central.....	1868
Holman, Mrs. M. C.; Central.....	1869
Harvey, Mrs. L. P.; North.....	1869
Hodgdon, Miss M. A.; High.....	1870
Hurlburt, Mrs. A. E.; North.....	1870
Hoover, Miss S. B. or H. B.....	1871
Hills, Miss S. L.; Central.....	1876
Henderson, L. F.; High.....	1876
Hunsaker, Miss Kate; Harrison Street.....	1877
Harker, Mrs. S. E.; Harrison Street.....	1878

## J.

Johnson, J. W.; Central.....	1868
Johnson, Walter; Central.....	1873
Jones, Miss Jennie E.; Harrison Street.....	1880

## K

Kittredge, Miss F. M.; Central.....	1861
King, Miss Caroline; Central.....	1863
Kelly, Miss Maria; Harrison Street.....	1866
King, S. W.; North.....	1872
Kelly, Miss Martha; North.....	1873
Kindt, Miss Dora; Harrison Street.....	1876

## L.

Lingo, Miss L. B.; North.....	1871
Lingo, Miss Mattie; Central.....	1876

## M.

Millard, Miss Hattie; Central.....	1859
McBride, John; Central.....	1863
McLeran, Mrs.; Central.....	1866
Montgomery, Miss D. E.; Harrison Street.....	1868
Morrison, Miss Jeannette; North.....	1869
Mulkey, Miss Martha; Central.....	1870
McGibeny, J. B.; music teacher.....	1872
Meachem, A.; High.....	1872
Monnastes, Miss Emma; North.....	1872
Mulkey, Charles J.; McAdam Road.....	1872
Morton, Mrs. C. M.; Harrison Street.....	1873
McMillan, Mrs. J. S.; Harrison Street.....	1877
MacConnell, Miss C.; High.....	1878

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Meacham, Miss Nellie F.; Harrison Street.....1880  
 McDaniel, Mrs. Julia F.; North.....1880

## N.

Northrup, Miss Anna S. (deceased); North.....1868

## O.

Ogden, Mrs. Mary; North.....1869  
 Olds, Miss Clara T.; North.....1877

## P.

Pennoyer, Sylvester; Central.....1859  
 Polk, Miss Caroline L.; Central.....1859  
 Pershin, G. S.; North .....1868  
 Pratt, I. W.; Harrison Street.....1869  
 Phelps, Mrs. E. R.; North.....1870  
 Pollock, Miss Mary L.; Central.....1872  
 Powell, L. J. (did not accept); North.....1877  
 Price, Mrs. P. L.; Central.....1877  
 Parker, Miss G. L.; North.....1878  
 Plummer, Miss E. C.; Harrison Street.....1879  
 Powell, Miss M. L.; Harrison Street.....1879  
 Parrish, Miss Anna J.; Harrison Street.....1880

## Q.

Quigley, Miss M. E.; Park Primary .....1880

## R.

Ritchey, Miss Lucy E.; North.....1871  
 Rosenberg, Rev. John; High.....1874  
 Rittenhouse, Miss L. I.; Harrison Street.....1877  
 Rounds, Miss R. E.; North.....1879  
 Rice, Miss E. S.; North.....1880  
 Robinson, Miss Kate; Central.....1880  
 Roby, C. W.; Central.....1880

## S.

Stephens, Miss V. P.; Harrison Street.....1866  
 Sinclair, Miss Mary; Central.....1869  
 Sutton, Miss Julia; McAdam Road.....1871  
 Shelby, Miss A. B.; North.....1871  
 Spaulding, Miss L. W.; North.....1874  
 Sabin, Miss Ella C.; North.....1874  
 Simpson, Mrs. Julia; Harrison Street.....1875  
 Spaulding, Miss H. F.; High.....1877  
 Stein, Miss Jannette; Harrison Street.....1877  
 Shattuck, Miss Emily J. (deceased 1879); High.....1877  
 Smith, Miss F. A.; Central.....1877  
 Spaulding, Mrs. L. M.; North.....1879  
 Sabin, Miss Ella C.; North.....1879  
 Stout, Miss Lottie C.; Park Primary.....1881

## T.

Terwilliger, L. L.; Central.....1858  
 Tower, Miss M. M.; Harrison Street.....1866

Taylor, Miss Sophia, C.; Central.....	1868
Turner, Miss E. C.; Drawing Teacher.....	1877
Taylor, Miss N. E.; Harrison Street.....	1877
Test, Miss M. E.; Harrison Street.....	1880

U.

Upton, Miss Marietta, (deceased 1880); Central.....	1874
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W.

Way, Miss E. J.; Central.....	1860
Way, Miss Anna E.; Central.....	1863
Warren, R. K.; Harrison Street.....	1866
West, Miss Anna.; Central.....	1867
Williamson, J. M.; Central.....	1871
Whitcomb, Miss L. C.;.....	1871
Watt, Miss C. A.; Harrison Street.....	1877
White, Mrs. L. A.; Harrison Street.....	1878
Wygant, Miss Nellie A.; North .....	1878
White, Mrs. A. J.; Harrison Street.....	1880

Y.

Young, Miss B. A.;.....	1866
Young, Mrs. A. J.; Colored School.....	1867
Young, Miss Fannie E.; Harrison Street.....	1878

SUPERNUMERARIES.

Not included in the list of regular teachers are the following: Miss Amy Adams, Miss Cora A. Cox, Miss Mary E. Cook, Miss Sue Gould, Miss Kate Kingsley, Miss Emily Lindsley, Miss Sarah MacConnell, Miss Lillian E. Pool, Helen M. Plummer, Miss Jennie Ritchie, Mrs. Ida H. Vaughn, Miss M. Allie White, Herr von Wartensleben, Miss Ida Yocum. Other parties have filled temporary vacancies, but do not appear on the pay roll or minutes of the board of directors.

Here we insert a class song of a graduate of the high school, class of 1883, now president of one of Portland's banks.

CLASS SONG.

Samuel Connell.

I

Tho' the parting hour awaits us,  
 Tho' regret may fill each heart;  
 Tho' each glance and hurried action  
 Through the soul's recesses dark,  
     Let us pause  
     With fond remembrance,  
 On the threshold of our home;  
     Let us paint  
     On memory's tablet  
 Ere on life's sea we roam.

II

Let's recount the happy seasons,  
 (Time so quickly intervenes),

Proudly pacing up the hallways,  
 Let's retrace the merry scenes;  
     How we've met  
     As fellow schoolmates,  
 And with sympathizing aid,  
 How we have hailed success with gladness,  
 Wide dispelling sorrow's shade.

## III

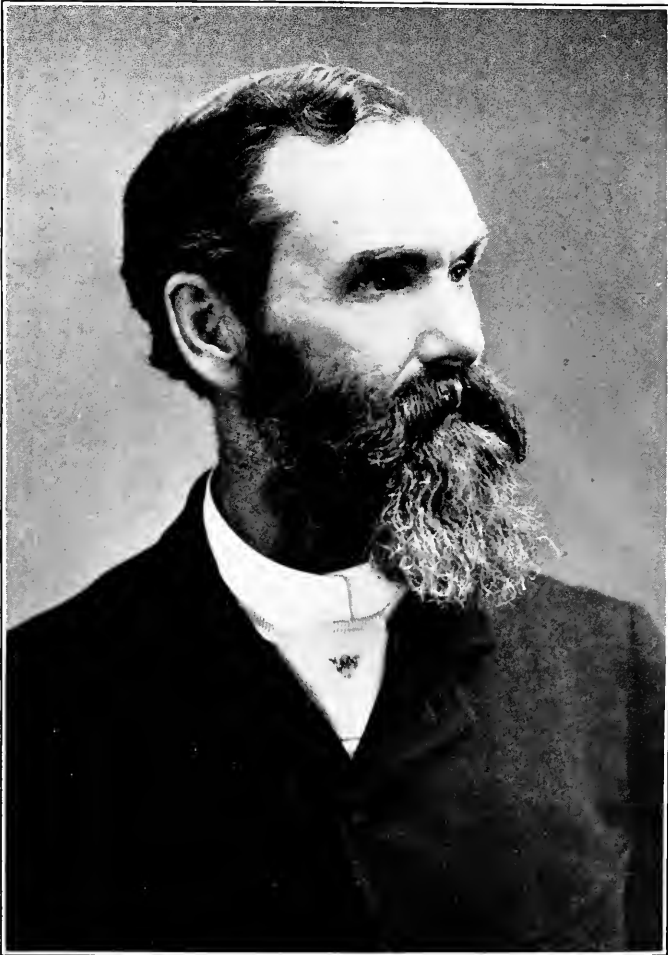
Ere we part at life's broad gateway,  
 We will breathe a last farewell;  
 Tho' "commingled joy and gladness"  
 On our group may fondly dwell.  
     Let us clasp  
     In kindly feeling  
 Hands with hearty friendship fraught;  
     May we stand  
     Through every conflict,  
 Then look back on work well wrought.

Prof. Crawford in his historical sketch refers to the organization of the night school in 1863; and says it was closed April 1, 1874; and that Prof. Johnson received \$200 for his services in connection therewith. From this statement it is a reasonable presumption that the first attempt to establish a night school was a failure.

But there was a demand for a night school, and the failure of Prof. Johnson was not accepted as then end of the matter. One of the first propositions that the Portland Woman's Union took up after its organization was a night school for working girls who had not had the opportunities for school book education. Twelve years after the professors and teachers of the public schools, and the directors of the school district had shuffled off the duty of doing something for education of these girls, the Woman's Union, on November 22, 1886, organized a night school for the benefit of the wage earning girls of Portland. Of that school, Miss Mary E. Cook now the wife of Dr. Samuel A. Brown, was appointed superintendent, and with that noble commission, told to do the best she could for the girls. No appointment to a high trust was ever more fortunately made. Schooled to all the responsibilities of life, and with a genuine interest in the girls assigned to her charge, the night school was a great success from its first opening. Miss Cook not only taught the girls herself in all the elementary branches of common school work, but she opened her own home to accommodate the sessions of the school.

But no sooner had the women made a success of the night school for girls, than the wage earning boys began to clamor for like opportunities. The doors were not shut in the face of the ambitious boys, but opened wide as long as the limited accommodations for class rooms could hold another boy. And in what the directors of the school district and its highly paid superintendent made a dismal and discreditable failure, the women made greatly to their credit, a glorious success.

And now in 1886, there was a most capable woman at the head of the city schools—Miss Ella Sabin. She was equal to her opportunities and the responsibilities of the occasion, and heartily sympathizing with the work accomplished by the night school, she, together with Mrs. M. S. Burrell, president of the Woman's Union, and Miss Cook, superintendent of the school, succeeded in making the directors of the district adopt the night schools as a part of the public school system of Portland.



PROFESSOR THOMAS H. CRAWFORD





After thus formally taking over the night school, the board of directors fitted up a room in the high school building on Morrison street, and opened the night schools as a part of the public system November 11, 1889. The first teachers were taken from the regular corps of teachers and paid for their extra services at night; three nights in each week being devoted to night school work. The first teachers were Prof. J. Burnham, Mrs. Alice Gore, Miss Helen F. Spaulding, Miss Kate S. Downs, (elocution), Mrs. Nina Larowe, (gymnastics), Mrs. Margaret Allen, and Mrs. L. E. Butler. In connection with the school while under care of the Woman's Union, the following ladies gave lectures to the girls on Saturday evenings, when the girls and their friends could attend: on "Emergencies," Dr. E. J. Welty; on "Our Girls," Dr. C. Peaslee; on "Self Reliance," Miss H. F. Spaulding, (now Mrs. Sitton, president of the school board); on "Dress," Dr. Lydia M. Hunt.

#### PORTLAND PUBLIC SCHOOLS IN 1910.

Frank Rigler, superintendent of city schools, reports that during the last two years there has been considerable modification of our high school courses. Most of our high school students select their course on the principle followed in Boston, Minneapolis and a number of other progressive cities. The plan is suggested in the report of the "committee of ten" of the National Educational Association, but was not worked out by that committee. It has since been worked out independently by a number of cities, Portland being chronologically the first, in 1894.

Instead of frittering away his energies upon a great number of subjects, the student concentrates his efforts upon three lines of work for which his aptitude has been revealed by his work in the elementary schools. This sort of course qualifies a pupil to enter Stanford and some other universities. But there are colleges which require a little of everything for admission, and a student desiring to prepare for any of these was permitted to select such subjects as would meet his particular requirements. Recently a closer agreement as to entrance requirements among the various institutions of higher learning has enabled us to print an explicit "college preparatory course." This seems to have silenced the unwarranted criticism that our high schools do not prepare students for college.

Perhaps the most radical departure in public schools from the conventional curriculum, is the school of trades where boys and girls are taught gainful occupations without entirely abandoning cultural studies. It is important to notice that physical fitness rather than intellectual attainments is made the basis for entrance to these schools. Otherwise many of the pupils whom they are designed to serve, could never gain admission to them. The establishment of such a school in Portland in 1908 came in advance of a widespread agitation in favor of vocational training. Little doubt remains that such training will soon become a prominent feature in the school work of all progressive cities.

As to public school sanitation, Prof. Rigler says: Suspended drinking cups and the widespread use of private individual cups have greatly decreased the danger of spreading throat and mouth contagions in the schools. The real solution of this problem, however, is the drinking fountain.

During the present school year, vacuum cleaners are on trial in four of our school buildings. While it is yet too early to pronounce judgment upon them, there is, nevertheless, a strong probability that they will solve the dust problem without soaking the floors with filthy and highly inflammable oils.

The medical inspection of our schools, now in its second year, seems to have proved its value. If it renders no other service than the discovery of physical defects unsuspected by parents, this alone would justify its continuance. But the inspectors have also been very helpful in their suggestions as to sanitation, and in prescribing measures for the detection and isolation of contagious diseases.

The public schools of Portland with an enrollment of 35,385, are housed in forty-eight buildings, valued at more than \$2,000,000. With the exception of three high schools, these buildings are constructed of wood. This does not mean that they are cheap buildings; their cost is upward of \$4,000 per school room, which is more than need be paid for the cheaper class of brick buildings.

The following table shows the total registration during the past decade:

1900	12,280
1901	12,674
1902	13,299
1903	14,241
1904	14,909
1905	15,877
1906	17,031
1907	20,389
1908	22,213
1909	23,709
1910	35,385

#### PUBLIC SCHOOL STATISTICS.

From Supt. Rigler's report we take the following statistics for the year 1910:

Board of School Directors, District No. 1, Portland, 1910—Mrs. L. W. Sitton, chairman; R. L. Sabin, J. V. Beach, I. N. Fleischner and H. C. Campbell. Superintendent of schools, Frank Rigler; assistant superintendent, D. A. Grout; clerk of school district, R. H. Thomas. Total income for district for year of 1909, \$1,557,027.

Expenditures for 1909 Buildings	\$439,018
Expenditures for 1909 Grounds	55,217
Expenditures for 1909 Equipment	20,635
Expenditures for 1909 Maintenance	230,326
Expenditures for 1909 Salaries	690,758
Expenditures for 1909 Repairs	48,623
Cash on hand and unpaid audited bills	106,355
School population November, 1909 (females between 4 and 20 years)	17,917
School population November, 1909 (males between 4 and 20 years)	17,463
Whole number of pupils registered—girls	12,917
Whole number of pupils registered—boys	12,781
Whole number of pupils registered, night schools—girls	138
Whole number of pupils registered, night schools—boys	747
Average daily attendance—high schools	2,029
Average daily attendance—elementary schools	17,807

#### *Nativity of Pupils for Year Ending June, 1910.*

Born in city of Portland	7,705
Born in Oregon outside of Portland	4,378
Born in other states than Oregon	11,766
Born in British America	345
Born in Great Britain and Ireland	514
Born in Germany and Austria	514
Born in Norway, Sweden and Denmark	112
Born in other countries	355
Number of schools in district	48
Number of supervisors of schools	54
Number of teachers, full pay	632
Number of teachers, half pay	16



MRS. L. W. SITTON  
President of the Board of Education



Number of women teachers and supervisors.....	614
Number of men teachers and supervisors .....	88

*Salaries Paid, 1910.*

Superintendent, per annum .....	\$4,500
Asst. Superintendent, per annum .....	3,000
Supervisor of Manual Training .....	1,800
Supervisor of Physical Training .....	1,600
Supervisor of Drawing .....	1,600
Asst. Supervisor of Drawing, (minimum) per annum .....	900
Asst. Supervisor of Drawing, (maximum) per annum .....	1,050
Supervisor of Sewing .....	1,600
Asst. Supervisor of Sewing, (minimum) .....	900
Asst. Supervisor of Sewing, (maximum) .....	1,050
Supervisor of Domestic Science .....	1,400
Asst. Supervisor of Domestic Science (minimum,).....	900
Asst. Supervisor of Domestic Science, (maximum,) .....	1,050
Teachers of Manual Training, High School .....	1,200
Teachers of Manual Training, Elementary .....	
Teachers of Manual Training, Elementary 1st year.....	850
Teachers of Manual Training, Elementary 2d year .....	950
Teachers of Manual Training, Elementary 3d year .....	1,050

Principals of Elementary Schools	Minimum.	Maximum.
Three Rooms .....	\$ 950	\$1,050
Four Rooms .....	1,000	1,100
Five Rooms .....	1,050	1,150
Six Rooms .....	1,100	1,200
Seven Rooms .....	1,150	1,250
Eight Rooms .....	1,200	1,300
Nine Rooms .....	1,250	1,350
Ten Rooms .....	1,400	1,500
Eleven Rooms .....	1,450	1,550
Twelve Rooms .....	1,500	1,600
Thirteen Rooms .....	1,550	1,650
Fourteen Rooms .....	1,600	1,700
Fifteen Rooms .....	1,700	1,800
Sixteen Rooms .....	1,750	1,850

*Salaries Paid, 1882.*

	Minimum.	Maximum.
City Superintendent .....	\$1,500	\$2,000
Vice Principal .....	1,000	1,200
High School Principal .....	1,500	2,000
High School Assistant .....	900	1,200
High School Assistant .....	700	1,000
Grammar School Principal .....	1,500	1,800
Grammar School Second Grade .....	750	900
Grammar School Third Grade, .....	700	850
Grammar School Fourth Grade, .....	650	800
Primary School Fifth Grade .....	600	750
Primary School Sixth Grade .....	550	700
Primary School Seventh Grade .....	500	650

Primary School Eighth Grade, .....	700	850
Supernumeraries .....	300	300

## PRIVATE AND SECTARIAN SCHOOLS.

## A PIONEER HEROINE—TABITHA BROWN'S SCHOOL.

The story of the woman that founded a great school in the state, probably the best school in the state, would have made the most interesting page on "How the Immigrants Got Here;" and the reader may possibly think that it ought to have been told with the trials of the immigrants. But it is put in here with the schools, because the schools is a greater subject than the dangers of the trail, great as they must always be considered.

Tabitha Brown was born in 1780 the daughter of one Dr. Joseph Moffett of Brimfield, Mass. On reaching the age of 19 like most of the energetic girls of New England, she married a minister—the Rev. Clark Brown, of the Episcopalian church. The good man ran his course swiftly, passed away in homely virtue and respectability, leaving the young wife and two sons, and not a dollar in property, to fight the battle of life alone. For eight years she taught schools in Maryland for a livelihood for herself and children. Thinking the opportunities in the then far western state of Missouri would be better for herself and boys she moved out to Missouri in 1837. In 1843 one of her sons, Orus Brown, made the trip overland to Oregon, and returning to Missouri in 1845 induced his mother to start for Oregon in 1846. And with her son and daughter, and their families, they set out for this country, taking with them John Brown, an aged brother of her dead husband. Mrs. Brown was now sixty-six years of age. After reaching the head waters of Snake river her son, Orus, fearing they might run out of provisions, pushed on ahead of the party with a view of getting help and returning to meet the incoming immigrants. And after his departure, she was prevailed upon, with others of the party, to follow the lead of an unknown guide who misled them into what was known as the southern Oregon route. And here they fell victims to the direst terrors of travel that ever beset any immigration to this country. In the year, 1854, Mrs. Brown wrote out an account of that awful trip, from which the following was taken:

"Winter had set in. We were yet a long distance from any white settlement. The word was, 'fly, everyone that can, from starvation; except those who are compelled to stay by the cattle to recruit them for further travel.' Mr. Pringle and Pherne insisted on my going ahead with Uncle John to try and save our lives. They were obliged to stay back a few days to recruit their cattle. They divided the last bit of bacon, of which I had three slices; I had also a cup full of tea. No bread. We saddled our horses and set off, not knowing that we should ever see each other again. Captain Brown was too old and feeble to render any assistance to me. I was obliged to ride ahead as a pilot, hoping to overtake four or five wagons that left camp the day before. Near sunset we came up with the families that had left that morning. They had nothing to eat, and their cattle had given out. We all camped in an oak grove for the night, and in the morning I divided my last morsel with them and left them to take care of themselves. I hurried Capt. Brown so as to overtake the three wagons ahead. We passed beautiful mountains and valleys, saw but two Indians in the distance during the day. In the afternoon, Captain Brown complained of sickness, and could only walk his horse at a distance behind. He had a swimming in his head, and a pain in his stomach. In two or three hours he became delirious and fell from his horse. I was afraid to jump down from my horse to assist him, as it was one that a woman had never ridden before. He tried to rise up on his feet but could not. I rode close to him and set the end of his cane, which I had in my hand, hard in the ground, to help him up. I then urged him to walk a little. He tottered along a few yards and then gave out. I then saw a little



TABITHA BROWN  
A Pioneer Heroine—Founder of Pacific University





sunken spot a few steps ahead and led his horse to it, and with much difficulty got him raised to the saddle. I then told him to hold fast to the horse's mane and I would lead by the bridle. Two miles ahead was another mountain to climb over. As we reached the foot of it he was able to take the bridle in his own hands and we passed over safely into a large valley, a wide, solitary place, but no wagons in sight.

"The sun was now setting, the wind was blowing, and the rain was drifting upon the sides of the distant mountains. Poor me! I crossed the plains to where three mountains spurs met. Here the shades of night were gathering fast, and I could see the wagon tracks no further. Alighting from my horse, I flung off saddle and saddle-pack and tied the horse fast to a tree with a lasso rope. The captain asked me what I was going to do. My answer was, 'I am going to camp for the night.' He gave a groan and fell to the ground. I gathered my wagon sheet, which I had put under my saddle, flung it over a projecting limb of a tree, and made me a fine tent. I then stripped the captain's horse, and tied him, placed saddle, blankets, and bridles under the tent, then helped up the bewildered old gentleman and introduced him to his new lodgings upon the bare ground. His senses were gone. Covering him as well as I could with blankets, I seated myself upon my feet behind him, expecting he would be a corpse before morning.

#### THE SITUATION.

"Pause for a moment and consider the situation. Worse than alone, in a savage wilderness, without food, without fire, cold and shivering, wolves fighting and howling all around me. Dark clouds hid the stars. All as solitary as death. But that same kind providence that I had always known was watching over me still. I committed all to Him and felt no fear. As soon as light dawned, I pulled down my tent, saddled my horse, found the captain able to stand on his feet. Just at this moment one of the emigrants whom I was trying to overtake came up. He was in search of venison. Half a mile ahead were the wagons I hoped to overtake, and we were soon there and ate plentifully of fresh meat. Within eight feet of where my tent had been set fresh tracks of two Indians were to be seen, but I did not know that they were there. They killed and robbed Mr. Newton, only a short distance off, but would not kill his wife because she was a woman. They killed another man on our cut-off, but the rest of the emigrants escaped with their lives. We traveled on for a few days and came to the foot of the Calipooia mountains. Here my children and my grand-children came up with us, a joyful meeting. They had been near starving. Mr. Pringle tried to shoot a wolf, but he was too weak and trembling to hold the rifle steady. They all cried because they had nothing to eat; but just at this time their own son came to them with a supply, and all cried again. Winter had now set in. We were many days crossing the Calipooia mountains, able to go ahead only a mile or two each day. The road had to be cut and opened for us, and the mountain was covered with snow. Provisions gave out and Mr. Pringle set off on horseback to the settlements for relief, not knowing how long he would be away, or whether he would ever get through. In a week or so our scanty provisions were all gone and we were again in a state of starvation. Many tears were shed through the day, by all save one. She had passed through many trials sufficient to convince her that tears would avail nothing in our extremities. Through all my sufferings in crossing the plains, I not once sought relief by the shedding of tears, nor thought we should not live to reach the settlement. The same faith that I ever had in the blessings of kind providence strengthened in proportion to the trials I had to endure. As the only alternative, or last resort, for the present time, Mr. Pringle's oldest son, Clark, shot down one of his father's best working oxen and dressed it. It

had not a particle of fat on it, but we had something to eat—poor bones to pick, without bread or salt.

BLESSED RELIEF.

“Orus Brown’s party was six days ahead of ours in starting; he had gone down the old emigrant route and reached the settlements in September. Soon after he heard of the suffering emigrants at the south and set off in haste with four pack horses and provisions for our relief. He met Mr. Pringle and turned about. In a few days they were at our camp. We had all retired to rest in our tents hoping to forget our misery until daylight should remind us again of our sad fate. In the stillness of the night the footsteps of horses were heard rushing toward our tents. Directly a halloo. It was the well-known voice of Orus Brown and Virgil Pringle. You can realize the joy. Orus, by his persuasive insistence, encouraged us to more effort to reach the settlements. Five miles from where we had encamped we fell into the company of half-bred French and Indians with packhorses. We hired six of them and pushed ahead again. Our provisions were becoming short and we were once more on an allowance until reaching the first settlers. There our hardest struggles were ended. On Christmas day, at 2 p. m., I entered the house of a Methodist minister, the first house I had set my feet in for nine months. For two or three weeks of my journey down the Willamette I had felt something in the end of my glove finger which I supposed to be a button; on examination at my new home in Salem, I found it to be a  $6\frac{1}{4}$  cent piece. This was the whole of my cash capital to commence business with in Oregon. With it I purchased three needles. I traded off some of my old clothes to the squaws for buckskin, worked them into gloves for the Oregon ladies and gentlemen, which cleared me upwards of \$30.

THE BEGINNING OF PACIFIC UNIVERSITY.

“Later, I accepted the invitation of Mr. and Mrs. Harvey Clark, of Tualatin plains, to spend the winter with them. I said to Mr. Clark one day, ‘Why has Providence frowned on me and left me poor in this world? Had he blessed me with riches, as he has many others, I know right well what I would do. ‘What would you do?’ ‘I would establish myself in a comfortable house and receive all the poor children, and be a mother to them.’ He fixed his keen eyes on me to see if I was in earnest. ‘Yes, I am,’ said I. ‘If so, I will try,’ said he, ‘to help you.’ He purposed to take an agency and get assistance to establish a school in the plains. I should go into the log meeting-house and receive all the children, rich and poor, whose parents who were able to pay \$1 a week, for board, tuition, washing and all. I agreed to labor for one year for nothing, while Mr. Clark and others were to assist as far as they were able in furnishing provisions. The time fixed upon to begin was March, 1848, when I found everything prepared for me to go into the old meeting-house and cluck up my chickens. The neighbors had collected what broken knives and forks, tin pans, and dishes they could part with, for the Oregon pioneer to commence house-keeping with. I had a well-educated lady from the east, a missionary’s wife, for a teacher, and my family increased rapidly. In the summer they put me up a boarding-house. I now had thirty boarders of both sexes, and of all ages, from four years old to twenty-one. I managed them and did all my work except washing. That was done by the scholars. In the spring of ’49 we called for trustees. Had eight appointed. They voted me the whole charge of the boarding house free of rent, and I was to provide for myself. The price of board was established at \$2 per week. Whatever I made over my expenses was my own. In ’51 I had forty in my family at \$2.50 per week; mixed with my own hands, 3,423 pounds of flour in less than five months. Mr. Clark made over to the trustees a quarter section of land for a town plot. A large and handsome building is on the site we selected at the first starting. It has been under town incorporation

for two years, and at the last session of the legislature a charter was granted for a university to be called Pacific university, with a limitation of \$50,000.00. The president and professor are already here from Vermont. The teacher and his lady for the academy are from New York. I have endeavored to give general outlines of what I have done. You must be judges whether I have been doing good or evil. I have labored for myself and the rising generation, but I have not quit hard work, and live at my ease, independent as to worldly concerns. I own a nicely furnished white frame house on a lot in town, within a short distance of the public buildings. That I rent for \$100 per year. I have eight other town lots, without buildings, worth \$150 each. I have eight cows and a number of young cattle. The cows I rent out for their milk and one-half of their increase. I have rising \$1,000 cash due me; \$400 of it I have donated to the university; besides \$100 I gave to the academy three years ago. This much I have been able to accumulate by my own industry, independent of my children, since I drew 6¼ cents from the finger of my glove."

Pacific university at Forest Grove is practically a Portland institution; and Mrs. Tabitha Brown was its real founder. The college, for that is all it is, is one of the oldest and best in the state; and has never received one dollar of public money to help it along.

Mr. Alvin Brown, a son of Mrs. Brown, still resides within sight of the college his mother founded.

Harvey W. Scott, the first graduate of this college started by Mrs. Brown, and editor of the Oregonian, said of this school and its founders in the Oregonian in 1903:

"The mists of fifty years dissolve the light of the present and the old academy building half-finished square and in need of paint, gleams among the oaks that stand upon the college campus at Forest Grove. At a little distance among the trees is seen the log cabin in which religious services were held on Sundays, and a little farther on another cabin in which other services were held—there being even at that early day church factions, each with a leader and each stubbornly entrenched in what was believed to be 'the right.' Hard by stands a rambling structure, half shanty, half log cabin, the boarding-house of the infant college, of which Grandma Brown is the head. President S. H. Marsh is there, and the worthy woman whom the academy girls firmly believe had never been young, enforces a discipline partly in his honor that makes meals there as formal and solemn an occasion as the most orthodox commemoration of the Lord's Supper. There are few who with mortal eyes can see this picture now, but to those who can, it furnishes a glimpse of another world. The landscape only is the same. And the remaining few to whom the vision of fifty years ago appears look upon it fondly for a moment and are fain to steal softly away as 'from a house where someone lieth dead.'"

#### CATHOLIC SCHOOLS AND COLLEGES.

As is well known in all communities where the membership of the Roman Catholic church is strong enough to support a sectarian school, they freely give of their means to establish and maintain such a school, while at the same time paying taxes to support the American idea public schools. And nowhere in the United States has the intention to maintain schools separate from those established by the state has been more firmly maintained or energetically asserted than in Oregon and Portland. And with a view of thoroughly developing and carrying out that proposition the present archbishop of the diocese, Alexander Christie, D. D., has organized the Oregon Catholic Educational Association. This association was brought into existence four years ago in response to a demand for systematization of Catholic education in the archdiocese. During its brief existence it has done much to unify the curricula of the various schools and to promote a desirable uniformity of text-books. It has charge of the annual in-

stitute for Catholic teachers. Membership is open to the clergy of the archdiocese to teachers in Catholic schools in Oregon and to the laity who are interested in Catholic education.

The officers of the association are: Rev. Edwin V. O'Hara, St. Mary's Cathedral parish, president; Sister Mary Flavia, St. Mary's academy and college, vice-president; Rev. George F. Thompson, St. Mary's cathedral parish, secretary; Rev. William A. Daly, St. Mary's Williams Ave., treasurer. The executive committee is composed of: Rev. J. H. Black, St. Francis parish; Rev. Hugh Gallagher, C. S. C. Columbia university; Sister Mary Rose, O. S. B. Mount Angel academy and college, and John O'Hara of The Catholic Sentinel.

Through this organization the Catholics have effected a thorough organization of all their teaching orders and missionaries. And the fact that their teachers receive practically no salaries, and adopt the service of teaching as their duty through life, and look for no other reward than the success of their work, their schools and their teachers give the church an instrument of power and influence even greater than the preaching priests in the propaganda of church work.

There are now in the Catholic schools of the state about six thousand pupils, one-half of which are in the city of Portland; there being now seventeen Catholic schools in the city, with one hundred and six teachers, as follows:

St. Mary's Academy, Sisters of Holy Names in charge; Sister M. Stephens, superior.

Columbia University, Congregation of Holy Cross in charge; Rev. J. Gallagher, superior.

C. B. Business College, Christian Brothers in charge; Bro. V. Andrew, superior.

St. Mary's Annex, Sisters of Holy Names in charge; Sister M. Olivia, superior.

St. Joseph's School (Gr), Dominican Sisters in charge; Sister M. Aloysia, superior.

St. Stephens, Sisters of St. Mary in charge; Sister M. Threesa, superior.

St. Mary's, Dominican Sisters in charge; Sister M. Aloysia, superior.

St. Ignatius, Sisters of Holy Names, in charge; Sister M. Esdras, superior.

Sacred Heart, Benedictine Sisters in charge; Sister M. Alphonea, superior.

St. Francis Academy, Holy Names Sisters in charge; Sister M. Julietta, superior.

Holy Redeemer's School, Holy Names Sisters in charge; Sister M. Lucide, superior.

Saint Andrew's, Immaculate Heart of Mary in charge; Sister M. Loyola, superior.

Blanchet School (Italian), Holy Names Sisters in charge; Sister M. Maxilinda, superior.

Ascension School, Sisters of Mercy in charge; Sister M. Agatha, superior.

St. Patrick's School, Holy Names Sisters in charge; Sister M. Archangel, superior.

St. Lawrence, Immaculate Heart of Mary in charge; Sister M. Camillus, superior.

No. of Teachers	Enrollment, Boys	Enrollment, Girls	Total
27	...	374	374
13	154	...	154
8	211	...	211
3	39	36	75
3	73	54	127
4	42	50	92
8	128	206	334
3	40	65	105





THE TWELVE FOUNDRESSES OF ST. MARY'S AND MANY OTHER SCHOOLS FOR GIRLS

4	86	97	183
8	65	155	220
3	40	60	100
4	54	71	125
2	45	33	78
3	48	55	103
4	65	61	126
6	90	130	220

The first Catholic school established in Portland was St. Mary's academy and college on Fourth street, in 1859.

On October 21, 1859, the twelve foundresses of the school landed in Portland, having come from Montreal by way of New York and the Isthmus of Panama. These heroic nuns, who were destined to lay the foundation of a great teaching order in the northwest, were: Sister Mary Alphonse, Mary David, Sister Mary of Mercy, Adelaide Renauld; Sister Mary Margaret, Mary O'Neill; Sister Mary of the Visitation, Agiae Lucier; Sister Mary Francis Xavier, Vitaline Provost; Sister Mary of Calvary, Violet McMullen; Sister Mary Febronia, Melanie Vandandaigue; Sister Mary Florentine, Alphonsine Collin; Sister Mary Perpetua, Martine Lachapelle; Sister Mary Arsenius, Philomene Menard; Sister Mary Julia, Olive Charbonneau and Sister Mary Agatha, Celina Pepin.

Before their arrival Archbishop Blanchet had purchased from the townsite proprietor, Daniel H. Lownsdale, the block of ground on which the college buildings now stand. There was at the time on the block an unfinished building, practically at the edge of the native forest.

The building was a frame one of two stories with two small wings, 17x17 feet, on either side of the structure. Two stairways led to the unfinished upper story, and through the cotton ceilings and wide chinks in the walls the rain and winds came unbidden and unsought.

Through the effort of combined labor, conditions were noticeably improved. Rev. L. Piette, the self-constituted head of the carpenter department, toiled early and late with two aids, and at the end of a fortnight an altar, tables, desks, benches and other articles of needed household furniture had been manufactured. The dingy walls and ceilings had been covered with wall paper of pleasing tints and a faultless cleanliness attested the work of tireless hands.

The opening day was on November 6, 1859; six pupils answering the roll call. Three of these were Catholics, Emma O'Brien, Anna Dellschneider and Mary Clarke; two were Hebrews, Josephine and Clementine Meyer, and the remaining one, Emma Sherlock, was a non-Catholic. In accepting a foundation in Oregon, the sisters had agreed to establish a boarding and day school. Ten days of school life had passed when little Anna Cobletz, a seven-year-old motherless child, was placed in the sisters' care. Her name heads the list of the honor roll of the resident students of 50 years.

These twelve sisters had been chosen with reference to their especial adaptability to the requirements of the institution they were to found. Art and music were in demand. A square piano, ordered during the sisters' brief stay in New York, and shipped by way of Cape Horn, reached its destination in February. Its arrival caused much rejoicing among the pupils and teachers and the solitary instrument was seldom silent during the day.

Such was the beginning of the first seminary for girls, in Portland and Oregon, and from which have gone out thousands of noble young women taught, strengthened and fortified for all the duties of life by the self-sacrificing sisters.

The twelve foundresses of this first school were never idle. In 1886, they undertook and built the Holy Names Academy in St. Francis parish. The teachers made St. Mary's their home. Their daily mission was of a nature to tax the strongest—the two sisters set out at 7:30 a. m., walked to the Stark street ferry,

which bore them across the river, climbed the hill, and by dint of another brisk walk, reached their destination at 8:30. In 1892 the location itself was purchased from the archdiocese for \$5,000. From this time the staff of sisters employed in the school resided there, and in the obedience of 1893 East Portland received its rank among the local houses of the province of Oregon. The school at first bore the name of "Holy Names Academy," but this title was changed to "St. Francis Academy."

In the north section of Portland is St. Patrick's school, in St. Patrick's parish, which was accepted by the Sisters of the Holy Names in 1885. St. Mary's Academy Annex, under the protection of Most Rev. Alexander Christie, has since 1900 been a favored resort for little children of St. Mary's cathedral parish. Some time in the near future these little ones will swell the ranks of the pupils of the contemplated cathedral school.

Last year the Holy Names sisters took charge of two new schools in Portland; The school of the Holy Redeemer, in the Redemptorist parish, Piedmont, and St. Ignatius' school in the new Jesuit parish.

#### OTHER SCHOOLS—THE IMMACULATE HEART.

The congregation of the Sister-Servants of the Immaculate Heart of Mary was founded about sixty years ago, at Monroe, Michigan.

Six years ago the sisters of this order were called upon to take charge of St. Lawrence Academy, Portland, in the work of which six sisters are engaged; the academy has had an average of two hundred pupils a year since its commencement. One year ago St. Andrew's school, on the east side, Portland, under the care of these sisters, was opened, with an enrollment of over one hundred pupils; in this school there are five sisters employed. Besides these schools, the sisters have charge of the academy of the Immaculate Heart, Coeur d'Alene, Idaho, which was opened the same year as St. Lawrence Academy, and also of St. Joseph's Academy, Spokane, Washington, which was opened the following year.

#### SISTERS OF ST. DOMINIC.

The Sisters of St. Dominic came to Oregon in 1888 to take charge of St. Joseph's parochial school and in 1889 they opened a school in St. Mary's parish, on Stanton street. Besides directing the school, attached to the church, the sisters take a limited number of select boarders.

The mother house of the Dominican sisters of Portland is in Mission San Jose, California. Here is also situated the novitiate house, where aspirants to the order receive the requisite training.

The Dominican order was founded by St. Dominic in the first half of the thirteenth century. It has a triple organization. The first comprises the fathers, students and brothers living in community under the three solemn vows; the second, or cloistered order, consists of women only, who spend their lives in the seclusion of the cloister praying, as Moses of old, for the success of those who battle for God in the midst of the world; the third order embraces both sexes in every variety of religious life in the world, to the cloistered, though not enclosed, communities binding themselves to teaching in schools, nursing the sick; reclaiming the prodigals and the Magdalens; training the orphans; taking care of lepers and the plague-stricken.

#### THE CHRISTIAN BROTHERS.

The brothers of the Christian schools were founded by St. John Baptist de la Salle, who was born at Rheims, France, in 1651. His congregation was first established to provide schools for the poor of his native city. The thorough preparation which he demanded of his teachers and the many improvements which



he made in the methods of teaching gave instant success to his work. The modern normal school may be traced, so it is claimed to the founder of the brothers of the Christian schools.

The Christian Brothers came to Portland early in 1886, took charge of what was then known as St. Michael's college, a pioneer institution in which many men now prominent in the life of the northwest were educated. The college was founded by the late Father Eierens, V. G., and was opened August 20, 1871. Rev. A. Glorieux, now bishop of Boise, was the first president. The college was conducted by the priests of the diocese until the end of 1885, when it was turned over to the Christian Brothers. The first Brothers were three in number, Brother Aldrick, the principal, and Brothers, Bertram and Michael. Brother Michael still survives at Berkeley, California.

#### COLUMBIA UNIVERSITY.

The Portland University was founded by Archbishop Alexander Christie in 1901. The buildings, lands and foundations of the enterprise had been provided by the University Land Company co-operating with the Methodist Episcopal church of Oregon. The proposition had been to establish a great university here in Portland, on the spot where Hall J. Kelley had in 1835 platted and planned the first town site in Old Oregon, for the beginning of the great city of the Pacific coast.

But for lack of funds, the Methodists were not able to comply with their contracts with the land company, and push forward their well meant purpose of establishing a great institution of learning. And so the university campus, together with a noble brick building reverted to the land company, and was by it formally transferred to the archbishop as trustee or corporation sole, for the Catholic church.

Upon the acquisition of the property, the name of the institution was changed to Columbia University, and plans were made and measures adopted to open the college in the early fall of 1901. In the presence of a great concourse of Catholic clergy and laity, the archbishop dedicated Columbia University to the cause of Catholic education and to the honor of the Triune God. On the 5th of September, the new institution under the presidency of the Rev. Edward P. Murphy, assisted by a zealous and competent faculty, greeted her first students.

The college has prospered from its opening down to the present, when it has a faculty of fifteen professors, and several hundred students, with a course of study covering the whole field of science, art and literature.

#### ST. HELEN'S HALL.

Under the auspices of the Episcopal church.

St. Helen's hall defines education in the words of Felix Dupanloup, to be "the end to be obtained. Instruction is one of the means. Instruction provides the mind with certain things. Education forms at the same time the understanding, the heart, the character, and the conscience."

This school was the successor of a school founded for girls, by Bishop Scott, at the village of Milwaukie, six miles south of Portland. The Milwaukie school being then in 1857, remote from Portland, and having no nearby supporting population, could not be anything other than a boarding school, and for that there was not sufficient patronage to support it. And so after a few years trial its doors were closed.

When Bishop Morris came to this diocese he came prepared to establish a girls' school that could be both a boarding school, and command day school patronage; and he brought with him a competent principal for such an enter-

prise in the person of Miss Mary B. Rodney, who was qualified by large experience for the work.

St. Helen's hall has now been in successful operation for forty-two years and is ranked as one of the leading institutions of its class on the Pacific coast. Nominally under the control of a board of trustees composed of Rt. Rev. Charles Scadding, Bishop of Oregon, and Revs. A. A. Morrison, G. B. Van Waters and P. K. Hammon, and laymen John Kollock, J. W. Ganong, and S. H. Gruber; yet its management is practically in the hands of the Sisters of St. John the Baptist, an order founded at Clewer, England in 1851, and affiliated in the United States in 1881. The sisters have made a great success of this school.

As showing the cost of education furnished by such schools as this in the year 1910 at Portland, Oregon, the annual expense at St. Helens hall is here copied:

## EXPENSES.

Board, Tuition and Laundry (18 pieces weekly), per year.....	\$450.00
Payable with application (advance deposit) .....	25.00
Payable September 1 .....	225.00
Payable February 1 .....	225.00
Day Tuition, payable in advance, September 14 and February 1.	
Elementary Department, 1st, 2d, and 3d year .....	60.00
Elementary Department, 4th and 5th years .....	70.00
Elementary Department, 6th and 7th years .....	80.00
Academic Department, 1st year .....	100.00
Academic Department, 2d, 3d and 4th years .....	120.00
Collegiate Department, per year .....	120.00

## EXTRA EXPENSES.

Music—Piano—two lessons a week, including for resident pupils, the use of the piano for two practice periods daily. Per year.....	80.00
Vocal music, including, for resident pupils, use of piano for two practice periods daily, per year .....	80.00
Piano or vocal lessons for day pupils, two lessons a week, not including practice. Per year .....	70.00
Violin—two half hour or one hour lessons a week, per year.....	80.00
Art—charcoal, pen and ink, oil or water colors, two lessons per week. Per year .....	40.00
Art—full course, daily lessons. Per year .....	100.00
Elocution—two private lessons a week to pupils of St. Helen's hall. Per year .....	60.00
The same to outside pupils .....	100.00
Dancing—term of ten lessons in class .....	5.00
Fencing—term of ten lessons .....	5.00
Laboratory fee .....	3.00
Seat in church, year .....	5.00
Tutoring, per hour .....	1.00
Hot luncheon, day pupils, per week .....	1.00
Graduation fee (including life membership in the Alumni Assn.).....	15.00
Library dues .....	1.00

All bills must be paid before graduation.

No extra charge is made for Latin, Greek, French, or German, for class singing and physical culture.

## THE HILL MILITARY ACADEMY.

This is a training school for boys, and is virtually the successor of the Bishop Scott grammar school, founded by Bishop Morris. It is now a private, as dis-

tinguished from a church or public school, and the property and enterprise of the principal, Dr. Joseph Wood Hill, a class-mate and personal friend of the present president of the United States, William Howard Taft.

The faculty embraces twenty professors and special teachers.

Students in attendance—boarders, 60; day pupils, 41.

States represented by pupils from Oregon, Alaska, British Columbia, California, Idaho, Washington, Minnesota, Missouri and Montana.

#### ANNUAL EXPENSES.

The charge for tuition in all branches, (except music, drawing, not in class and dancing) furnished room, light, heat, board, use of arms and equipment, 20 pieces of laundry per week, in accordance to department \$550, or \$500 per school year for boarding pupils, and \$120, \$80 and \$40 per school year for day pupils.

The school is divided into two terms; the fall term and the spring term.

Bills are payable half yearly in advance, upon entrance and upon February 2.

#### THE PORTLAND ACADEMY.

Taking the name of the Pioneer academy of Oregon, founded by James H. Wilbur, on land donated by Stephen Coffin, the present Portland academy, was organized as a private enterprise by its present principal, Joseph R. Wilson, D. D., and his former associate, Dr. S. R. Johnston. Both men were well equipped with large experience and scholarly attainments to conduct such an enterprise, and the school was a success from the start.

At the end of the third year the school was incorporated under the name "Trustees of Portland Academy," with the purpose as set forth in its constitution, of teaching the principles of a scientific, classical, and literary education under Christian influences. The school having outgrown its first building, steps were taken to provide a new and permanent home. Hon. H. W. Corbett then presented the academy with a building site consisting of sixteen city lots of land. On this site was erected a brick building 194 feet long, sixty feet deep, and two stories high, and is now complete in all its appointments and furniture. By his will, Mr. Corbett added to his former gift, the sum of twenty-five thousand dollars as an endowment for an instructorship in penmanship and bookkeeping.

Students at this academy are prepared for entrance to any eastern or western college. Prizes are offered for best scholarship in Greek, Declamation, Highest Scholarship, English, History and Mathematics.

The school year covers thirty-seven weeks, divided into two terms of 18 and 19 weeks, respectively.

Tuition in the academy, sixty dollars per term. Tuition in the preparatory school, thirty dollars per term for the first, second and third years, forty dollars per term for the fourth, fifth and sixth years, and fifty dollars per term for the seventh year. A reduction of twenty per cent is made to the children of ministers.

The attendance for the year of 1909 and 1910 was 433, and pupils prepared here were sent to, and entered thirty-six different universities and colleges in the United States.

#### THE ALLEN PREPARATORY SCHOOL.

The Allen preparatory school, was founded by Mrs. Margaret V. Allen, and opened September 17, 1901, with an enrollment of thirteen pupils. It was incorporated in June, 1905, and has forty-five graduates.

At the end of the fourth year it was decided to secure a suitable location and erect permanent buildings for the use of the school. A tract of land was obtained from the Hawthorne estate, at the corner of East Twelfth and Salmon streets, adjoining Hawthorne park.

Upon this tract a colonial building, 44x60 feet, two stories in height, with attic and basement, was erected. A handball court has been added and a field for baseball practice laid out on the grounds.

The trustees are Catharine A. Coburn, president; Frederick W. Mulkey, secretary; Wm. F. Woodward; Greenbury W. Allen, and Margaret V. Allen.

This school is designed to furnish the best advantages for earnest students preparing for college. It is also intended for those who do not wish to fit for college, but who desire a thorough course of study and advanced work in special branches.

Its aim is to teach pupils how to study, to help them to gain a mastery over self, and to develop character.

The government of the school is designed to establish relations of mutual courtesy and honor between teachers and pupils, and among the pupils themselves. Those that are not ready to work in harmony with this purpose are not desired as pupils, and no student whose character or deportment is detrimental to the best good of the school will be retained.

Rates of tuition for term of nineteen weeks:

One study, five recitations per week .....	\$20.00
Two studies, ten recitations per week .....	35.00
Three or more studies .....	50.00

#### BUSINESS TRAINING SCHOOLS.

The Holmes Business college of Portland, Oregon, lays down its platform as follows:

"We believe in work. It brings us into sympathy with the poor, who cannot avoid it, and makes us rather pity than envy the rich, who stagnate without it. We dedicate our college to it, the great democratic burden and blessing of a busy age. Learn to work, and learn to like it. Learning to like it is the conquest of a brave and humble heart. Learning to do it is the simpler, but no less important, mission of the business college. In such measure as we have mastered both, we offer our best to our students."

This institution of which John H. Long is principal, and Elnathan Sweet is dean, assisted by teachers in all departments of study offers courses of study in spelling, grammar, arithmetic, correspondence, penmanship, bookkeeping, shorthand, typewriting, stenography, accounting, commercial law, advertising, legal forms, banking, corporation laws, and accounts, commercial and general history, in both day and night schools at an expense for tuition fees of \$105 for a combined course covering twelve months' time. As to character and influences, the principals say: "While the greater number of our students are mature young people, who have had the advantages of good early home training, we feel that we are in a great measure responsible for the moral atmosphere of the college, and, so far as possible, endeavor to maintain a pleasant, and at the same time wholesome, spirit throughout the institution. The business world, even more than the social recognizes the supremacy of character. It is not sentiment, or ecclesiastical religion, but the plain self-interested common sense of humanity, that has bred the universal conviction that a man must be straight in himself before he can be straight with the world."

#### THE Y. M. C. A. SCHOOL.

The Young Men's Christian Association, organized in Portland, March 31, 1868, has now developed into a great school of instruction in many lines of useful and practical knowledge. The buildings and grounds occupied by the institution represent an outlay of half a million dollars. Special teachers in many

special subjects, ranging from elementary branches of education up to practical science and mechanical trades, as well as all departments of practical bookkeeping and business routine, are here taught at a minimum of cost to the pupil member of the association. Of this, however, the history has not been favored with details.

The original incorporators of this useful institution, were: Edward Quackenbush, president; W. H. Watkins, vice president; James Steel, treasurer; F. K. Arnold, corresponding secretary; Frank S. Aiken, recording secretary; and of these Messrs. Quackenbush, Steel and Aiken are still active business men.

The general statement of the secretary is, that the several departments have trained specialists and committees directing their activities. Two hundred and sixty-seven men live in the building. There are from sixty to one hundred class meetings and gatherings each week day and night during the season held in the building. In the physical department about 1,500 men and boys participate in the work; in the educational department about 1,100 different students have been enrolled in the various classes this season. A faculty of forty teachers is employed to give instructions in this class work. The emphasis is placed on vocational and trade classes, though a large work is done in college preparatory, commercial and culture classes as well.

The present acting officers and directors are: R. Livingstone, vice president; F. McKercher, treasurer; H. W. Stone, general secretary; F. C. Knapp, I. H. Amos, A. M. Smith, R. F. Barnes, David Pattulo, Philip Buehner, Maurice Walton, E. C. Bronaugh, W. A. Goss, W. Y. Masters, Fletcher Linn, Frank Dayton, Thomas Roberts, Dr. J. L. Hewitt, Dr. S. A. Brown, James F. Failing, E. B. McNaughton.

At the annual opening for the year of 1910-11, General Secretary Stone stated the general objects of the institute to be; "One important object that the Y. M. C. A. always has in mind is to make the students creators of wealth." "The professions are overcrowded today; there are too many people who live without creating anything. The Y. M. C. A. believes in fitting men to make things.

"We are also advising men to build on the experience that they have. If a man is a successful carpenter, we advise him to study along that line; to fit himself to become a contractor. He would be making a great mistake by casting aside his experience and learning to be a stenographer or a clerk. But of more value than the studies themselves are the opportunities for character building that are open here. The upbuilding of true manhood is the real object of the Y. M. C. A."

Rev. Hiram W. Foulkes, added to the above statement as follows:

"This is the greatest enterprise in the city of Portland," he said. "It is not because the largest sum of money is invested in it, for, although generous gifts have made possible this building, there are many other enterprises with more money invested. Neither is it because of the large financial returns that come to the stockholders of this enterprise. There is not a cigar store in the city that does not return its owner more in financial dividends in a month than this great enterprise returns to its stockholders in a year. This is none the less the greatest enterprise in the city because of the value of its finished product. Every other great commercial or industrial enterprise turns out, for its finished product, a material commodity that can be bought and sold. This great factory is a maker of men. The method of this enterprise is a process. Character is not made in an hour. It takes a long process to make so simple a thing as a pin; much more to develop a human character. There is this difference between the worldly enterprise and this one: In the former the process goes on one thing at a time; in the latter the whole process goes on at once.

"It is impossible to make men by making them physically strong first, then intellectually keen, then morally right. The whole process goes on all the

time. Yet it is a growing process all the time. The young men who had not been trained by patient discipline cannot begin to have the character of the older man who has had such discipline.

#### RAW MATERIAL IS CONSCIOUS.

"There is also a distinction between the great commercial enterprise and this one in that the former uses raw material that is neither conscious of what is being done to it, nor is able to co-operate in the process. In this factory for the making of men, the raw material is a living man who can both co-operate completely in and enjoy heartily the process of his development. All honor to the young men who are making sacrifice of time and energy and money to become more truly finished products."

#### THE ART SCHOOL.

The art school of the Portland Art Association will begin its second year on October 3rd, under most auspicious circumstances. Mrs. Kate Cameron Simmons, under whose teaching the classes of the first year accomplished so much, returns from New York to resume work. In addition, H. F. Wentz, who has been abroad for the last year, has been engaged as an instructor. This artist's work as a landscape painter is well known in Portland.

The well equipped studios are in the Museum of Art, in an atmosphere of artistic things, and the students have the use of the collection of casts and photographs, as well as the inspiration of the various exhibitions.

#### THE SCHOOL OF EXPRESSION.

The Gillespie School of Expression, conducted by Mrs. Emma Wilson Gillespie in Portland, has become a permanent and highly respected element of the literary culture of the city. The course of study includes vocal, physical, and aesthetic culture; conversation and sight reading; literature with analysis and interpretive reading; repertoire with theory and criticism; character reading, rhetoric, and oratory; life study, personation and dramatic art.

The school is regularly graded into classes that are in session four hours a day, from Tuesdays to Saturdays, inclusive. Individual work is done afternoons and evenings, either with the principal or with her assistants.

#### KINDERGARTEN TEACHERS PREPARED.

Portland has an institution devoted to the preparation of teachers for kindergarten and primary work. This is the Normal Training School, which is located at Oak Grove, a suburb on the O. W. P. carline. The head of this school is Miss Elizabeth K. Matthews, who as had much experience in the instruction of children and is well fitted to prepare others for the same work.

#### THE COLLEGE OF DENTISTRY.

The North Pacific College of Dentistry in Portland is one of the largest schools of dentistry in the entire west, with a college building, a four-story brick structure, and the prosthetic technic laboratories and one lecture room in connection.

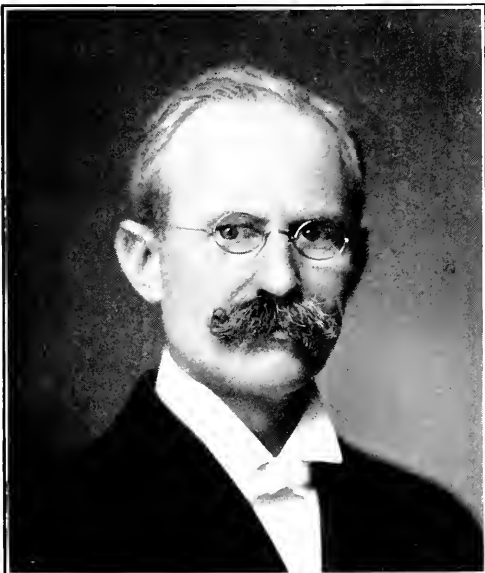
Because of the rapid growth of the college a new building is soon to be erected, a site for this purpose having been purchased at a central location on the east side. The new building will be of concrete, four stories in height, with classic outline, Corinthian columns and ivory white exterior.

The students are graded into freshman, junior and senior classes, these, with but few exceptions, having separate and distinct courses of study.

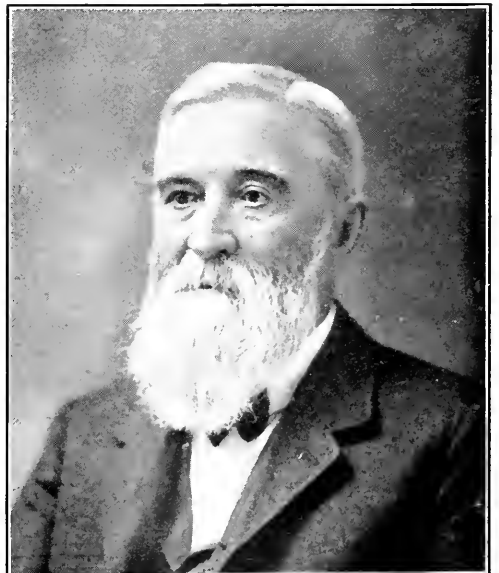
Besides instruction in dentistry, the college has just added a course in pharmacy. This course is to be very thorough and will give opportunity for



COLLEGE OF DENTISTRY AND PHARMACY



DR. HERBERT C. MILLER  
President of College of Dentistry and Pharmacy



DR. E. H. GRIFFIN  
First Dentist in Portland





young men and women to become competent to qualify under the law as registered pharmacists.

## COLLEGE OF LEARNED PROFESSIONS.

And of this class, the great institution of Portland and the northwest, is The School of Medicine, which is integral part of the Oregon State University. All the professors, lecturers, and demonstrators in this school have had all the opportunities for study and special clinics and training that is offered in both Europe and America. The faculty of the School of Medicine and Surgery consists of:

P. L. Campbell, A. B., President of the University.

Henry E. Jones, M. D., Emeritus Professor of Clinical Gynecology.

Wm. Jones, M. D., Emeritus Professor of Clinical Surgery.

Geo. Milton Wells, M. D., Emeritus Professor of Pediatrics.

Simeon Edw. Josephi, M. D., Dean of the Faculty; Professor of Obstetrics and Nervous Diseases.

Otto Saly Binswanger, Ph. D., M. D., Professor of Chemistry, and Toxicology.

Kenneth Alexander J. Mackenzie, M. D., C. M. L. R. C. P. and L. R. C. S. Edin, Professor of Operative and Clinical Surgery.

Richard Nunn, A. B., B. Ch., M. D., Professor of Diseases of Eye, Ear, Nose and Throat.

James Francis Bell, M. D., L. R. C. P., London, Professor of Theory and Practice of Medicine.

Andrew Jackson Giesy, M. D., Professor of Clinical Gynecology.

George Flanders Wilson, M. D., Professor of Principles and Practice of Surgery and Clinical Surgery.

Earnest Fanning Tucker, A. B., M. D., Professor of Gynecology.

Edmond John Labbe, M. D., Professor of Pediatrics.

George Burnside Story, M. D., Adjunct Professor of Obstetrics.

Albert Edward Mackay, M. D., Professor of Genito-Urinary Diseases.

James Cullen Zan, M. D., Prof. of Materia Medica and Therapeutics.

Robert Clarke Yenney, M. D., Professor of Pathology.

J. H. Wilson, Ph. R., M. D., Acting Professor of Physiology and Embryology.

## SPECIAL LECTURERS.

Cortes Holiday Wheeler, M. D., Lecturer of Hygiene.

James Oscar Wiley, M. D., Lecturer on Physical Diagnosis.

J. Allen Gilbert, Ph. D., M. D., Lecturer on Clinical Medicine.

Ralph Charles Matson, M. D., Lecturer on Bacteriology.

Luther H. Hamilton, M. D., Lecturer on Electro-Therapeutics.

Frank M. Taylor, A. B., M. D., Lecturer on Dietetics, etc.

J. C. Elliott King, A. B., M. D., Lecturer on Dermatology.

Otis Buckminster Wight, A. B., M. D., Lecturer on Clinical Surgery and Adjunct to Gynecology.

William House, M. D., Lecturer on Medical Jurisprudence.

Geo. F. Koehler, M. D., Lecturer on Diseases of Stomach and Intestines.

Robert L. Gillespie, M. D., Clinical Lecturer on Insanity, etc.

Alvin W. Baird, M. D., Lecturer on Principles and Practice of Surgery.

C. J. McCusker, M. D., Lecturer of Hematology.

Geo. Norman Pease, M. D., Lecturer on Operative Surgery.

C. W. Keene, M. D., Lecturer on Orthopedic Surgery.

## CLINICAL LECTURERS MULTNOMAH CO. HOSPITAL.

Geo. Shattuck Whiteside, M. D., Genito-Urinary Diseases.

Ralph A. Fenton, M. D., Ophthalmology and Oto-Laryngology.

Ralph C. Matson, M. D., Tuberculosis and Vaccine Therapy.  
 Robert H. Ellis, M. D., Obstetrics.  
 R. C. Yenney, M. D., Internal Medicine.  
 J. C. Eliot King, Dermatology.

## LABORATORY DEMONSTRATORS.

Louis Arthur Shane, M. D., Demonstrator of Anatomy.  
 Theodore Fessler, M. D., Laboratory Demonstrator of Chemistry.  
 Guy H. Ostrander, B. S., M. D., Laboratory Demonstrator of Pathology.  
 Marius Breckenridge Marcellus, B. S., M. D., Assistant Laboratory Demonstrator of Pathology.  
 Wm. A. Shea, M. D., Laboratory Demonstrator of Therapeutics.  
 Geo. Andrew Cathey, M. D., Laboratory Demonstrator of Bacteriology.

## THE REED INSTITUTE.

## THE GREAT COLLEGE NOW BUILDING.

The city of Portland is to have within its corporate limits one of the great colleges of the United States. This is made a possibility and certainty through the life-long care, prudence and thoughtfulness of one of Portland's pioneer citizens, and his noble wife.

Simeon G. Reed and his wife came to Portland in its infancy, about sixty years ago. They were both modest, industrious, prudent, careful people, making no pretensions to social position, religious leadership or other worldly ambitions. They did not spend everything they made in vulgar display, hoard it up in a miser's box or lend it out on a Shylock's bond. They lived plain, practical sensible lives, and laid the foundation of an endowment of three million of dollars to found and maintain a college, which is to bear their names—THE REED INSTITUTE.

Mr. Reed was one of the men who made a fortune out of the earnings of the Oregon Steam Navigation Company; and with his wife, after providing for relatives and numerous charities to the extent of three hundred and fifty thousand dollars, has handed over to the trustees, three million dollars for this great foundation college. In a review of the work so far the Oregonian says:

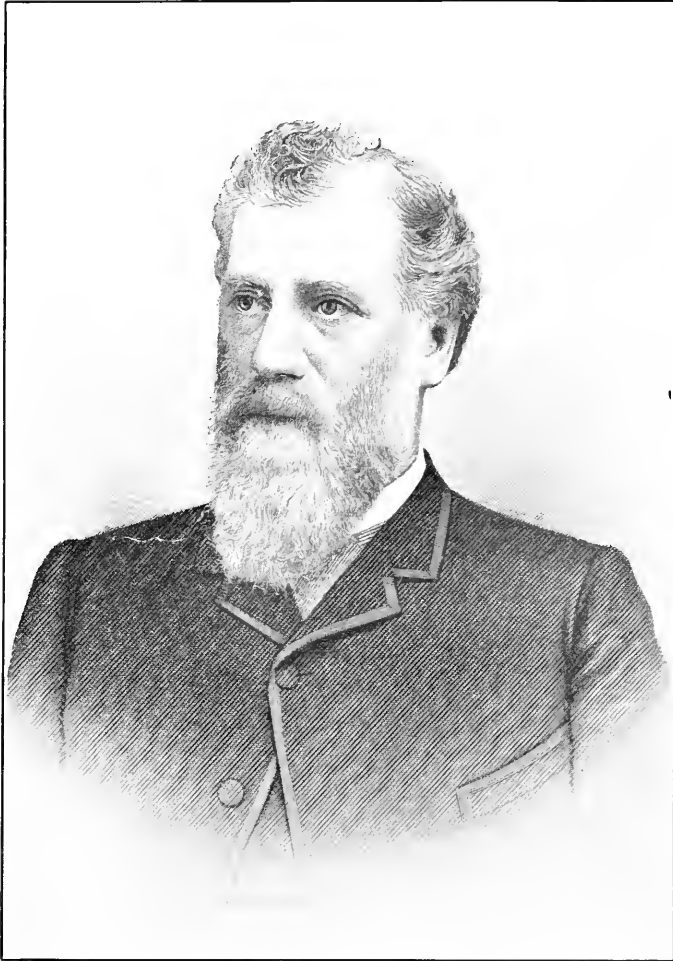
"Few of the great colleges of the country have begun their educational work so strongly endowed, and possibly no other has had such painstaking efforts made to lay a foundation so strongly consistent with future prospects nor such a broad field of experience to guide it in the initial effort.

Much of the seven years since Mrs. Reed's death were spent by the trustees of the fund in combating litigation. Mrs. Reed died in California, May 16, 1904. A number of nephews and nieces survived her, who were remembered with bequests of from \$5,000 to \$100,000. Under the laws of California, had Mrs. Reed been a legal resident of that state, it would, it was contended, have been impossible for her to will such a large proportion of the estate to educational or charitable institutions. Some of the nephews and heirs therefore raised the contention that Mrs. Reed was a resident of California and not of Oregon. This litigation, after several years, ended in a final decision that Mrs. Reed's residence was Portland, and the property was distributed according to the terms of the will.

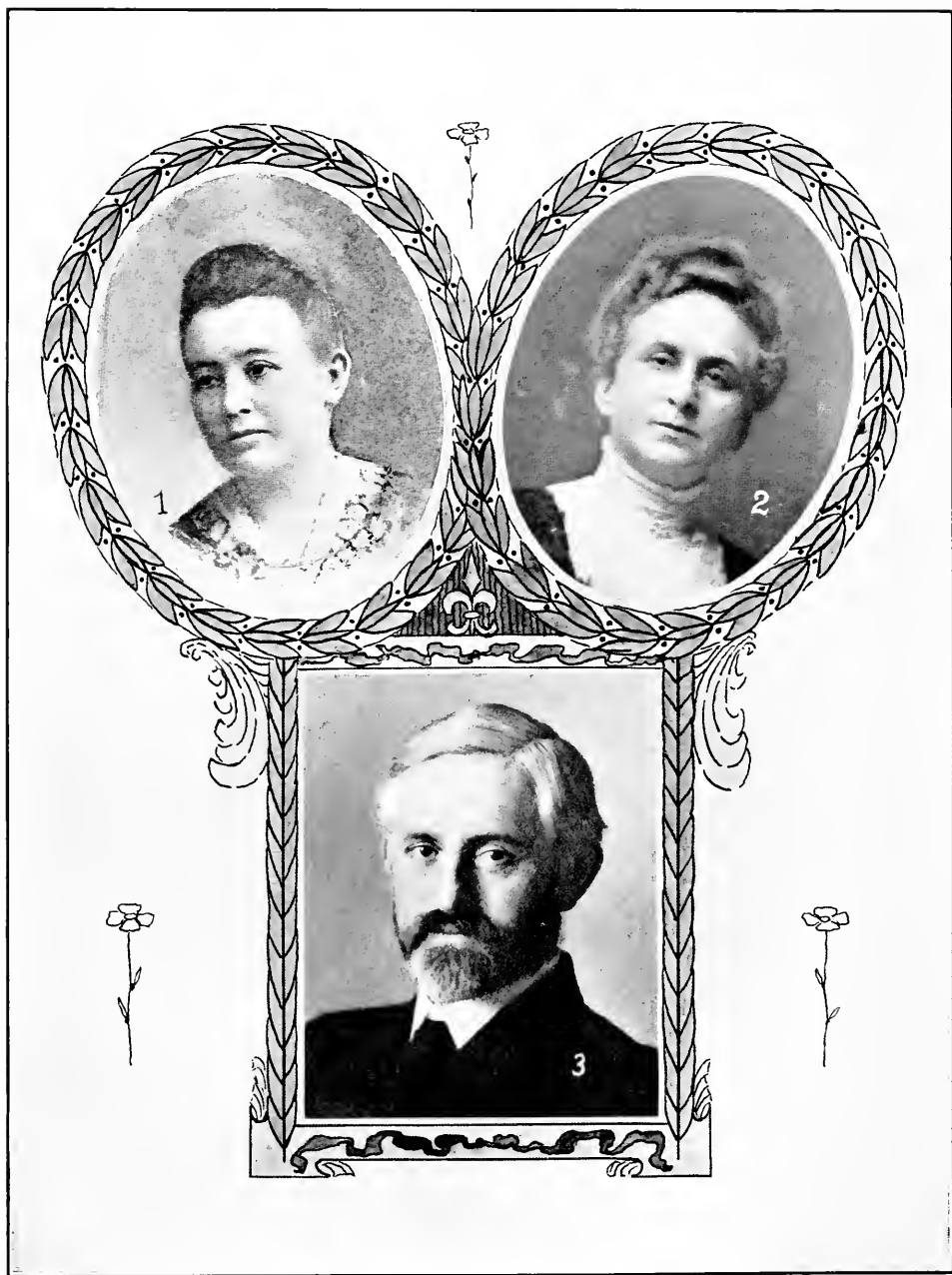
The bequests aside from that to the Reed Institute fund, totaled \$339,086.25 and a number of charitable and educational institutions were remembered in addition to the relations. The largest bequest to an Oregon institution was a block of Portland property valued at \$40,000 to the Old Ladies' Home. The administrator's final report was submitted on February 27, 1909, and soon thereafter the trustees of the institute fund began their work. These trustees are Rev. T. L. Eliot, chairman, Judge C. E. Wolverton, W. P. Olds, C. A. Dolph and Martin Winch.

The first work of the trustees was to decide upon the character of educational institution that should be established, for under the terms of the will





SIMEON G. REED  
Founder of Reed Institute



THREE COLLEGE PRESIDENTS SENT OUT FROM PORTLAND. THE LAST TWO BORN  
AND REARED IN PORTLAND

1—Miss Ella Sabin, of Downer College of Wisconsin. 2—Miss Luella Clay Carson, of Mills  
College of California. 3—C. A. Duniway, of Montana University.



they were given a wide latitude of choice. Leading educators of the country were consulted among whom was Dr. Wallace Buttrick, secretary of the general board of education, who made two special trips to Portland to confer with the trustees. Dr. Buttrick showed a great interest in the proposed institution and his advice, gained after a study of educational conditions throughout the northwest was largely the influence that caused the trustees to decide to establish a college of arts and sciences.

Then followed the question of securing a site. It was necessary to provide for future growth, proper sanitary conditions, accessibility and attractiveness. Several available sites were under consideration, but one most particularly well adapted for the purpose was offered as a gift by the Ladd estate. This property which lies in the addition to Portland known as Eastmoreland, was accepted by the trustees and attention was then turned to the selection of the first head of the institution.

Again Dr. Buttrick and other leaders in educational movements were consulted and the position was finally offered to Professor Wm. T. Foster, professor of English and education, at Bowdoin College, Maine.

Professor Foster comes to the Reed Institute with strong indorsements from Dr. Buttrick, Ex-President Eliot, of Harvard; officials of Columbia university and others.

Professor Foster is a native of Boston and thirty-two years of age. He gained a preparatory education in Roxburg high school and graduated from Harvard university with honors in 1901. Later he took a post-graduate course at Harvard on the science of education and attained a degree of master of arts.

For a time Professor Foster was an instructor in Bates college, in Maine and left there to become a member of the faculty of Bowdoin college. At the latter institution he became professor of English and education."

#### THE STATE REFORM SCHOOL.

Although not strictly a literary institution, yet as many an erring youth may find his only chance for an education in his enforced attendance upon teaching within the confines of the state reform school, it must be noticed here.

The first steps taken to secure the restraining and educating influences of such a school for Oregon had their origin in this city in 1876. On Jan. 1, 1876, Rev. A. L. Lindsley, and Rev. T. L. Eliot, as a committee on correspondence, issued a circular letter to all humanely disposed persons looking to the welfare of the youth of the state, calling upon them for their co-operation in efforts to secure suitable legislation and action to provide a reform school. These two gentlemen were acting for a standing committee of eleven men, composed of Rev. A. L. Lindsley, Judge M. P. Deady, Rev. R. Bentley, W. Lair Hill, Esq., William Wadhams, Rev. D. J. Pierce, H. Y. Thompson, Esq., Rev. Geo. H. Atkinson, Rev. T. L. Eliot, J. W. Whalley, Esq., and Hon. H. W. Corbett. All these men have passed away now but Dr. Eliot, and Mr. Hill. But their good work survives them in the successful and well managed state reform school near the capital of the state where wayward boys not only receive a good common school education, but are also taught manual labor, useful trades and habits of industry.

#### PUBLIC LIBRARIES.

A very effective educational influence not generally recognized and not used as much as its merits deserve, is that of the free public libraries. Portland is indebted mainly to Judge Matthew P. Deady for the establishment of a public library as early as 1864. And from small beginnings, it has steadily grown until now it is one of the best libraries on the Pacific coast, with twenty branches in different parts of the city. For many years the library was supported by annual membership fees of the patrons, but now it is a public institution under the control of the city government, and the books and reading

rooms are free to all persons complying with the necessary rules and regulations.

HISTORICAL SKETCH OF LIBRARY.

Early in the year 1864, Mr. L. H. Wakefield and J. H. Strowbridge impressed with the need of a reading room and library in Portland began the canvass of the city for the purpose of obtaining the signatures of those who were willing to materially aid in the enterprise. So successful were they that within a few days \$2,500.00 had been secured and a call issued for a meeting of the subscribers, which was held in the U. S. district courtroom on the 12th day of January, 1864. Hon. Matthew P. Deady was chosen president and R. B. Knapp, secretary of the temporary organization. It was decided to call the institution the Mercantile Library Association, but this was subsequently changed to the Library Association of Portland.

The dues were fixed at three dollars per quarter, in addition to an initiation fee of five dollars. This initiation fee was reduced to two dollars in 1867 and in 1869 was abolished altogether. A long list of periodicals was made up and ordered for the reading room and \$2,000.00 forwarded to Judge Nelson, and J. A. Hatt, of New York city, for the purchase of books. These gentlemen, without compensation, made the selections and forwarded fourteen hundred volumes by way of the Isthmus of Panama, there being at that early day no transcontinental lines of railroad. These books arrived in November and were received and placed upon the shelves by Mr. Harvey W. Scott, the first librarian. Mr. Scott, who was then studying law, resigned the following May to take editorial charge of the Oregonian.

Succeeding librarians have been W. Cardwell, J. H. Stinson, J. A. Waymire, L. W. Gilliland, James S. Reed, H. A. Oxe, D. F. W. Bursch, D. P. Leach, and Mary Frances Isom.

Total number of volumes in library at end of year 1909.....	83,588
Total number of volumes in lending collection at end of year.....	57,530
Total circulation from lending collection .....	386,680
Total attendance (approximate) .....	586,837
Total number of members .....	27,223

GENERAL FUND.

*Receipts:*

On hand, December 28, 1908 .....	5.14
Public library tax, county .....	27,711.17
Public library tax, city .....	25,262.90
	<hr/>
	\$52,979.21

BOOK FUND.

*Receipts:*

On hand December 28, 1908 .....	\$ 2,701.60
Fines .....	1,845.89
Books paid for .....	32.11
Donations, Miss May Failing .....	785.12
Refund on voucher No. 2,628 .....	25.00
Interest on investment funds, Dec. 28, 1908.....	5,423.75
Cash on hand December 28, 1908 .....	489.33
	<hr/>
	\$11,302.80

ENDOWMENT FUND.

Book fund .....	\$ 25,250.00
Maintenance fund .....	50,000.00



Henry Failing bequest .....	10,000.00
John Wilson bequest .....	2,500.00
Hannah M. Smith bequest .....	782.50
Ella M. Smith bequest .....	14,000.00
Amanda W. Reed bequest .....	10,000.00

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\$112,532.50

And John Wilson bequeathed his great private library to the public library; and it is now housed in the "Wilson room."

The elegant stone building in which the library is housed is also a gift from Ella M. Smith.

#### THE MUSEUM.

An object lesson of information, and a very great means of arousing interest in the pioneer history of the state, in the habits and character of the native Indians, and in the animal life that abounded in this region unknown ages ago, is the museum at the city hall. A trip through the museum galleries is a veritable trip through wonderland; and the thousands of visitors, both young and old attest the interest that these relics of a bygone age of the world and of our own fore-runners, always arouse in beholding them. The money spent on the subjects has given more pleasure to many thousands of people, and aroused in them, and especially in the young, a more abiding interest than any other equal amount of money expended on educational facilities in this city.

And for these benefits, and for the museum at all, the people of Portland and Oregon, and thousands of visitors from distant states, are indebted to Mr. L. L. Hawkins; who alone and almost wholly unsupported by others or by public aid, commenced collecting the materials for the museum a quarter of a century ago, and kept up his work for the pure love of it, and his interest in children, to the day of his death. L. L. Hawkins, is the founder and father of the Portland Oregon museum.

#### THE MENACE OF ILLITERACY.

And after all is said, and after all is done, and all our boasting as a people, there is still left to confront the thoughtful observer, the raw head and bloody bones of wilful ignorance and unthinking illiteracy.

Mrs. Preston, superintendent of schools of Walla Walla County, Washington, notes the facts of the decline of the masculine elements in the teaching force of that county. Each year, she says, the applications of men for teachers positions grow fewer. Out of forty-two recent applicants for teachers' places the present season in that county, but two were young men.

The same may be said of many counties of the state of Oregon. And of a vast population of the city of Portland, and of all cities. And while many thousands are able to read and write a little, their brains have not had the cultivation, nor do they care to seek such cultivation, as will enable them to think. And they don't think.

The teachers' vocation has been one of the very slowest to rise to the requirements of prosperity's wage. This is held to be due to the pressure made upon it by an army of women who are forced by modern industrial conditions to make their own living, and perhaps contribute to the support of others, thus making supply outrun demand. The rapid elimination of men from the teachers' ranks is probably due to this cause. There is, moreover, a growing belief, due to custom in part, that teaching school is a woman's vocation, and that manly men do not seek it. This view does not apply to high school and college work, wherein

the positive masculine force is necessary to secure the best results. But it certainly does prevail in districts that support elementary schools.

Here, then, are the reasons for the abandonment by men, and especially by young men, of the profession or vocation of teaching. In the first place the wages paid are not worth considering (except temporarily and as a stepping-stone), by capable ambitious men; next there is the sharp competition of capable women to be met; and furthermore there is the generally accepted view that women are better qualified by nature than are men to teach in elementary schools.

## CHAPTER XXI.

1834—1910.

*The First Churches—The Development of the Churches—The Groups of Great Preachers—The Founding of Sectarian Schools—The Steady Growth of Religious Work—Notable Characters, Roberts, Wilbur, Blanchet, Scott, Atkinson, Fierens, Lindsley, Morris, Christie and Stephen Wise.*

### THE FIRST CHURCH.

The first church in North America, built for white people west of the Rocky mountains, was erected at Willamette Falls (now called Oregon City) in the year 1843—sixty-seven years ago. Jason Lee had established a Methodist mission up in the Willamette valley before that date, but had not built a church. It was erected by a committee acting for the subscribers to the building fund, composed of Governor George Abernethy, Robert Shortess, David Carter, Rev. A. Waller, and C. Rogers. The subscribers to the building fund were as follows:

George Abernethy .....	\$100
John Force, .....	100
Jason Lee, .....	50
A. F. Waller .....	50
L. H. Judson, .....	50
Elijah White, .....	50
J. L. Parish, .....	50
David Leslie, .....	50
W. H. Wilson, .....	50
A. E. Wilson .....	30
Robert Shortess, .....	30
James R. Robb, .....	30
S. Smith .....	25
W. H. Gray, .....	25
W. H. Pfeiffer, .....	25
John McCord, .....	20
L. J. Hubbard, .....	20
Wm. C. Sutton, .....	20
G. W. Le Breton, .....	20
S. C. Pomeroy, .....	12
James O'Neill .....	10
Wm. Perry .....	10
J. E. Long, .....	10
A. Beers, .....	10
John Dabenbis .....	3 days' work
Joseph Yatter, .....	2 days' work

This was a Methodist church building, and dedicated to the services of that denomination; but as Oregon City is within the purview of this history, the building is noticed here, and an engraving of it given on another page.

The first church building in Portland, and the first religious organization in Portland was erected by the Methodists and made by that denomination. When the first Methodist church was organized in Portland there were only ten Methodist ministers in Oregon. Rev. J. H. Wilbur was the first pastor of the First Methodist church in Portland. Mr. Wilbur was a very energetic character. With his own hands he cut down the big trees and grubbed out the great stumps and burned the logs, and brush on the block where Taylor Street Church now stands, and with his own hands to a very great extent, built the first church building in the city of Portland, and wholly painted it himself; being the old Methodist church which stood years ago on nearly the same spot that the large brick building at the corner of Third and Taylor streets now occupies. The bell now used in the church was purchased by Gen. Stephen Coffin to be donated to the first building erected for public uses; but none having been so erected, it was turned over to the Methodists for their church, and has now regularly called the faithful together every Thursday evening and every Sunday morning for more than sixty years.

#### EARLY HISTORY CONNECTED WITH FIRST CHURCHES.

The history is indebted to Mr. Himes for the following incidents, throwing the searchlight back for sixty years to the beginning.

After a half century it is difficult to find the address and occupation of the various members of the old choir who may be alive today.

Mrs. A. E. Chamberlain, who sang soprano, and played the melodeon, is still living, and resides at Walla Walla, Washington. Rev. P. B. Chamberlain, husband of Mrs. A. E. Chamberlain, was the first regular installed pastor, and was afterward transferred to Walla Walla and at which place he died several years ago.

Mrs. Celinda Shipley, soprano, was the wife of A. R. Shipley, who also sang in the choir. In 1852 Mrs. Shipley (then Miss Celinda Hines) was preceptress in the old Portland Academy and Female Seminary. One writer has said, referring to this school: "Among the institutions of the state and territory of Oregon, which greatly tended toward the advancement of education and good morals, none are remembered with more affection." On Nov. 17th, 1851, this institution was opened with Rev. C. S. Kingsley as principal of the school and his wife assistant. Miss Hines had charge of the school exhibitions and on one occasion composed the words of a song which was rendered by a class of the younger students. These exhibitions or exercises, were held at the Taylor street Methodist church. Miss Hines taught until her marriage to Mr. Shipley in 1854. Mrs Shipley is living in Portland with her son, Lester Shipley.

Mrs. Hiram S. Pine, soprano, removed from Portland to some point in eastern Oregon, and afterwards, we are informed, went to Buffalo, N. Y. So far as known she is alive today. When Mrs. Pine sang in the choir her husband taught in the Sunday school and it is thought she was also a teacher.

Mrs. Pine's husband was employed by A. H. Francis, a colored man who was proprietor of a leading store in Portland's early days. Francis had his "kinky" hair cut off and in its stead he wore a wig. He did this, it is supposed, to disguise himself. He resembled a Spaniard rather than one through whose veins coursed negro blood. In those days the lines were sharply drawn between those who favored the cause of the south and those who stood by the union. The sympathisers of the south were here in no small numbers, and, as a result this negro merchant felt that it would be less tropical and more congenial for him elsewhere. He therefore left Portland, and, became a resident of Victoria, B. C.

Miss Helen Burton, soprano, is unmarried and living in Portland (June, 1910) in the old home on Burnside street. Miss Burton attended the old Portland Academy and graduated from that institution in July, 1861. Her father, E. M. Burton, was one of Portland's first architects. Mr. Burton was the architect for the Multnomah county court house. This building as first designed was symmetrical and pleasing to the eye. It was, however, changed so often by alterations and additions as to lose its original identity. He was also the architect for the "Masonic Temple" building, northwest corner Third and Alder streets, and the Breedon building, northeast corner Third and Washington streets. There are also buildings in Salem, Seattle and other cities in Oregon and Washington which attest to the skill of this pioneer architect.

Miss Lenora Blossom, soprano, was a daughter of the pioneer merchant, James M. Blossom, of the firm of Northrup (E. J.) & Blossom, these gentlemen being the immediate successors to the *first hardware firm established in Portland*. Their place of business was situated on the northwest corner of Front and Yamhill streets, and at which location Nelson Northrup (E. J.'s father) first opened a little store in 1851, and where business was conducted by the firm for many years. The business has continued uninterruptedly to the present day, and as an outgrowth of this old firm, we have the present one, known over the entire northwest, the Honeyman Hardware Company. Miss Blossom was a student in the Portland Academy, and together with Rebecca Greer, Elizabeth Carter (who afterward married Governor L. F. Grover) and Samuel A. Moreland, composed the graduating class of 1862.

Miss Blossom married Judge J. J. Hoffman, and died in New York city, August 29, 1883, and was laid to rest in the congressional cemetery at Washington, D. C.

Miss Elizabeth A. Failing, soprano, was a daughter of Josiah Failing. "In the days of old" Mr. Failing was prominent in public school affairs. He was a school director when the late ex-Governor Pennoyer taught in its schools, and he has been termed one of the fathers of Portland's public schools. The "Failing School" was named for him. Miss Failing married John Connor, a merchant of Albany, Oregon, who afterward became a banker in the same city. Mrs. Connor died suddenly, May 2, 1884, while visiting her brother, Henry Failing, at Portland, Oregon. This worthy daughter and wife is sleeping in Riverview cemetery near Portland.

Miss Mary L. Millard, soprano, was a daughter of Dr. Justin Millard, one of the first physicians of Portland. She was a student in the Portland Academy, but did not graduate. There was evidently a "touch of romance" in this famous organization, for we find that in 1861 Miss Millard became the wife of Capt. H. L. Hoyt, one of the choir's tenors.

Mrs. Hoyt was a great sufferer for many years, but was supremely patient through it all. She died April 16, 1902, much beloved by a wide circle of friends and acquaintances, and is buried in Riverview.

Mrs. Alonzo Leland, the lone alto, had a phenomenal voice. Her tones were of a resonant character and full of sweetness and purity as well. What the alto lacked numerically was compensated for in volume and purity of tone.

On June 21, 1853, John O. Waterman was appointed postmaster of Portland. He retained the position until October 12, 1853, at which time Alonzo Leland was made his successor. Both of these appointments were made by President Pierce, James Campbell being postmaster-general. Mrs. Leland was assistant postmaster. The postoffice was then located on the second floor of a two-story frame building, situated on the east side of Front street near Stark. Mr. Leland was also editor of the "Democratic Standard." In the early history of Portland, and before the advent of the telegraph made it possible for the "Associated Press" to disseminate its news, the editors of opposing political papers were engaged continually in violent controversies. We can imagine but dimly the vast amount of gray matter and energy gone to waste over the "political issues of the day."

Mrs. Leland afterward married a Captain Andrews, and lived in Walla Walla until her death, which occurred some five or six years ago. Mrs. Leland was an estimable woman and had many warm friends in Portland.

Captain Henry L. Hoyt was engaged in steamboating on the Willamette and Columbia rivers for many years; he served as city marshal for a number of terms; he was deputy collector of customs under F. N. Shurtleff; he also held the office of U. S. shipping commissioner, and was always considered one of Portland's substantial citizens. Captain Hoyt died in Portland July 27, 1898, and is buried in Riverview.

E. S. Penfield, another sweet-voiced tenor, came from San Francisco to enter the employ of a prominent firm, McKee & Co. Mr. McKee was superintendent of the Sunday school of the First Congregational church at this time (1856-7); subsequently went to The Dalles, and in September, 1859, *was a charter member of the First Congregational church at that place*, and is now living near Canyon City, Grant county, Oregon.

Henry Law, an uncle of the late Henry Failing, at the time of the organization of this choir, was engaged in the commission business for himself. He died October 5, 1865, and is interred in the old Lone Fir cemetery.

Harley McDonald had a fine bass voice. He, like Mr. Wyatt, began the study of music when a mere lad. Mr. McDonald assisted in the capacity of carpenter and builder, in the construction of the church edifice in which the *first meetings were held by the First Congregational church of Portland*. This building was commenced in 1850 and finished some time in 1851. It was situated on the northwest corner of Second and Jefferson streets, Rev. Horace Lyman in charge.

Mr. McDonald was a promoter and part owner of *Portland's first brick yard*. This yard was located in a "clearing" near the present city hall building, Fifth and Jefferson streets; *i. e.*, in this vicinity—there were no streets then—simply a "cleared" spot in the forest.

Mr. McDonald was also the architect and builder of the First Congregational church at Forest Grove, Oregon. There being no planing mills in the vicinity of Forest Grove at this time, all of the sash and door work, the pews and the pulpit *were made by hand*. He also sang in the choir of this church. An incendiary fire destroyed this old historic structure, July 18, 1901. In 1865 Mr. McDonald had charge of the Congregational choir at Salem, Oregon. He died, after many months of suffering, at Mt. Tabor, near Portland, on July 29, 1902, and was buried in the cemetery at Forest Grove, Oregon.

T. Brooks Trevett had a splendid bass voice, and he was an enthusiastic singer. He was always pleased to assist in oratorios and public concerts. Mr. Trevett was an excellent hardware salesman. For many years he was connected with the old firm of Corbett & Failing, later Corbett, Failing & Robertson. Afterward he entered the employ of the Honeyman Hardware Company, with which he was associated at the time of his death March 7, 1901, and buried in Lone Fir cemetery.

Adam R. Shipley had an excellent bass voice and was a thorough musician. Before coming to Oregon he was a member of a quartette of mixed voice, which acquired fame in the eastern states as "The Ohioans" and travelled throughout the country giving concerts.

In Portland's democratic halcyon days, Mr. Shipley was postmaster under two administrations, *i. e.*, Presidents Franklin Pierce and James Buchanan. He was a popular man and held the office from his appointment by President Pierce November 4, 1854, until succeeded by Herman W. Davis, a republican, who was appointed May 21, 1861, by Abraham Lincoln.

Mr. Shipley was also in the stationery and book business, and had for a partner the Rev. C. S. Kingsley. This business, except for several changes in ownership, has been continued up to this time; the well known firm of J. K. Gill & Co. being the present owners of what is now the *oldest established book and stationery store on the Pacific coast*.

Mr. Shipley always took an active interest in the cause of education, and in later years he became a member of the board of regents of the Oregon Agricultural College. He resided in Corvallis until his death July 14, 1893, and was buried in the cemetery at Oswego, Oregon.

Thomas A. Savier was something of a musician, played the flute for the choir, and was one of Portland's pioneer merchants. In 1853 he and D. W. Burnside did a large jobbing business. Their store was then located at the southwest corner of Washington and Front streets. In later years they established a flouring mill at Oregon City. Mr. Savier died March 22, 1876, and was buried in Lone Fir cemetery.

Miss Sarah Abrams was the daughter of W. P. Abrams, who, in partnership with Cyrus A. Reed in the winter of 1849, constructed and operated the *first steam sawmill in the northwest* (i. e., Oregon, Washington and Idaho). This mill was located in Portland, on the west side of the Willamette river, between Jefferson and Madison streets. In these days logs were not rafted 20, 30 or 75 miles; such a proceeding was unnecessary, as the "raw material" was within a stone's throw of this mill—giant fir trees were cut on Front, First, Second and Third streets. In December, 1854, this old "pioneer" mill was destroyed by fire.

Miss Abrams was a good musician and played the melodeon; was a student of the old Portland Academy, graduating in April, 1861. There were two other graduate classmates, viz., Miss Anna Pentland (who married Samuel L. Brooks; now of The Dalles) and James W. Poe. "Jim" Poe, as he was familiarly called in after years, became "Hon." After his graduation, Mr. Poe took up his residence in Lewiston, Idaho, and became one of the leading lawyers of the "pan-handle" section of that state.

Miss Abrams afterward married H. A. Hogue, a pioneer lumber and mill merchant. Mrs. Hogue (mother of H. W. Hogue, attorney), after the death of her husband, made a trip abroad, and after visiting many foreign lands, is content to call Portland her home, and in which city she now resides.

J. B. Wyatt, the popular and talented conductor, comes last in this chronicle, but he is by no means least. He is now residing in Vancouver, Washington.

Mr. Wyatt has had a long and varied experience in the musical world. When only 18 years old, he began his career as a conductor, and for 47 years he sang and successfully filled this important position.

Mr. Wyatt left his home in Vermont in the fall of 1849, destined for the gold mines of California, traveling by way of the Isthmus of Panama. He arrived at the mines in the spring of 1850, locating on the North Uba river. On account of failing health, his physician advised a change of climate and recommended Oregon. He at once started for that state, arriving in Portland in the fall of 1850. Remained here but a short time, his destination being a farm near Hillsboro.

We next find Mr. Wyatt leading a choir of school children in a log church at West Tualitin, now Forest Grove, in 1852-53. These children were scholars in the Tualitin Academy. A collegiate department was afterward added in January, 1854, called Pacific University. The Rev. Harvey Clark, an independent missionary to the Indians, was pastor of this log church, and J. M. Keeler was principal of the school. Mr. Wyatt also taught music in this school.

In 1856 Mr. Wyatt returned to Portland and soon after entered the employ of Allen & Lewis; *this firm is the oldest wholesale grocery establishment in Portland*, and its business has remained in one family from its inception in 1851 until now. When C. H. Lewis died in 1897 his son Allen became the recognized head of the firm.

The last Sabbath that Mr. Wyatt sang with the choir, before leaving Portland, was an eventful one. The church was full of people. There were two ministers in the pulpit with the Rev. Chamberlain. The choir was in excellent

form and sang splendidly. The last hymn was in the old "Plymouth Hymn Book.":

"Day of judgment, day of wonder, hark! the  
Trumpet's awful sound;  
Louder than a thousand thunders, shake  
The vast creation round.  
How the summons will the sinner's heart confound."

One of the ministers with Mr. Chamberlain pronounced the benediction, and as he extended his hands, said: "May that choir sing in heaven!" This was "too much" for many of the choir and congregation, and handkerchiefs were soon in evidence. And so ends Mr. Hime's account of the musicians.

#### PROGRESS OF THE CHURCHES DOWN TO 1890.

The progress of the churches by consecutive pastorates is given only down to 1890; for the reason that the present church authorities seemed unwilling to furnish any information for this work. A circular letter was sent to all the churches requesting information, and but one of them (the Presbyterian) made any response to it.

Reviewing the progress of the Portland churches from their several foundations down to 1890, Mr. Scott in the first history of Portland (1890), says: "The Taylor Street church is the strongest, both in members and means, among the Methodist churches in Oregon. It has over 500 members, and is the largest contributor to benevolent objects and mission works in the Oregon conference. The following ministers have served this church from the beginning of its history to the present time: J. H. Wilbut, 1848-9; J. L. Parrish, 1849-50; J. H. Wilbur, 1850-1; C. S. Kingsley, 1851-52; H. K. Himes, 1853; P. G. Buchanan, 1854; Wm. Roberts, 1855-6; D. Rutledge, 1857; W. S. Lewis, 1858-9; I. Dillon, 1860-1; D. Rutledge, 1862-4; B. C. Lippincott, 1865; C. C. Stratton, 1866-7; J. H. White, 1868; Wm. Roberts, 1869-70; George W. Izer, 1871-3; Robert Bentley, 1874-5; C. V. Anthony, 1876-7; J. H. Acton, 1878-80; George W. Izer, 1881-83; G. W. Chandler, 1884-5; W. M. Mullinix, 1886; J. W. Alderman, 1886. The present pastor, Rev. Alfred Kummer, came in September, 1887.

St. Paul's M. E. church was organized in 1869. The first pastor was Rev. A. C. Fairchild. The house of worship used by the congregation of this church is located on the corner of Hall and Sixth streets. The present membership is one hundred and twenty. The pastors who have officiated in this church in order of service have been A. C. Fairchild, Wm. Roberts, T. F. Royal, W. C. Catlin, John F. Flynn, M. Judy, H. K. Himes, G. M. Pierce, J. W. Klepper and the present pastor, C. E. Cline.

The Centenary M. E. church of East Portland was organized in 1867, and has a membership of two hundred and thirty-eight persons. The first pastor was Rev. J. N. Dennison. Rev. J. W. Bushong is the present pastor.

Grace M. E. church was organized in April, 1884, at which time several members withdrew from the Taylor Street Church to perfect the organization. Rev. E. W. Caswell was assigned to the new society, under whose labors a neat chapel was built at the corner of Eleventh and Taylor streets. The society grew rapidly and soon numbered among its members many of the most prominent citizens of Portland. The quarters first erected soon became too small for the large congregations which gathered at the chapel, and the erection of the present church edifice on the corner of Tenth and Taylor streets was begun, and was completed at a cost of \$55,000 and dedicated on December 15, 1889.

The German M. E. church was organized in 1880. A church edifice has since been erected at the corner of North Eighth and D streets, where services are conducted in the German language. Rev. Frederick Bohn was the first pastor. He was succeeded by Rev. J. C. Sinclair. Rev. Frederick Bohn again be-



came pastor in 1885, serving until 1888, when Rev. George Hartung, the present pastor, succeeded him.

The Norwegian-Danish M. E. church was organized in November, 1882, by Rev. C. J. Larsen and fifteen members. At that time meetings were held in a chapel on Third street. Great interest was awakened by these services, and but a short time elapsed until a lot was purchased by the congregation on the corner of Twelfth and D streets, where a neat and commodious church has since been erected. Rev. C. J. Larson still officiates as pastor.

The Methodists have been foremost in the establishment of mission branches of this denomination in the vicinity of Portland during recent years.

The East Portland M. E. church, organized in October, 1887, with a new house of worship on the corner of Tenth and Adams streets, dedicated in February, 1890, is the outgrowth of their work in this direction. The Albina M. E. church, corner of Russell and Kirby streets, is also of recent growth. Both of these churches are presided over by Rev. G. M. Pierce, under whom they are enjoying great prosperity. For several years a Chinese mission has been sustained, of which Rev. Andrew J. Hanson is superintendent.

The Zion M. E. church, corner of Main and Eleventh streets, was built in 1881, and is a house of worship for the Africans of Portland. At present no regular pastor is stationed over this congregation, and services are only occasionally held.

In membership the Methodists outnumber any other religious denomination in Portland except the Catholics. At the annual state conference of 1889, the number of members belonging to the Taylor Street, St. Paul's and Grace churches of Portland, the Centenary and Adams Street churches of East Portland, and the Albina church was reported as 1,340.

#### THE CATHOLICS.

The Catholics followed the Methodists in point of time in the establishment of churches in Oregon. As early as the winter of 1839-40, they erected a church at Champoeg, in the Willamette valley, although for some years previously they had been steadily making converts to their faith among the Indians. In 1838 Rev. F. N. Blanchet and Rev. Modeste Demers were appointed by the archbishop of Quebec as missionaries to the Pacific coast country, the former as vicar-general. For four years they toiled alone in their mission field which extended from the Pacific coast to the Rocky mountains, between the California boundary and the northern glacial sea. They were then joined by other laborers in religious work, and from that time the Catholic faith has been upheld by able and conscientious workers.

The first movement toward the erection of a Catholic church in Portland was commenced in the fall of 1851, at which time Rev. James Croke was authorized by Archbishop Blanchet to solicit donations for the purpose. About \$500 was secured through subscriptions from residents of Portland, with which half a block of ground was purchased from Capt. J. H. Couch, somewhere in the vicinity of Sixth and D streets, and the building commenced.

During the erection of the church, the few Catholics who were then in Portland used to assemble at the residences of Catholic families until the completion of the little sacristy at the end of the church, where for the first time midnight mass was celebrated at Christmas, 1851. By February, 1852, the work was sufficiently advanced to have the building dedicated, the services being performed by Archbishop F. N. Blanchet, assisted by Very Rev. J. B. Brouillet, vicar-general of Nesqually and Rev. James Croke, pastor. The edifice itself at this time was a mere shell, the inside walls being covered with cotton cloth, and the sanctuary and altar with Chinese matting.

The church remained on the original site until 1854, when it was moved to the site now occupied by the cathedral of the Immaculate Conception, on the cor-

ner of Third and Stark streets (1890). Here the building remained for the next ten years without change. When, in 1862, the Most Rev. Archbishop Blanchet removed from Oregon City to Portland, this humble church became the pro-cathedral. In October, 1863, Very Rev. J. F. Fierens, V. G., was appointed to take charge of the pro-cathedral. By this time the congregation had so increased as to require a larger building. Under Vicar-General Fierens, two wings were added to the main building, which were completed in the fall of 1864, the first service in the enlarged church being celebrated on Christmas day at that year. Seven years later it again became necessary to enlarge the building to meet the needs of the congregation. This was accomplished between August and October, 1871. During the next seven years the Catholic population of Portland had so increased that it was found necessary to erect a larger building. The old edifice was removed and in its place was built a gothic structure fronting on Stark street. It was dedicated in 1882. Very Rev. J. F. Fierens, V. G., has been pastor of this church since 1862, but for several years past he has had from one to two assistants. The present assistants are: Rev. Edward O'Dea and Rev. J. Northman. Rev. Edward O'Dea has since been appointed bishop of Seattle, and is a very able and useful administrator of the church.

Since 1862, Portland has been the residence of the archbishop of the diocese of Oregon. Archbishop Blanchet continued in charge of the diocese until his death in 1885, when the Most Rev. Wm. H. Gross was appointed, and Gross was succeeded by Archbishop Christie.

The cathedral of the Immaculate Conception remained the only Catholic house of worship in this vicinity until 1874, when St. Francis' church in East Portland was built. On January 9, 1882, this church, which stood on the corner of Eleventh and J streets, was blown down by the memorable storm of that date, after which the present edifice was built on the same site. Rev. L. Verhaag is pastor of this church.

The next Catholic house of worship erected was the Church of St. Lawrence, on the corner of Third and Sherman streets, built in 1883. In 1886 St. Joseph church, on the corner of Fourteenth and C streets, was built; and in 1888 St. Patrick's on S street, between Eighteenth and Nineteenth streets, and the Church of the Immaculate Heart of Mary in Albina. In the Church of St. Joseph, the services are conducted in the German language. The pastors of the churches last mentioned are as follows: Church of St. Lawrence, Rev. B. Orth; St. Patrick's, Rev. P. Gibney; Church of St. Joseph, Rev. Dr. Albert Sommer; Church of the Immaculate Heart of Mary, Rev. G. B. Van Lin. According to the best authority, the present (1890) Catholic population of Portland and vicinity is between 7,000 and 8,000.

#### THE CONGREGATIONALISTS.

The first Congregational minister in Oregon was Rev. Harvey Clark, an independent missionary, who organized a church in Oregon City in 1844. In 1847 the American Home Missionary Society sent Rev. George H. Atkinson and wife to labor in Oregon. In the early part of 1848 Mr. Atkinson held two services in Portland, one in a log shingle shop, and the other in an old warehouse, the congregation crowding in among bales and boxes of goods. Occasional services were afterward held by Mr. Atkinson and Revs. Harvey Clark and C. Eells.

In November, 1849, Rev. Horace Lyman and wife arrived. Mr. Lyman had been sent out by the Home Missionary Society in 1847, but remained at San Jose, California, one year engaged in teaching. After his arrival in Portland he at once began the work of building up a church. In 1850, one of the town proprietors, D. H. Lownsdale, gave the ground, and the citizens made liberal donations to carry out the project. With this assistance, Mr. Lyman began the erection of a church building at the south end of Second street. Much of the manual labor connected with the task was performed by this zealous minister, and so hard did he work that he fell ill from over-exertion. He soon, however,

rallied and prosecuted the work with such vigor that the building was completed and dedicated June 15, 1851. Revs. George H. Atkinson, J. S. Griffin and Harvey Clark assisted Mr. Lyman in the dedication ceremonies. The building was 32x48 feet in dimensions, had a belfry and a small spire, and cost \$6,400. Mr. Lyman was pastor for four years and a half, when he removed to Dallas. For a year and a half thereafter Rev. George H. Atkinson officiated as pastor, but continued during this period to reside at Oregon City. In November, 1855, Rev. P. B. Chamberlain was installed pastor. During his pastorate, which covered a period of over five years, a large number of the congregation withdrew to form another Congregational church, as had been the case during Mr. Lyman's pastorate, but both movements were unsuccessful. When Mr. Chamberlain's labors closed in March, 1862, the church was in a very weak condition, and for more than a year thereafter was without a settled pastor.

In July, 1863, Rev. George H. Atkinson became pastor, and under his labors many were added to the church. In 1870, the old house of worship became too small for the congregation, and the church building that for many years stood on the corner of Second and Jefferson streets, was begun. It was finished in the following year and first used on August 6, 1871. During the labors of Dr. Atkinson, which continued until December, 1872, the church made substantial progress, and was placed on a firm basis.

Dr. Atkinson was followed by Rev. J. D. Eaton, who remained until May, 1876, when he resigned to enter another field. For a year and a half thereafter, Rev. J. H. Acton of the Methodist church, supplied the pulpit. In April, 1877, Rev. J. A. Cruzan became pastor. He was succeeded by Frederick R. Marvin in 1883, who remained there some years, when Rev. T. E. Clapp assumed charge of the congregation.

During Dr. Atkinson's pastorate, Plymouth Church congregation was organized, in 1871, and soon after the present church building on the corner of Fourteenth and E streets was erected. For some years Dr. Atkinson officiated at both churches, but in 1880 Rev. E. P. Baker assumed charge of the Plymouth congregation. The latter remained but a short time, and since that time the following pastors have been stationed at different times over this church: Revs. E. R. Loomis, George H. Lee, George H. Atkinson and Ezra Haskell, and Rev. C. T. Whittlesey.

The Mount Zion Congregational church was also established through the efforts of the members of the First church. It was organized in 1879, and during its early existence was almost wholly dependent on the First church.

#### THE EPISCOPALIANS.

The first Episcopal clergyman who came to Oregon was the Rev. St. M. Fackler. He crossed the plains in the year 1847, in search of health. The first services of the church, of which we have any record, were held by him in Oregon City, in 1847. His health continuing poor, however, he made no effort to establish anywhere any stated services or to organize a parish.

It was not until 1851 that any definite steps were taken by the church in the east to send a missionary to Oregon. In April of that year, Rev. William Richmond, of the diocese of New York, was sent to Oregon, and on Sunday, May 18, together with Mr. Fackler, he held services in the Methodist house of worship in Portland. Some ideas of the newness of the country and of the hardships endured by the missionaries at that time may be gathered from the following extract from a letter written by Mr. Richmond shortly after his arrival in Portland: "I occupy a room in a shanty, merely clapboards, quite open to the air, with a rough, unplanned, ungrooved floor, no carpets, no plastering, no ceiling. For this I pay twelve dollars a month, three dollars (fifteen was the price) having been deducted on account of my mission. I also do my own cooking,

and gather my own wood out of the forest behind me; yet my expenses will be as great as in a good boarding house in New York."

At the conclusion of his first service in Portland, May 18, 1851, Mr. Richmond organized Trinity parish, it being the first parish organized in the diocese of Oregon and Washington. From that time until the arrival of Rev. John McCarthy, D. D., of the diocese of New York, who, in January, 1853, as chaplain in the army, came to Fort Vancouver, Mr. Fackler at stated times held services in Trinity parish. There were only about two or three families connected with the church. On his arrival, Dr. McCarthy was persuaded to take charge of the work here in connection with his chaplaincy at Vancouver.

In October, 1853, Rev. Thomas Fielding Scott of the diocese of Georgia, was elected missionary bishop of Oregon and Washington, and arrived in Portland in April, 1854, to enter upon his new field of labor. The first church erected in Trinity parish was consecrated by Bishop Scott, September 24, 1854. It stood on the northwest corner of Third and Oak streets, and was the first church building of this denomination consecrated on the Pacific coast.

In 1867, Trinity parish bought a half block on the corner of Sixth and Oak streets, upon which the present church building (1890) now stands. The cornerstone of this building was laid on April 25, 1872, but the edifice was not completed until the following year.

Upon the creation of the diocese of Oregon and Washington, Portland became and has since remained the headquarters of the diocese. Bishop Scott, although his labors extended over a vast field, resided at Portland and did much to strengthen and build up Trinity parish. He died in New York city in 1867, whither he had gone for the benefit of his wife's health. His genial manners and his marked ability as a preacher, won for him the affection and commanded the respect of all who had ever heard him preach, or who had been personally acquainted with him. He did much for the church during its darkest days in this portion of the northwest, while his labors in behalf of education have since borne abundant fruit. He was succeeded by Rt. Rev. B. Wistar Morris, D. D., in June, 1869. For several years thereafter the diocese continued to embrace Oregon and Washington, but during late years, Oregon has been a separate diocese, over which Bishop Morris still presides (1890).

The following are the names of the clergymen who have officiated in Trinity parish from time to time, since its organization to the present day: 1851 and 1856, Rev. William Richmond, Rev. St. M. Fackler, Rev. John McCarthy, Rt. Rev. Thomas Fielding Scott, D. D., and Rev. Johnston McCormac; 1856, the bishop, Rev. James L. Daly, and Rev. John Sellwood; 1857 to 1860, Rev. John Sellwood, Rev. Carlton P. Mapes and Rev. Peter E. Hyland; 1861 to 1865, Rev. Peter E. Hyland; 1866 to 1871, Rev. William Stoy; 1871 to present time, Rev. R. D. Nevius, Rev. George Burton, Rev. George F. Plummer, Rev. George W. Foote and Rev. Thomas L. Cole, the last named being the present rector (1890).

In the year 1863, St. Stephen chapel, on the corner of Madison and Fourth streets, was completed and opened for service, thus affording two places where Episcopal services were conducted in Portland. It was projected and built at his own expense by Bishop Scott. Rev. John Sellwood was the first rector. In 1870 Rev. John Rosenberg became rector and has ever since, to 1890, discharged the duties of pastor.

The parish connected with St. Matthew's chapel was formed in 1885, and has a commodious church edifice on the corner of First and Caruthers streets. Rev. B. E. Habersham has been rector ever since the parish was organized.

Trinity mission chapel is of recent origin, and for a time was under the charge of the bishop of the diocese. A chapel has been built on the northeast corner of Eighteenth and Q streets. For some time Rev. Wm. MacEwan has been rector.

St. David's Episcopal church parish, East Portland, was formed in 1871, and in December of that year the first services were held by Rev. J. W. Sell-

wood. Rev. C. R. Bonnell assumed charge of the congregation in 1872, and remained about a year. For a time Rev. James R. W. Sellwood officiated. He was followed in 1874 by Rev. Arthur W. Wrixon, who continued rector for seven years, when Rev. J. W. Sellwood took charge of the work. The church numbers one hundred and eighty-five communicants, and is in a prosperous condition.

#### THE BAPTISTS.

The first Baptist church on the Pacific coast was organized at West Union, Washington county, Oregon, May 25, 1844. Two years later the first Baptist meeting house was built at this point. From 1844 to 1848, Rev. Vincent Snelling, Elders Hezekiah Johnson, Ezra Fisher and Porter ministered to the congregation. In 1848 the Willamette Baptist Association was organized, at which time there were six churches in the state.

In 1850 the first steps toward the organization of a Baptist church in Portland were taken. In this year Hezekiah Johnson secured from Stephen Coffin the donation of a half block, corner of Fourth and Alder streets, upon which the First Baptist church was erected, and where the Honeyman Hardware store now stands. Five years later a church organization was perfected with ten members. Rev. W. F. Boyakin was chosen pastor and Josiah Failing deacon. The church was unfortunate in the choice of a pastor, and in 1860 only three members remained. With the hope of reviving the church, the Willamette Association appealed to the American Baptist Mission Society to place a missionary in the field. In response to this request, Rev. Samuel Cornelius, D. D., was sent to labor in Portland. He arrived in June, 1860, and on the first Sunday in July preached in the Methodist church. A public hall on First street was afterward secured where regular meetings were held until January, 1862, when the basement of the present church was so far completed as to be used for religious services.

In September, 1864, Dr. Cornelius returned to the east, leaving a membership of forty-nine persons. During the next two years the church was without a pastor. December 27, 1866, Rev. E. C. Anderson arrived to take charge of the church.

March 9, 1867, the society was incorporated, and in January, 1870, the church edifice was completed and dedicated. Mr. Anderson completed his labors December, 1870, after which a pastoral vacancy of nearly eighteen months occurred.

On the second Sunday in June, 1872, Rev. Henry Medbury began his pastorate. The church soon after became self-supporting, and under Mr. Medbury's guidance, the first mission work of the church was begun. A Sunday school was organized in East Portland; land purchased there for a church, and preaching services were for some time maintained by Rev. Addison Jones. The mission school in Stephen's addition, and the Chinese mission were soon after founded.

In August, 1875, the pastorate of Mr. Medbury closed and that of Rev. D. J. Pierce began. Failing health induced Mr. Pierce to tender his resignation in June, 1877, and in August following, Rev. A. S. Coates became pastor. The latter was succeeded by Rev. John A. Gray in December, 1880, who remained for three years. During his pastorate the church was enlarged and refitted.

In May, 1884, Rev. J. Q. A. Henry became pastor, and during the four years of his pastorate, the church had a very prosperous period, over 400 accessions to the membership being made. The Rev. John Gordon was installed in October, 1888.

The First Baptist congregation is now (1890) one of the largest in the city, the members numbering over 500. Large contributions to mission work, local and foreign, are made, while every effort put forth to establish Baptist churches within or near the vicinity of Portland, has been liberally sustained by the con-

gregation. In 1874, a Baptist mission school was founded in Stephen's addition, East Portland. This was the first attempt at home mission work by the congregation. Four years later twenty-two members from the First church were dismissed to form the First Baptist church of East Portland, and about the same time a chapel in Stephen's addition was dedicated.

The Emanuel Baptist church is the outgrowth of the Meade street mission, established early in 1884. In May, 1886, a chapel was erected on the corner of Second and Meade streets, where services are now regularly held by the pastor, Rev. B. F. Rattray, who, in 1888, succeeded Rev. Frederick Eason.

The First Scandinavian Baptist church was organized in 1884, through the efforts of Rev. Gustavus Liljoroth. Rev. O. O'Kerson became pastor in 1885, and was succeeded by the present pastor, Rev. Nicholas Nayland, in 1886. Recently a new church building has been erected by this congregation at 109 North Eleventh street, North Portland. Besides the churches named, the Baptists of Portland maintain missions at North Portland and Albina.

#### THE PRESBYTERIANS.

The first minister of the Presbyterian denomination in Oregon was Lewis Thompson, a native of Kentucky, and an alumnus of Princeton Theological Seminary, who came to the Pacific slope in 1846. He was soon after joined by a minister from Ohio, Robert Robe, who, with E. R. Geary of La Fayette, formed the presbytery of Oregon, on the 19th of November, 1851.

In 1853, there were five Presbyterian ministers in Oregon, the three already mentioned, and J. L. Yantis and J. A. Hanna. At a meeting of the Presbytery held at Portland in October of this year, a petition from a number of persons for the organization of a church in Portland was received and considered. The request was granted, and Rev. J. L. Yantis, D. D., who had preached here for some months, was appointed to organize the proposed church.

Under Dr. Yantis' efforts, the First Presbyterian church of Portland was constituted and organized January 1, 1854, with twelve members and the election of Wm. P. Abrams and James McKeon as elders. Dr. Yantis was assisted in the work by Rev. George F. Whitworth, who had recently arrived in Oregon, and who supplied the Portland church for two months.

On May 1, 1854, Dr. Yantis reported the organization, and the church was taken under the care of the presbytery. When the church was organized, it was expected that Dr. Yantis would be its permanent pastor, but he divided his time between the Portland church and the church at Calipooia, his previous charge, in Linn county, eighty miles from Portland, whither he journeyed on horseback twice each month, until an affliction of the eyes compelled him to give up the Portland work. After this the church was only occasionally supplied, until June 4, 1860, when Philip S. Caffrey continued his ministerial work in Portland until January 1, 1867, when failing health caused him to resign. During this period, in the summer of 1862, the lots on the corner of Third and Washington streets were purchased for \$1,500, upon which a church building was erected at a cost of about \$20,000, being dedicated on May 22, 1864, the dedication sermon being preached by Rev. George H. Atkinson.

On October 23, 1865, the society was duly incorporated as "The First Presbyterian Church and Society of the City of Portland," by Messrs. W. S. Ladd, J. C. Ainsworth, O. P. S. Plummer, J. D. Holman and M. B. Millard, all of whom have passed on but Dr. Plummer. The value of the property then owned by the society was \$25,000.

At the close of Mr. Caffrey's labors, the church remained for nearly two years without a pastor. Rev. A. L. Lindsley, D. D., was extended a call in August, 1867, which he finally accepted, and was installed April 25, 1869, as the first regular pastor of the church. At this time there were only eighty-seven members, but under Dr. Lindsley's ministry, the church rapidly grew in influence

and members. He was especially active in mission work among the Indians of the northwest, aiding in establishing missions among the Alaskans, Nez Percés, Puyallups, Umatillas, Spokanes and others. His pastorate continued for over eighteen years, and during this period he organized twenty-one churches and dedicated twenty-two, while the gifts of the church for all purposes amounted to over \$240,000. His election to the chair of practical theology in the San Francisco Seminary, led to his resignation as pastor in November, 1886.

In January, 1886, the old church property was sold at public auction for \$68,000, and the erection of a new church on the quarter block on the corner of Alder and Tenth streets, which had been purchased in 1883, was commenced. It is a fine stone structure, the total cost of which, including furnishings, cost about \$125,000. Dr. Lindsley's resignation and removal to California left the church without a pastor, and so it continued until January, 1888, when a unanimous call was extended to Rev. Arthur J. Brown of Oak Park, Illinois. Mr. Brown accepted the pastorate, and on May 9, 1888, was duly installed.

This church now (1890) numbers over 400 members, and is in a most flourishing condition. For many years it was the only Presbyterian church in Portland and vicinity, but when it became apparent that other churches were necessary, some of its members withdrew for the purpose of forming new organizations. Where recently but one Presbyterian church existed, eight are now doing effective work, and to this development the old church has been able to contribute to a considerable extent, in both membership and means. The Portland Seaman's Friend Society, and the Bethany Mission, the latter organized in August, 1889, are also largely sustained by the First Presbyterian church. The officers of the church are as follows: Ruling elders—Royal K. Warren, William B. Gilbert, Stephen P. Lee, Edward Quackenbush, Alfred Stowell. Trustees—Henry W. Corbett, Thomas N. Strong, William S. Ladd, Donald Maaleay and Dr. George M. Wells (1890).

Calvary Presbyterian church was organized in February, 1882, by some fifty members who withdrew from the First Presbyterian church, since which time it has been maintained independently of the parent church and the "board of home missions." The first officers elected were: George J. Ainsworth, H. C. Coleman, John Honeyman, Wesley Jackson, William Wadhams, and Dr. Curtis C. Strong, elders; and Henry J. Corbett, treasurer. On July 1, 1882, Rev. Edward Trumbull Læ became pastor. Soon after Mr. Lee began his labors, a lot was purchased on the corner of Clay and Ninth streets, and on this site the cornerstone of the present church building was laid September 11, 1882, Dr. Lindsley of the First church delivering the address. The building was completed in about a year's time and cost \$35,000. The seating capacity of the auditorium is 500, and the chapel 300. A little to the north of the church building is the church parsonage, which is owned by the church and occupied by the pastor. Mr. Lee resigned in 1887, and was succeeded by Rev. Wm. H. Landon.

St. John's Presbyterian church in North Portland is the outgrowth of the mission labors of Rev. Robert J. Laughlin, who was sent to this field by the Presbyterian board of home missions in 1881. His labors, however, were largely sustained by the First Presbyterian congregations. A Sabbath school was first organized at the Couch engine room on G street about the middle of August, 1883, while preaching services were held every Sabbath evening at Watson's hall, corner of Sixteenth and T streets. A short time after the mission was opened, two lots on the corner of Sixteenth and M streets were donated by Mrs. J. H. Couch, and upon them in 1884 the present church edifice was built. The congregation was organized in November, 1884, some thirteen of the members of the First church withdrawing from that body to complete the organization. Mr. Laughlin was succeeded as pastor in 1888 by Rev. L. V. Milligan. (During his service to the church in Portland, Mr. Laughlin had also in charge two other missions, one at St. Johns, and one at Sellwood, both of which have grown into flourishing churches. But being attacked by an affection of the lungs was

compelled to give up his church work and seek relief in travel and the dry climate of California and eastern Oregon. But all to no purpose, and after bravely suffering for three years, passed away at the residence of the author of this history in the year of 1891, and is buried in the church lot of Riverview cemetery. A purer, nobler and more faithful soldier of the cross never give his life to the church.)

The United Presbyterian church was organized in April, 1884, and has a suitable church building on the southeast corner of Sixth and Montgomery streets. Rev. Wm. R. Stevenson very acceptably labored in the establishment of the church, and for four years continued as pastor. He was followed in 1888 by Rev. Wm. W. Logan.

The Fourth Presbyterian church was organized in 1887, and is located in South Portland, on South First street, between Grover and Gibbs streets. Rev. Thomas Boyd has been pastor since the formation of the church.

The Chinese mission maintained by the Presbyterians of the city, has been in existence for several years. Rev. Wm. S. Holt is the missionary in this field of work.

#### THE HEBREW SYNAGOGUES.

In response to a call issued to the Israelites residing in Portland, a meeting was held at the National Hotel, Sunday, May 2, 1858, for the purpose of organizing a Jewish congregation. Eight gentlemen assembled: M. Mansfield, Jacob Mayer, Samuel Levy, David Simon, L. Cohen, S. M. Lyon and B. Simon. One week later, May 9, 1858, the gentlemen named, and H. F. Bloch, Leopold Mayer, Abraham Frank and J. Mecholup completed the organization of Beth Israel congregation, at which time the following officers were elected: Leopold Mayer, president; M. Mansfield, vice-president; Abraham Frank, treasurer, and B. Simon, secretary.

Burke's hall was secured as the place of worship, and Rev. S. M. Laski was engaged as reader. The congregation rapidly increased in members, and the erection of a synagogue was soon discussed. In October, 1859, a lot on the corner of Fifth and Oak streets was purchased. On May 12, 1861, the cornerstone of the synagogue was laid, and in August following the building was completed and consecrated. In May, 1861, Rev. H. Bories was chosen minister, remaining in charge of Beth Israel until July, 1863, when Rev. Dr. Julius Eckman was elected the first rabbi of the congregation.

The synagogue was enlarged in 1865 to meet the requirements of the congregation, and for more than two decades thereafter was used for religious purposes. In the meantime the congregation had grown so large that it illy answered for a house of worship. The erection of a more suitable building was periodically discussed, but no decisive action was taken until Col. L. Fleischner took the matter in hand and in response to his efforts the necessary steps were taken which led to the erection of the present synagogue. He was ably assisted by Rev. Dr. J. Bloch, who had been elected rabbi in October, 1883.

In May, 1887, the necessary ground was secured at the corner of Tenth and Main streets. Plans for a synagogue drawn by Williams & Smith were accepted, and on January 8, 1888, work was commenced. The building, costing \$70,000, was completed and dedicated on January 2, 1889.

The congregation now (1890) numbers one hundred and fifty male members. The present officers are: S. Blumauer, president; J. Kaufman, vice president; N. Baum, treasurer; Sol. Friedenthal, secretary. Following are the names of those who have served as readers and rabbis of the congregation: Rev. S. M. Laski, Rev. H. Biers, Rev. H. Bories, Rev. Dr. Julius Eckman, Rev. Dr. Isaac Schwab, Rev. M. May, Rev. Alexander Rosenspitz and the present rabbi, Rev. Dr. J. Bloch.

The Jewish congregation of Ohavi Sholem was organized in 1872 by Dr. Julius Eckman, and has a synagogue on Sixth street between Oak and Pine



streets. Since that time Revs. Mellis, Robert Abraham, I. Kaiser, and A. W. Edelman have officiated as readers. The present reader is Rev. Robert Abrahamson. The congregation numbers fifty members.

#### THE UNITARIANS.

Prior to the year 1866 there was no Unitarian church in Portland. There were four or five individuals and a few families who cherished a faith in the principles of liberal Christianity, a term which has come to cover not only Unitarian and Universalists, but all who, holding to the essential principles of Christianity, have felt dissatisfied with the exclusiveness which the traditions of men have added to the simplicity of the gospel—Thomas Starr King had visited the country, but chiefly as a lecturer. We are told that he preached in the state one or two times. His name will always be identified with that of the Unitarian church upon this whole coast. In the year above mentioned, three individuals united in a letter to Rev. Horatio Stebbins, pastor of the church in San Francisco, inviting him to make a visit to Oregon and preach in Portland, with a view to find out whether it were best to found a liberal church in Portland. Mr. Stebbin's visit created a profound feeling in the community. He preached three Sundays, and was heard by large numbers of every class and name. The result was a permanent organization, and the adoption of a constitution, which was signed by twenty-three persons. On the 30th of June, the church was duly incorporated by the first board of trustees as corporators.

A sum of money subscribed toward obtaining a minister from the east and by various agencies a sufficient sum was obtained, even before a pastor was secured, to purchase two lots and erect the present building on the corner of Yamhill and Seventh streets—the land costing \$2,000, and the building the same sum. In the fall of '67, Rev. T. L. Eliot, then settled in St. Louis, was invited, through the American Unitarian Association, to take charge of this, the most distant of the churches in the country. Starting from St. Louis the 11th of November, the pastor and his family arrived in Portland by way of the Isthmus and San Francisco, the day before Christmas. On the last Sunday of the year the church was dedicated, the services being conducted by three of the ministers of the place—Methodist, Baptist and Presbyterian. Since that time services have been conducted without any interruption, to the present time (1890). Rev. Dr. Eliot has been the minister for twenty-two years—the longest Protestant pastorate in the city, and during that time has officiated at 500 funerals, 440 weddings, and 488 baptismal services. The church now numbers two hundred communicants, and has a strong constituency and parish additional. Its pastoral and charitable work has always been large in proportion to the age and strength of the church; the expenses, usually about \$3,500 a year, are paid by voluntary subscription.

In the years 1878-79, the present edifice on the old site was completed at a cost of \$20,000. The former church building is now the chapel and Sunday school room. In addition to the Christian Union above named, there are connected with the church a "postoffice mission" for disseminating religious literature, and the W. G. Eliot Fraternity of Young People. The society also supports a mission Sunday school in South Portland, with ten teachers and sixty scholars.

#### THE LUTHERANS.

The German Lutheran church was organized in 1868 by Rev. H. Meyers. Services were first held in Trinity Methodist church. The first officers were: F. T. Lauterwausser and John A. Fisher, elders; C. H. Meussdorffer and Henry Lansen, deacons. The present house of worship, corner of Fifth and Taylor, was completed in 1870. It has a seating capacity of five hundred. The following have served as pastors: Revs. H. Meyers, C. S. Spricher, Henry Gans, G. P. Weaver and A. Meyers. Rev. Henry Doering is the present (1890) pastor.

The Swedish Evangelical Lutheran Immanuel church began its existence in 1883 with Rev. John W. Skans as pastor, who has continued in that relation ever since. A neat church building has been erected on B street, between Ninth and Tenth streets.

The Norwegian-Danish Evangelical Lutheran church was organized in 1886. Rev. John Tackle continued as pastor for one year, since which the church has been without a pastor.

The English Lutheran Congregational was organized in 1888. Services are held every Sunday by the pastor, Rev. M. L. Sweizig in Central hall. The erection of the stone church edifice at Park and Jefferson streets is the result.

The first German Evangelical Reformed church was organized in 1874, by Rev. John Gantenbein. A few years later the present church building on the corner of Ninth and Stark streets was erected. The services are conducted in the German language, and the church is in a prosperous condition. Mr. Gantenbein is still (1890) pastor, and the prosperity of the church is largely due to his labors.

#### THE CHRISTIANS.

The First Christian church was organized in February, 1870. For several years services were held in Nonpareil hall, corner of First and Madison streets. In 1881 a lot was purchased on the corner of East Park and Columbia, and during the same year the present home of worship was built. The following pastors have served this church: C. Sharp, Jr., B. Wolverton, Henry Shader and Clark Davis. At present (1890) the congregation have no regularly stationed pastor.

#### THE GERMAN EVANGELICAL.

The society of the First German Evangelical church was formed in 1878. The first pastor was Rev. H. W. Axthelm, under whom the present house of worship on the northeast corner of Eighth and Clay streets was built in 1880. Rev. Charles Wachlte succeeded Mr. Axthelm in 1883. He remained two years when Rev. Adam Schlenck was chosen pastor. The present pastor, Rev. Herman Schuknecht, began his pastorate in 1888.

The organization, ministry and number of churches of the different denominations in Portland in 1910 is shown by the following list:

#### CHURCHES OF PORTLAND.

Portland is well supplied with churches. No western city, if any city in the whole country, can lay claim to more churches or more kinds of religion.

#### ADVENTIST.

German Adventist, Elder H. J. Dirksen, pastor; Montavilla Adventist, Elder R. D. Benham, pastor; Mt. Tabor Adventist, Elder C. A. M. Dart, pastor; Second Advent Christian, E. W. Shephard, pastor; St. Johns Adventist, St. Johns, Elder C. J. Cole, pastor; Swedish Adventist, Montavilla, Elder Adolph Johnson, pastor.

#### BAPTIST.

Arleta, pastor to be supplied; Calvary, E. 28th and Grant, Rev. I. N. Monroe, pastor; Central, E. Ankeny and 20th, Rev. Wm. T. Jordan, pastor; East Forty-fifth Street, Rev. A. B. Watz, pastor; First Baptist, 12th and Taylor, Rev. John Bentzien, pastor; First German, 4th and Mill, Rev. Jacob Kratt, pastor; First Swedish, 15th and Hoyt, Rev. Eric Scherstrom, pastor; Grace, E. 76th and Ash, Rev. Albert E. Patch, pastor; Highland, 1002 E. 6th, Rev. Edward

A. Leonard, pastor; Immanuel, Meade and Second, Rev. A. B. Minaker, pastor; Lents, Rev. J. F. Heacock, pastor; Mt. Carmel, 14th and Flanders, Rev. T. F. Smith, pastor; Mt. Olive, 85th and Seventh, Rev. Baker Johnson, pastor; Second, E. 7th and Ankeny, Rev. H. S. Black, pastor; Second German, Morris and Rodney streets, Rev. Frederick Bucerman, pastor; Sellwood, 11th and Tacoma avenue, Rev. D. W. Thurston, pastor; Third, Knott and Vancouver streets, Rev. Richard Schneider, pastor; University Park, pastor to be supplied.

## BAPTIST MISSION.

Chinese, Rev. Fung Chah, pastor; Sunnyside, German; Swedish, 916 Union avenue.

## CHRISTIAN.

Central, E. Salmon and 20th, Rev. J. F. Ghormley, pastor; First, Park and Columbia, Rev. W. F. Reagor, pastor; Kern Park, Rev. A. A. Beery, pastor; Rodney Avenue, Rev. Thomas G. Picton, pastor; Sellwood, 515 Umatilla avenue, Rev. Henry L. Bell, pastor; Woodlawn, pastor to be supplied; Baptist Mission, Chinese, Rev. Lee Tong, pastor.

## CONGREGATIONAL.

First, Park street, Rev. Luther R. Dyott, pastor; First German, 424 Stanton, Rev. J. H. Hopp, pastor; First Willsburg, Willsburg, Rev. A. B. Snyder, pastor; Hassalo Street, Rev. George E. Paddock, pastor; Highland, Prescott and E. 6th street, Rev. E. D. Bollinger, pastor; Laurelwood, Arleta, Rev. Wm. H. Meyer, pastor; Pilgrim, Missouri avenue, Rev. Guy L. Dick, pastor; Sunnyside, Rev. J. J. Stanli, pastor; University Park, Rev. G. W. Riggs, pastor; Swedish Mission, Glisan and 13th street, Rev. B. J. Thorsen, pastor.

## DIVINE SCIENCE.

First Divine Truth, hall in Alisky building, Rev. T. M. Minard, pastor.

## DUNKARDS.

Church of the Brethren, Killingsworth and Borthwick streets, Rev. George C. Carl, pastor.

## PROTESTANT EPISCOPAL.

Rt. Rev. Charles Scadding, bishop of Oregon; Rev. Henry D. Chambers, archdeacon of Oregon; All Saints Church, 25th and Savier, Rev. Roy Edgar Remington, rector; Chapel of the Ascention, 19th and Elm, Rev. H. M. Ramsey in charge; Church of the Good Shephard, Vancouver and Graham, Rev. John Dawson; Church of Our Savior, Woodstock, Rev. Oswald W. Taylor, rector; Grace Memorial, 17th and Halsey, Rev. George B. Van Waters, rector; Milwaukee, Rev. T. F. Bowen, missionary in charge; Pro-Cathedral of St. Stephen the Martyr, 13th and Clay, Rev. H. M. Ramsey, vicar; St. Andrews, 1664 Hereford, to be supplied; St. David's, E. 12th, Rev. Henry R. Talbot, rector; St. John's Memorial, E. 15th and Multnomah, Rev. Oswald Taylor, rector; St. Mark's, Marshall and 21st streets, Rev. J. E. Simpson, rector; St. Matthew's, First and Caruthers, Rev. W. A. M. Breck, rector; St. Paul's, Woodmere, to be supplied; Trinity, 19th and Everett, Rev. A. A. Morrison, rector; Chinese Mission, 286 Taylor street; Seaman's Church and Institute, H. W. Hodges, superintendent; Sunnyside, E. Yamhill, to be supplied; Trinity Sunday School, Trinity Parish House, Mary Montgomery, superintendent.

## EVANGELICAL.

Rev. Theodore Schaner, presiding elder; Alliance, German, Pettygrove street, Rev. E. G. Hornschuch, pastor; First Evangelical, E. 6th and Market, Rev.

F. B. Culver, pastor; First German, 10th and Clay, Rev. Frederick Benz, pastor; First Evangelical Brethren, German, Peter Yost, elder; Lents, Rev. John A. Goode, pastor; Memorial, 18th and Gilletts, Rev. Morris Heverling, pastor; Emanuel, Milwaukee, Rev. Noah Shupp, pastor; Evangelical Mission, Carson Heights, Fredrick Benz, pastor; Evangelical Synod, Rev. Jacob Hergert, pastor.

EVANGELICAL REFORMED.

First German, Rev. Gottlieb Hefner, pastor; Second German, Rev. F. C. Schnelle, pastor; Third German, Rev. John Gantenbein, pastor.

EVANGELICAL UNITED.

Rev. C. C. Poling, presiding elder; First, 16th and Poplar, Rev. H. A. Deck, pastor; Oakley Green, Rev. Josiah Bowersox, pastor; St. John's, Rev. C. P. Gates, pastor; Second, Fargo and Kerby streets, Rev. H. L. Pratt, pastor.

FREE METHODIST.

Rev. William Johnston, district elder; First Church, E. 9th street, Rev. David Cathey, pastor; Second, E. Flanders, Rev. Wm. N. Coffee, pastor.

FRIENDS (QUAKERS).

East 35th and Main, Rev. Lindley A. Wells, pastor; Lents, 116 Main, Rev. M. B. Smith, pastor.

GREEK HELLENIC ORTHODOX.

E. 17th and Taggart, Rev. B. G. Abramopulos, pastor.

LATTER DAY SAINTS.

Church of Jesus Christ, E. 10th, M. J. Ballard, elder; Reorganized Church of Jesus Christ, E. Irving, W. H. Barker, pastor; Northwestern States Mission, E. Main, M. J. Ballard, president.

HEBREW.

Orthodox Jewish Rabbi of Portland, Rev. N. Mosessohn; Congregation Ahavi Sholom, Rev. Robert Abrahamson, rabbi; Congregation Beth Israel, Rev. Jonah B. Wise, rabbi; Congregation Novah Zedek Talmud Torah, Rev. H. N. Hellr, rabbi; Congregation Shavei Torah (orthodox), Rev. Abraham I. Orsovit, rabbi.

LUTHERAN.

Betamia Danish, Union avenue, Rev. Jens S. Scott, pastor; German Evangelical Lutheran, St. Johns, Rev. Christian Buechler, pastor; Grace, Rodney avenue, Rev. C. Hassold, pastor; Immanuel Swedish, 19th and Irving, Rev. Carl J. Reinhard, pastor; Norwegian, 14th street, Rev. Ditman Larsen, pastor; St. James (English), W. Park and Jefferson, Rev. J. A. Leas, pastor; St. Paul's German, E. 12th, Rev. August Krause, pastor; Swedish Augustamas, Rev. H. E. Sanstedt, pastor; Swedish Mission, Michigan avenue, Rev. B. J. Thoren, pastor; Tabor Park (Swedish), Reservoir Park, Rev. B. S. Nystrom, pastor; Immanuel (German), E. 15th, Rev. H. C. Ebellling, pastor; Trinity (German), Williams avenue, Rev. J. A. Reimbach, pastor; Zion's (German), Salmon and Chapman, Rev. H. Koppelman, pastor; Our Savior's (Scandinavian), E. 10th street, Rev. O. Haggsses, pastor.

MENNONITEN.

Mennoniten Brothers, E. 6th street, Rev. Jacob Reisbach, pastor.

METHODIST (AFRICAN).

Bethel A. M. E. Church, Rev. F. G. Barr, pastor; First A. M. E. Zion, Main and 13th, Rev. W. W. Matthews, pastor.

METHODIST EPISCOPAL.

Rev. Charles Smith, president; bishop of Oregon, Rev. W. B. Hollingshead, superintendent Portland district; Centenary Church, E. Pine, Rev. Clarence True

Wilson, pastor; Central, Vancouver and Fargo, Rev. C. L. Hamilton, pastor; East Side Norwegian, Rev. C. J. Larsen, pastor; Epworth, 26th and Savier, Rev. C. T. McPherson, pastor; First (the pioneer church), Rev. Benjamin Young, pastor; First German, Hoyt street, Rev. G. A. Wass, pastor; Norwegian Danish, Rev. Hans P. Nelson, pastor; First Swedish, Borthwick street, Rev. John Ovall, pastor; Grace, Taylor and 12th streets, Rev. John H. Cudlipp, pastor; Kelly Memorial, Powell and 39th streets; Laurelwood, Laurelwood station; Lents, Rev. W. B. Moore, pastor; Linnton, Rev. Henry James, pastor; Milwau-kee (German), Rev. August F. Hillmer, pastor; Montavilla, E. 80th street, Rev. Harold Oberg, pastor; Mt. Tabor, Rev. J. W. McDougall, pastor; Patton, Michigan avenue, Rev. D. A. Watters, pastor; Rodney Avenue German, Rev. Edmund E. Hertzner, pastor; Sellwood, Rev. L. C. Poor, pastor; Sunnyside, Rev. Wm. T. Euster, pastor; Trinity, East Grant, Rev. Lewis F. Smith, pastor; University Park, Rev. W. R. Jeffrey, pastor; Woodlawn, Rev. W. J. Douglass, pastor; Woodstock, Rev. John D. Voce, pastor; Chinese Mission, Rev. Chan Sing Kal, superintendent; Japanese Mission, Rev. Shigeo Fugii, pastor.

## METHODIST CHURCH SOUTH.

First Church, Union avenue, Rev. Henry H. Mowre, pastor.

## METHODIST, WESLEYAN.

Wesleyan, E. Glisan, Rev. W. E. Carrington, pastor.

## UNITARIAN.

Church of Our Father, Rev. W. G. Elliot, Jr., minister.

## UNITED BRETHREN.

Alberta, Rev. B. E. Emerick, pastor; First, E. Morrison, Rev. R. S. Showers, pastor; Third, 68th street, Rev. H. C. Shaffer, pastor; Tremont, Wisdom street, Rev. H. C. Shaffer; Chinese Mission, Rev. Moy Ling, pastor.

## UNITED BRETHREN, RADICAL.

Rev. Henry L. Barkley, bishop of the Pacific, Cloverdale church, Rev. C. A. Morth, pastor.

## UNIVERSALIST.

Church of Good Tidings, Rev. James D. Corby, pastor.

## VOLUNTEERS OF AMERICA.

Post No. 1, Capt. J. F. Starks in charge; Tenement Relief Work, Capt. Starks in charge; Volunteers Working Girls' Home, Capts. Philips and Quarles in charge.

## PRESBYTERIAN CHURCHES OF PORTLAND.

First, organized January 1, 1854, with 12 charter members; present membership, 1,415; Rev. J. D. Yantis, first minister.

Calvary, organized February 19, 1882, with 50 charter members; present membership, 205; Rev. E. Trumbull Lee, D. D., first minister.

Third, organized September 17, 1882, with 24 charter members; present membership, 389; Rev. D. O. Gormley, first minister.

Forbes, organized May 24, 1884, with 24 charter members; present membership, 255; Rev. W. O. Forbes, first minister.

Marshall Street, organized November 16, 1884, with 28 charter members; present membership, 134; Rev. R. J. Laughlin, first minister.

Spokane Avenue, organized December 23, 1885, with 32 charter members; present membership, 214; Rev. R. J. Laughlin, first minister.

Fourth, organized September 12, 1886, with 17 charter members; present membership, 188; Rev. Thomas Boyd, first minister.

Mizpah, organized June 5, 1887, with 29 charter members; present membership, 221; Rev. D. O. Gormley, first minister.

Trinity, organized January 29, 1889, with 25 charter members; present membership, 54; Rev. G. A. McKinley, first minister.

Westminster, organized October 25, 1892, with 40 charter members; present membership, 417; Rev. W. P. Weller, Ph. D., first minister.

Mt. Tabor, organized November 18, 1892, with 45 charter members; present membership, 130.

Hawthorne Park, organized October 7, 1894, with 25 charter members; present membership, 450; Rev. G. A. Blair, first minister.

Piedmont, organized February 12, 1905, with 35 charter members; present membership, 200; Rev. L. M. Bowzer, first minister.

St. Johns German, organized February 21, 1905, with 22 charter members; present membership, 44; Rev. A. W. Reinhart, first minister.

Millard Avenue, organized April 29, 1906, with 23 charter members; present membership, 34; Rev. D. A. Thompson, first minister.

Anabel, organized May 13, 1906, with 23 charter members; present membership, 58; Rev. Geo. W. Arnes, Jr., first minister.

Vernon, organized March 10, 1907, with 60 charter members; present membership, 158; Rev. G. A. Blair, first minister.

Hope, organized April 21, 1907, with 26 charter members; present membership, 26; Rev. S. S. White, first minister.

Kenilworth, organized October 19, 1908, with 25 charter members; present membership, 39; Rev. J. K. McGlobe, D. D., first minister.

Rose City Park, organized June 28, 1909, with 29 charter members; present membership, 29; Rev. Henry Marcotte, first minister.

Arbor Lodge, Bryant street, Rev. Josephine Beach, pastor; Chinese, 145½ First street, Mrs. W. S. Holt, superintendent; East 28th Street Chapel, Rev. Wm. Parsons, pastor; Men's Resort, 4th and Burnside, Rev. J. A. McVeigh, superintendent.

#### DIRECTORY OF PRESBYTERIAN CHURCHES.

##### PRESBYTERIAN MINISTERS.

Rev. Henry L. Nave, D. D., Hope church, Montavilla, Oregon; Rev. Albert Robinson, Trinity and Kenilworth, 552 E. 36th street; Rev. A. W. Reinhart, Springwater and Eaglecreek, Lents, Oregon; Rev. E. M. Hesp, D. D., Mt. Tabor, 1483 Belmont street; Rev. C. W. Hays, Marshall Street, 231 N. 17th street; Rev. Wm. Parsons, D. D., Third, 568 E. Pine street; Rev. Henry Marcotte, Third, Westminster, 350 E. 9th street N.; Rev. H. H. Pratt, Forbes, 304 Fargo street; Rev. E. N. Allen, Hawthorne Park, 204 E. 12th street; Rev. D. A. Thompson, Spokane Avenue, 1627 E. 17th street; Rev. Wm. H. Foulkes, D. D., 161 N. 22d street, First church; Rev. B. McLean, Arleta, Oregon, Anabel; Rev. Geo. W. Arnes, 1025 E. 19th street, N. Vernon church; Rev. D. A. McKenzie, 174 Hamilton avenue, Fourth church; Rev. Harry Luds, 592 E. 20th street, Mizpah church; Rev. J. E. Snyder, 401 Oxford street, Piedmont church; Rev. J. A. Townsend, Ph. D., 4621 70th street, East Millard Avenue church; Rev. T. H. Walker, 414 Columbia street, Calvary church; Rev. J. A. McVeigh, corner 4th and Burnside, Rescue Work, of North end.

##### UNITED PRESBYTERIAN.

First Church, 6th and Montgomery, Rev. Frank D. Findley, pastor; Church of the Strangers, Grand avenue, Rev. Earl Dubois, pastor; Third Church, E.

37th street. Rev. John L. Acheson, pastor; People's Institute, 248 Burnside, Valentine Prichard, directoress.

#### ROMAN CATHOLIC.

Rev. Alexander Christie, archbishop of the diocese of Oregon; Cathedral of Immaculate Conception, The Archbishop, pastor; Rev. George Thompson, Rev. H. J. McDevitt, Rev. Edwin V. O'Hara, Rev. A. G. DeLorimer, assistants. Church of the Ascension, Rev. James E. Fitzpatrick, pastor; Church of the Immaculate Heart of Mary, Rev. W. A. Daly, pastor; Rev. W. W. Maloney, assistant; Church of the Most Precious Blood, Rev. L. A. Brosseau, pastor; Church of the Sacred Heart, Rev. Gregory; Noble, pastor; Rev. Berthold Durrer, missionary; Holy Cross, Rev. J. P. Thillman, pastor; Holy Redeemer (Redemptionist) Rev. E. K. Cantwell, pastor; Rev. Walter L. Polk, Rev. Dougal McDonald, Rev. C. Clement Wagner, assistant; Holy Rosary (Dominican) Very Rev. Albert S. Lawler, O. P., Rector; Milwaukie, Rev. Berthold Durrer, O. S. B., Pastor; St. Andrews, Alberts, Rev. Thomas P. Kiernan, pastor; St. Francis, Rev. James H. Black, pastor; St. Ignatius, Rev. Francis Dillon, pastor; St. Joseph's (German) Rt. Rev. James Rauw, V. G., pastor; St. Lawrence, Rev. John C. Hughes, pastor; Rev. Hugh Gallagher, assistant; St. Michael's (Italian) Rev. I. A. Vasta, pastor; Rev. A. I. Rocati, assistant; St. Patrick's, Rev. E. P. Murphy, pastor; St. Peter's Chapel, Rev. Peter De Roo, pastor; St. Stanislaw, Rev. Charles Seroski, pastor; St. Stephens, parish, Rev. Father W. A. Waitt, pastor.

#### MISCELLANEOUS CHURCHES.

Church of God, Elder G. T. Neal, pastor; First Church of Christ, Scientist, H. C. Van Meter and Mrs. Percie Proctor, readers; Second Church of Christ, Scientist, Estelle Price, first reader; George W. Cole, second reader; First Spiritual Society, E. F. Staley, president; Free Brothers, Rev. Peter Yost, pastor; Japanese Buddhist Church, Rev. S. Wakahayshi, priest; Ministers and Mediums, Protective Spiritual Associations, Wm. T. Allen, president; Mrs. M. E. Allen, secretary; Pentecostal Church of the Nazarene, Rev. L. R. Blackman, pastor; Portland New Swendborgian church, Chas. W. Cottel, lay reader; Portland Olive Branch, Aaron Walls, superintendent.

#### THE FOUNDING OF SCHOOLS.

All the principal church organizations in Oregon took an active part early in the history of the state in establishing schools under the patronage and influence of these churches. The Methodists were the leaders in this movement not only in the state, but also in Portland. Jason Lee laid the foundations of the Willamette university at Salem. At a later day "Father" Wilbur founded the first Portland academy. Contemporaneous with the Methodist activity in Portland, the Congregationalists started the Pacific university at Forest Grove. The Catholics under Bishop Blanchet brought the Sisterhood from Canada and founded St. Mary's college for girls. Wm. T. Newby laid out the town of McMinnville, donated land for the McMinnville college, and the Baptists founded that institution. The Presbyterians in turn, and largely with the aid of H. W. Corbett, established the college at Albany. The Southern Methodists started Corvallis college, and afterwards turned it over to the state as a foundation for the agricultural college which is now the big school of the state. The disciples of Alexander Campbell, (Christians) established Monmouth college in Polk County, and afterwards turned it over to the state for a normal school. The United Brethren not to be outdone by the more numerous and wealthy denominations started two colleges at Philomath in Benton County—one moderate and one radical in its

views of theological doctrines. The German Lutheran have within a few years founded Concordia college in northeast Portland, while the Catholics having taken over the property of the Methodists at University Park, have founded the large institution of Columbia university. And last but not least among the sectarian schools is Newberg college, at the town of Newberg in Yamhill County, founded by the Quakers, or Friends. This is one of the best colleges in the state and has never had a dollar of bounty from any source outside of its own special friends, and the citizens of Newberg. In addition to Albany college, the Portland academy in many respects nearly a college, is also under the special care and support of Presbyterian influences. The Protestant Episcopal church early took an active interest in educational work, and founded a boarding and day school for girls and young ladies at Milwaukie now adjoining this city, which after its abandonment on account of its inconvenient location, was succeeded by the girls school known as St. Helen's hall. This school has been very successful since its first opening by Bishop Morris in 1869. The school was very fortunate in having for its principal, and two of its teachers, Miss Mary B. Rodney, and her sisters, Lydia and Clementina; all of whom with the bishop founder have passed on to their reward. The Rodney sisters were direct descendants of Caesar Rodney, one of the signers—the signer that decided the great event of the declaration of American independence.

The Roman Catholics have been the most active and successful in establishing denominational or sectarian schools, it being a part of the policy of that church to educate their own youth with instructors that will combine religious instruction and training with the elements of a common school education. Pursuing this policy they have schools in nearly every parish in the city, besides the leading institutions of St. Mary's, The Christian Brothers, and Columbia university; all of which must have involved an expenditure for buildings alone of several hundred thousand dollars.

#### SUCCESSIVE GROUPS OF GREAT PREACHERS.

No apologies are offered for devoting liberal space to the churches. Recognizing, as every thoughtful reader of history must recognize, that intelligence and morality is the foundation of all governments that administer justice and equally protect the rights of all citizens, the record of these institutions must ever be the most instructive source of information enlightening the mind of the student and guiding the course of the statesman. It is therefore in no sense disparaging to the great interests of business and finance to give to the churches a more important chapter than to banks and railroads. For after all is said and done, it is upon the virtues, integrity and courage of the individual man and woman that the future safety of the nation and happiness of the people depends. While the hair splitting differences in the creeds of the churches may be ignored, their teaching of morals, justice and humanity must forever command the support of every good man and woman.

#### THE PIONEER PREACHERS.

It does not require on the part of the reader of Oregon history any critical examination of the record to see that the religious development of society has been marked by successive groups of very able, forceful and distinguished teachers. Men who not only preached, and worked and taught, but men who left the impress of their sacrificial labors, and lives, not only on their own times, but in a most marked degree on the religious thought and spirit of the whole history of the state.

Commencing with the pioneer settlement of the state, the very first beginnings, coming into the midst of all the wildness of the wilderness and the savagery of



native barbarism, such men as Jason Lee and Marcus Whitman challenged the attention and consideration of all thoughtful men. It was no ordinary man that would voluntarily assume the task of lifting up eighty thousand natives to a consideration of better things than his dumb instincts could not comprehend or express. It was a brave man, a hero of heroes, that would take his life in his hands to make a journey across trackless plains, mountains and deserts to reach and teach the lowest of the lowly in a land that could offer him nothing but the earth for a foundation and the skies for a covering.

It is not a wonder then that the names of Lee, Whitman, and Blanchet, have left their impress upon the history of three states, with reputations for heroism, patriotism, virtue and integrity that have overflowed the boundaries of their fields of effort and become a national inheritance. Admitting to the full, all the criticism that has ever been made of the lives or characters of these men, the fact remains uncontested and incontestable, that their works and reputations doth still overshadow all their successors in the same field.

And the enduring fame of these men does not depend on the question whether Lee, or Whitman influenced the United States government to assert its rights to Oregon. That political question was one that ought not to have required or needed any entreaty from these pioneers on an unfriendly outpost two thousand miles distant from any encouraging voice. And it will always stand as the stigma and disgrace of a president of the United States, and his cabinet minister, that he did not assert the rights of his country and extend the protecting aegis of its flag over these devoted Americans upholding their country's honor and just rights. What these pioneer preachers did do—and it cannot be gainsaid—was to set in motion a train of events that resulted in immigration, that aroused public opinion in distant states, and that set the seal of sobriety, morality and justice on the whole movement as one largely the work of teachers and missionaries. And whether Lee or Whitman were prudent, or imprudent, signifies but little in the judgment of candid history. They both set up the same banner in the wilderness, and called all men to reject or approve. Had Whitman retired from his post he might have saved his life. But he was on the outpost. If he retired what might have resulted to the immigrants all struggling forward to reach for succor and support. Starvation was as bad as Indians. That Whitman offered assistance in some degree, and in a moral degree, is indisputable. And his service to the immigrants, to the founding of a state, and to the great thought that a religious teacher was standing as the friend of both natives and his own countrymen, and proclaiming morality, justice and truth in the heart of the wilderness, is undeniable.

And with these men, the character and fame of that soldier of the cross, Peter John De Smet, rises to equal grandeur and heroism. De Smet, more than all others of the pioneer period, secured the confidence and obedience of the Indians. None of these men had the support of the government; and in a very limited way, had they the support of the Hudson's Bay Company. Many of the Indians, notably the Blackfeet and Sioux, could not be influenced by any form of teaching or religion. They hated and despised every thing coming from the white man. And these Indians, and other tribes if uninfluenced, might have at any time combined and exterminated the whole people in Oregon, if they had not been restrained by missionary influences. For the enemies of the white man among the Indians were never quite sure that the friends of the white man among the Indians would not join the white man in any attempted war of extermination.

These pioneer preachers and priests did the best they could with the wild men they must influence and control. And how much of bloodshed the labors and influence of De Smet prevented, the world will never know. The rivalries between the Catholics and Protestants in the conversion or proselyting of the Indian neophytes in 1840 appears at this distance to be simply ridiculous. And of the reality or comparative virtues of these conversions, it is not now necessary to consider. But the general question of influencing and controlling the Indian

tribes, for the safety and protection of the white settlers, and the immigrants to Oregon, is one of great historical interest. On that point all must, perforce for their own safety, agree to hold the Indian to the paths of peace.

#### THE METHODIST LEADERS.

Next in order after the pioneer missionaries came the men who began to build churches for white men and women. In this work the Methodists were fortunate in getting a corps of active, forceful men. Roberts, Waller, Parrish and Wilbur would have made their mark in any community. Rev. J. L. Parrish was the business man, par excellence, of the early missionaries. Parrish and Waller raised the first money and built the first church building west of the Rocky mountains—the Methodist church at Oregon City. Parrish also built the first three story brick business house in the city of Portland. He did not profess to be a great preacher; but as long as there was a vital necessity for some man to raise money, J. L. Parrish had the energy, persistence and financial head-piece to manage such business successfully, and thus keep the Methodist ship in safe water, and sailing at the head of the fleet.

Rev. A. F. Waller was also a good business man, more of a manager than a preacher; and it was to his careful management of the funds and resources of the Willamette university, that it was able to keep its doors open, and teaching forces actively at work through all the financially lean years from 1862 down to and through the financial panic of 1893.

But the two men who did most to plant Methodism on firm and solid foundations, and buttress it around and about with self-supporting churches and hard working circuit riders, were Rev. Wm. Roberts and Rev. Jas. H. Wilbur. While these two men were both much above the ordinary as preachers of the gospel, their chief claim to historical eminence, was that of hard workers. They were always at work for the church. It had no rivals in their affections or ambitions. Roberts had the credit of building more church buildings in Oregon than any other man ever living in the state. His success was so great in that respect that his bishop kept him continually on the move from one station to another. And it is now, as these lines are penned on October 31, 1910, *just sixty-three years since Wm. Roberts held the first religious service and preached the first sermon in what is now the city of Portland*. On that day, sixty-three years ago, the sum total of Portland, Oregon, was *fourteen log cabins* scattered around in the brush of the primeval forest from what is now the foot of Stark street, along up the river to Jefferson street and back to First street. Mr. Roberts was then acting as superintendent, or deputy bishop, of the Methodist work, then going on in Oregon. And from that time on to his death, for fifty years, Wm. Roberts labored incessantly to organize new churches throughout the state, and to erect new church buildings, until it stood to his credit that he had organized more churches and built more church buildings than any other man west of the Rocky mountains.

Mr. Roberts was elected chairman of the first Methodist conference held west of the Rocky mountains, and appointed the first superintendent of Methodist missions in Oregon, the appointment dating from Salem, September 5, 1849. At that date there were only three Methodist churches, fourteen local preachers, and three hundred and forty-eight professed Methodists in Oregon.

James H. Wilbur, afterwards, and now known in history as "Father Wilbur" was a somewhat different man from Roberts. With equal force and industry, as Roberts, yet with a broader and more comprehensive grasp of the situation, Wilbur not only sought to preach the Methodist gospel and build Methodist meeting houses, but he looked forward to the power and influence of educational institutions to support and promote the growth of the church. And his idea upon that point was different from that of his ministerial associates. And that instead

of concentraing all educational effort on the Willamette university, he favored the establishment of academies at widely separated points in the state, so that all young people could at reasonable expense, obtain the advantages of academic education. And by thus pushing this educational plan, educational advantges would be more generally diffused, students would be prepared for the university, and hopeful young men given a chance for the ministry. Wilbur labored to carry out this idea to the extent of establishing the old Portland academy at the corner of Seventh and Jefferson streets, in 1851; and also the Umpqua academy at the town of Wilbur, in Douglas County.

New countries and trying circumstances develop men. Both these incidents bore down on the pioneer preacher with a heavy hand. Hard work and poor pay or no pay at all, were not the least of his trials. The heathen, white and red, were around and about him. While never, like Peter Cartwright of Illinois, compelled to use force to command respect for his calling, yet had it been necessary, James H. Wilbur could have administered that argument with irresistable effect. With a giant's strength, mentally and physically, he used it for the noblest purposes, always willing to serve and labor to bring forth good works no matter how plain or humble the cause or the occasion. With his own hands he cleared the ground, hewed the timbers, and as far as his strength would admit, built the old Taylor Street Methodist church,—the first church building in Portland. And with his own hands he cleared the block of land from the dense fir forest and hewed out the timbers for the old Portland academy, a building fifty feet in width, eighty feet long, and two stories high. And after thus making the ground ready, and preparing heavy timbers under the old style of building frame structures, he canvassed the whole country and raised \$5,000 to complete the Academy building.

That Wilbur was a man of great force and influence, outside of as well as in the church, is attested by the fact, that in 1863, while he was outside of Oregon, temporarily as superintendent of Indian schools in Washington territory, he was nominated as candidate for the United States senate, without his knowledge, at the legislative convention at Salem to select a successor to Senator Benjamin Stark. And after accepting the position as superintendent of Indian schools, he was by President Abraham Lincoln, voluntarily promoted to the position of Indian agent on Yakima reservation. Altogether, he gave more than twenty years of his life to the work of educating and lifting up the Indians, and his death was universally mourned by them, as their greatest loss and sorrow.

All his family passed away before him; and the property he had accumulated by investing his savings in lands, was all given to church and charitable purposes. Ten thousand dollars was given to the Methodist Missionary Society; ten thousand dollars to the church Extension Society; ten thousand dollars to the Freedman's Aid Society; and the balance of his estate, seventeen thousand dollars to the Willamette university. As it was said of Dr. A. L. Lindsley, the Presbyterian leader, so it may be said of James H. Wilbur—his work will not perish. It will go on as long as recorded history and the human race co-exist. It is to the great honor of Portland that it has had such men. And it is still to the greater honor of mankind, that they have lived such lives.

#### THE CONGREGATIONAL LEADERS.

No notice of the founding of religious institutions in Oregon can leave out the name of Rev. George H. Atkinson, a man of commanding presence, most agreeable personality, marked talent and high character. He was born at Newbury, Vermont, sailed from Boston for Oregon, in October, 1847, and arrived in Oregon in June, 1848, coming by sea and the Sandwich islands.

Dr. Atkinson was sent to Oregon by the Home Missionary Society of Boston, as a superintendent of the congregational work in this territory. On his arrival he at once entered upon the work he was sent to do, and organized the

Oregon Association of Congregational Ministers; also the Oregon Tract Society, and joined in the efforts to found a school at Forest Grove. Dr. Atkinson became pastor of the congregational church at Oregon City, in 1853, and was for many years pastor of the First Congregational church of Portland. In 1852 Dr. Atkinson returned to the eastern states to solicit aid for the Forest Grove school, and especially from the College Society, which had promised to endow a college in Oregon. He succeeded in getting the sum of \$600 a year pledged from that society, and obtained from other sources the sum of \$800 in money, and \$700 worth of books to start the college library. And looking about for a permanent teacher, found Sidney H. Marsh, a young graduate of Burlington college, and son of a Professor Marsh of that college; and with young Marsh, the funds and the books, returned to Oregon in 1853.

The work of Dr. Atkinson, afterwards honored with a degree of D. D., contributed much toward the foundation of the Pacific university. For while the school was congregational, it was not conducted in a sectarian spirit; and Dr. Atkinson's labor, influence and character, exercised in behalf of the infant college, was largely instrumental in securing patronage to it from Portland, Oregon City and other points.

Dr. Atkinson continued to labor, as a minister to the Portland and other churches, until his health failed in 1866; and then devoted his remaining years to missionary and other general field work in behalf of education, religion and temperance. He was a most engaging and effective public speaker, and his services were in demand far and wide

As a sample of his thoroughly Catholic interest in the cause he professed, it is remembered that when no other minister would consider so small a place, Dr. Atkinson, upon request, readily went out to the little village of Gaston in Washington County, where the boys had always spent their Sunday's at base ball, and there in a warehouse, held repeated Sunday services until first a Sunday-school was organized, then the base ball boys dropped their games and attended the school, then a little church was built and is yet used, and now there is a Congregational church of over one hundred members. All this service was without money and without price on his part; and this is but one of hundreds of instances of George H. Atkinson's truly missionary spirit. Where can we find anything like it now-a-days? Where can we find such noble hearted, truly Christian, unselfish men?

Not alone in Oregon City and Portland, where he lived so many years, but throughout the state and the entire northwest, was his influence felt; not only in churches and meetings and through the press, but in the multitude of homes of the pioneers, where his word of sympathy, his prayer and his exhortations, left a hallowed memory with men, women and children, who, ever afterward, said, "That was a true man of God. His first home missionary work was in Oregon City," where in the early migratory character of the population, he used to say it was like standing on the street corners, and preaching to the passer-by.

Here in 1850 he built a church costing about \$4,000, and although lumber was \$80 per thousand, and carpenters' wages \$10 per day, he did so much work himself, clearing lots, stacking lumber, and carrying brick and mortar, that a respectable edifice for those times, was built.

From this time onward, as long as he lived, there was scarcely a Congregational church organized, or a sanctuary built, but that felt the touch of his genial enterprise and loyal encouragement. But the story of Dr. Atkinson's worth and influence would be incomplete without consideration of a large work, outside of what men call religious service, though with him all work was dominated by a deeply religious spirit.

As was truly said of him by H. W. Scott, the editor of the Oregonian, when he passed away, "in all the industries and activities of life, Dr. Atkinson, saw forces that contributed to the growth of the Kingdom of God, and part of his

large idea was to refine, to spiritualize and exalt the multiplying activities and efforts called forth in the endless differentiation of modern life."

#### THE ROMAN CATHOLIC LEADERSHIP.

Peter John De Smet, the evangelist to the red man, was the great Catholic priest to Oregon, and to the great west. De Smet ranks as high in popular estimation and historical repute at St. Louis and Kansas City as in Oregon. But De Smet established no churches, or institutions in Oregon, in the modern acceptance of the terms. That work of the Catholic church was left to Francis Norbert Blanchet, first bishop of Oregon City. Rev. Blanchet was a parish priest in the Montreal district of Canada before coming to Oregon. Having through the liberality of the Hudson's Bay Company secured passage to Oregon with the company's annual express, Rev. Blanchet with his assistant, Rev. Modeste Demers, left Montreal in May, 1838, and reached Fort Vancouver in November of the same year, having held religious services for the Indians on their way at Forts Colville, Okanogan, and Walla Walla. The first Catholic service was held in Oregon at Vancouver on November 25, 1838. It is pertinent to remark here that the Hudson's Bay Company consented to help these Catholic preachers out to this distant region on condition that the Catholic mission should be established in the Cowlitz valley north of the Columbia. The reason for this condition being, that the company felt sure at this time that the country north of the Columbia would be awarded to the British, although they were hoping that England would get the whole of Oregon.

Rev. Blanchet came to Oregon with the title of vicar-general, practically an assistant to a bishop, and exercising jurisdiction in his name. Rev. Blanchet was therefore not only the first Catholic priest to enter the confines of Oregon, but he was the official head of the great world wide church in Oregon. He was, therefore, no ordinary personage, and undoubtedly selected for abilities to not only preach the gospel according to the ritual of Catholicism, but also to found churches and institutions, and manage the same in the name of and for the great head of the church at Rome.

During the early part of the year of 1840 the rivalry between the Catholic and Methodist missionaries was intense; resulting in recriminations against each other which seem at this distance of time to have been childish and ridiculous, but about which this work is not concerned. The only point of importance which is made clear and distinct, in the contentions between the rival sectarians, was that the influence of Blanchet and Demers united the French Catholic settlers in a community by themselves, and thereby weakened the power of the Protestant missionaries as a political force supporting the claims of the United States to the country. This fact as conclusively shown by the first two petitions of the settlers to the United States congress, each being signed equally by French Catholics and Americans; while the memorials sent to Washington after the advent of Blanchet, were signed only by Protestants and Americans. While this shows that the priests and their churchmen had decided to not favor American control of the country, it is not necessarily a reprehensible act. For at that time England was claiming the country equally with the United States, and in joint occupancy by consent of our own government. And as Blanchet and the French Catholics were all subjects of Great Britain, it was but natural they should to some extent, even though passively, sympathize with the claims of the Hudson's Bay Company and England. However, all the Catholics did not side with England, silently or otherwise, but openly and actively espoused the cause and claims of the Americans. De Smet, the greatest of them all, was a naturalized American citizen and heartily advocated the American side, as did also Etienne Lucier, F. X. Mathieu and some others.

Blanchet was first of all things, a priest and servant of the church, and for the whole of his career, was an active and untiring worker to establish parishes and

church schools. Blessed with good health, an even temper, and great organizing ability, he pushed the work of his church for a longer and unbroken service of years than any other priest or preacher at the head of church work, save only that of the Methodist leader, William Roberts. Other ministers have lived longer and worked longer, but they were not at the head of affairs and did not bear the responsibilities which bore down on Roberts and Blanchet for more than a generation of men. It was Francis Norbert Blanchet, who practically laid the foundations of Catholicism in all the country west of the Rocky mountains and north of California.

Another priest and co-worker with Archbishop Blanchet deserves to be remembered as one of the most effective workers the church ever had in Portland. "Father" Fierens, as he was affectionately remembered, was about the most forceful, effective and popular priest that ever served the church in this city. And it is a little singular that the name of this faithful priest is not found in any of the histories of Oregon. With a bluff exterior and rather brusque manners, he was possibly not very popular with college bred gentlemen. But under that exterior, beat one of the warmest hearts, and most honest hearts that ever gave life to a noble and conscientious man. It was his labor that built up the great Catholic congregation on Stark street between Second and Third, where it seemed sometimes, when Fierens preached, that half of the population of the town went to hear him. He served the church at a period in its life in this city, when "the laborers were few," and being a big man in every way, a great load was laid on his shoulders. It was to his credit that he carried it without a murmur, without money and without price; and by his hearty good will to both Protestant and Catholic, extended the power and influence of the church in Portland as no other priest ever did before or since.

#### ARCHBISHOP CHRISTIE.

Pre-eminently noteworthy among the prelates who have served the Catholic church in Portland is the present archbishop, Most Rev. Alexander Christie. Writing of the tenth anniversary of his rule and service in the diocese of Oregon City, a fellow churchman admirer of the archbishop's truthfully says:

"There are anniversaries of men and institutions which serve merely to call attention to the flight of years; which recall no achievement of more than momentary importance; not of this kind is the tenth anniversary of Archbishop Christie in his metropolitan see. The decade of years that has elapsed since his coming to Oregon has been filled with achievement. He has built broadly and securely on the foundation laid by his zealous and saintly predecessors and the pioneer clergy.

His epoch will be known as the building epoch of the Catholic church in this arch diocese. New parishes have been erected and manned with an able clergy. Churches, schools, hospitals, homes, orphanages and other institutions in great numbers have been built and equipped under his direction. It is a common place among the people of the northwest that new comers are more apt than our old residents to see the growth that must come to this region. Certainly, Archbishop Christie, from the very beginning of his residence among us, was aware of what his new home is destined to be, and he made plans in accordance with his vision of the future. Throughout his extensive diocese he had anticipated the needs of the coming time, and has persuaded his people to make ready for the great Catholic population that is to be here. In buying land and in planning buildings, he has looked beyond immediate needs, and already his optimistic judgment has been more than justified in a score of communities."

The archbishop has taken a leading position of influence in public morals and civic improvements, as well as the leaderships of his church from his very advent to this city. More than any other churchman, it is in the power of the archbishop to wield a mighty influence for the public welfare. His high position demands

his best efforts for the public weal as well as the prosperity of his church; and it is a pleasure to record that in this respect he has fulfilled every demand and expectation of every impartially minded good citizen.

The old questions of dogmas, creeds and ethics between the Protestant and Catholic churches, will of course, go on in endless discussion. But all churchmen, and all good citizens must see, and act in concert, to educate and restrain that vast population that acknowledges no church, no creed, no country, and no God.

Archbishop Christie is a native of Highgate, Vermont; about the last place to find a great Catholic preacher. In early life he was taken to Wisconsin and later to Minnesota, where he entered St. John's university in that state and was educated by the Benedictine Fathers. His first parish was at Minnesota; from that station he was promoted to the bishoprick of Vancouver's island, B. C., and from Vancouver, promoted to the office of archbishop of Oregon City. Here he has officiated with great success for the last ten years.

#### THE PROTESTANT EPISCOPAL CHURCH.

The first Protestant Episcopal church service held on the Pacific coast dates back to the year 1579, when the Rev. Francis Fletcher, by the authority of "good Queen Bess" accompanying that royal rake and genteel pirate Sir Francis Drake, held a service at Drake's bay on the coast of California in the latter part of June, 1579.

To commemorate these services held on the shores of Drake's bay, a "Prayer Book Cross" was erected in the year 1894 by the generosity of Mr. George W. Childs, of Philadelphia, through Bishop Nichol's agency, on the site in Golden Gate park, San Francisco, tendered by the park commissioners of that city.

The first services of the prayer book within the territory of Oregon and Washington of which we have any knowledge of record were held by Rev. Mr. Beaver, chaplain to the Hudson's Bay Company, at Vancouver, in the year 1836. Mr. Beaver held services at Vancouver and Cathlamet, in Wahkiakum County, but there is no record of his having held any services within the present territory of Oregon. So far as known at present, the very first services of this church within the borders of this state, were held by the Rev. Mr. Fackler at Champoeg, and possibly Oregon City, between the years 1848 and 1851, of which, however, we have no particulars. The first recognition of the board of missions (to which in one sense the church owes everything it has in all this western country) of Oregon and Washington as a proper and inviting field for missionary efforts, was in the year 1851, when the Rev. Wm. Richmond of the diocese of New York, was chosen and appointed its first missionary. Mr. Richmond on his appointment, promptly set out for his distant field, by the way of the isthmus, and reached Portland in time to hold his first service and to organize the first church—Trinity church—on the 18th of May, 1851. On the next Sunday, May 25th, he held his first service in Oregon City, and organized St. Paul's church. Mr. Richmond's finding the Rev. St. Michael Fackler, a clergyman of the church, from the diocese of Missouri, already here though entirely unknown to the board of missions, was a matter of great surprise, but of much pleasure to one who had come single handed and alone to this distant field. Mr. Fackler was soon appointed a missionary of the board upon Mr. Richmond's earnest recommendation and became a most valuable co-adjutor in the work. The Rev. James A. Woodward, of the diocese of Pennsylvania, who like Mr. Fackler, had come to this mild climate in the pursuit of health, became a missionary of the board in 1853, and the Rev. John McCarty, a chaplain of the United States army, came to the same work in the month of January of the same year.

The first notice taken of Oregon by the Episcopalians of the eastern states was a meeting at St. Bartholomew's church in New York city on the 23d of March, 1851. Steps were taken at that meeting to send a missionary to Oregon, and

which resulted in the above selection of Mr. Richmond. And after the reader has stopped to think of all the missionaries sent out to Oregon, he will conclude that Oregon was considered by the eastern people to be a very dark corner of the earth, if not worse. But the following little poem, composed and read at that first meeting in New York by the poet, Martin Tupper, is well calculated to make the Oregon pioneers feel kindly towards their old friends in Gotham.

Push on to earth's extremest verge,—  
 And plant the gospel there,  
 Till wide Pacific's angry surge  
 Is soothed by Christian pray'r;  
 Advance the standard, conquering van!  
 And urge the triumph on,  
 In zeal for God and love for man,  
 To distant Oregon!

Faint not, O soldier of the cross,  
 Its standard-bearer thou!  
 All California's gold is dross  
 To what thou winnest now!  
 A vast realm wherein to search  
 For truest treasure won,  
 God's jewels—in his infant church  
 Of newborn Oregon.

Thou shalt not fail, thou shalt not fall!  
 The gracious living word  
 Hath said of every land, that all  
 Shall glorify the Lord;  
 He shall be served from east to west,  
 Yea—to the setting sun—  
 And Jesus's name be loved and blest  
 In desert Oregon.

Then Brothers! help in this good deed,  
 And side with God today!  
 Stand by His servant, now to speed  
 His Apostolic way;  
 Bethlehem's everleading star  
 In mercy guides him on  
 To light with holy fire from afar  
 The star of Oregon.

Mr. Richmond describes his first service in Portland as follows:

“PORTLAND, OREGON, June 29, 1851.

“We had services in our own place, for the first time this morning. The use of the public school house has been granted us. There was one female present, and her little daughter and about twenty men. The services at night were attended by about thirty men, no female. Most of the few men who will attend our services here, are without their families, or are single men. There is a constant change in the population, and, I suppose, in the congregations. The Methodist clergyman has about fifty communicants; and the Congregationalists whose house of worship has just been completed and opened for two Sundays, has ten communicants.”

#### THE PROTESTANT EPISCOPAL FOUNDER.

Thomas Fielding Scott was the first bishop of the Protestant Episcopal church, sent to Portland and Oregon. His diocese embraced the territory of Oregon,



Washington and Idaho. And when he arrived in Portland, April, 1854, there were only three priests or ministers of his church in all this vast domain; and to copy his own words from a letter written by him at the time, "there are not twenty communicants of the church in my whole jurisdiction, and the number is even less if you look for those who are really interested in the work." There was not at that time a single church building of the Episcopal church in all Oregon, Washington and Idaho, and Bishop Scott was given the task of erecting a church in the largest wilderness in the whole United States.

Bishop Scott was a scholarly man, a great preacher, writer and thinker rather than an active and successful organizer. He did however, commence a great work in Oregon. He founded churches and schools, he visited much among all sorts of people; and his dignity, kindly manner, commanding presence and great ability as a pulpit orator, so greatly impressed every man and woman that heard him preach or met him socially, or in their homes, that it is safe to say, that no churchman has ever lived or taught in Oregon who made a deeper or more favorable impression than Bishop Scott. There was probably no man in the whole United States that was more familiar with the history of the church, and of all churches and creeds. The subject was so perfectly clear in his mind that it was his wonder and constant thought that any Christian could be anything but an Episcopalian, after learning the history of the church. And nothing pleased him better than to get a brother Protestant or Catholic cornered on an argument as to whose was the true church. He once related to the author of this book an amusing anecdote on himself, as to how he got a very valuable book from Bishop Blanchet. Having learned that the Catholic priest was the possessor of a work in Latin that contained important evidence on the old battle about the "apostolical succession," and not then having personal acquaintance with Bishop Blanchet, and assuming that the bishop would not care to have him see that book, it occurred to him as he was passing Blanchet's little residence and office on the west side of Fourth street, above where the city hall is now located, that he would go in and see the bishop's secretary in the bishop's absence from home; and possibly the secretary would show him the coveted book. "And so I went in," said the good bishop, "and told the secretary my wishes, and he said, 'certainly, with pleasure I will let you see the book,' and got it off the shelf, saying, 'sit down and read as long as you like.' I soon found," continued the bishop, "the subject that interested me and read all the author had to say, and then returned the book to the secretary, thanking him for the courtesy. Then starting to leave I got as far as the office door, when Bishop Blanchet, who had not been absent, but in a back room, writing all the time, ran after me and catching me by the coat tails, as I was closing the door, cried out, 'Come back now, come back you old heretic, and I'll have it out with you now.' Of course I had to go back, and did go back, and for two hours we had a jolly, good talk, never mentioned the Apostles or any of their successors, got well acquainted; and on my leaving he made me a present of the book, saying he could get another copy from Rome." Bishop Scott died at New York in 1867.

#### THE WORK OF BISHOP MORRIS.

Benjamin Wistar Morris was the second bishop of the Protestant Episcopal church of the diocese of Oregon. And it might be said for him as the Roman general said of himself: "Veni, Vidi, Vici"—I came, I saw, I conquered.

The unfortunate death of Bishop Scott left the Episcopalian flock in Oregon without a shepherd for two years before Bishop Morris was chosen and sent out. The church in the east carefully scanned the whole field before selecting their man; and then called him from one of the wealthiest and most desirable places in the whole church—the parish of Germantown, a suburb of Philadelphia. All favoring circumstances seemed to combine to mark the selection as the favorite of destiny. Talent, genius, eloquence, high birth, a great name, a pure and un-

selfish heart, he was to be one of the greatest, if not the very greatest bishop of his church.

Full of charity and good work, not only to his church, and to his own people, but to all men, he entered upon a great and trying field with great confidence; and never did one achieve a larger or more signal success. Bishop Morris was the personification of modest deportment, and strictly followed the injunctions to "do justly, love mercy, and walk humbly with thy God." But the spirit, the fire, and the power was in him. Endowed with great natural abilities, as one born to command, he assumed the great responsibility of his office with the entire conservation of every faculty, and his whole soul to the service of his church, and his Lord and Master. He brought teachers with him and founded St. Helens hall, which has been a great success as the girls' school of the church. He founded the Bishop Scott grammar school, which has been succeeded by the Hill military school. He founded the Good Samaritan hospital, which, with its nurses, training school and home, now covers two city blocks, and representing with its endowed funds, over half a million dollars.

Like St. Paul, Bishop Morris traveled far and wide over his vast diocese, covering the states of Oregon, Washington and Idaho, preaching everywhere in school houses, ware houses, cross roads, and gathering in the scattered sheep of the wandering flock. His services as a bishop outranked all others of his church in length of service, and far surpassed all others in the results achieved. He came to be the oldest bishop in the church; and if the position had been regarded with the consideration and dignity that attaches in the mother church of England, Benjamin Wistar Morris, the bishop of Oregon, was the Primate of the Protestant Episcopal church of America. Founder of hundreds of churches, and of hospitals and schools, head of all the churches of his denomination, living and working up to the age of four score and six, passing away full of honors and years with the love and respect of all men, and at his own request, buried in a plain pine box—what a glorious life and glorious end—something for Portland and Oregon to be proud of for all her future years.

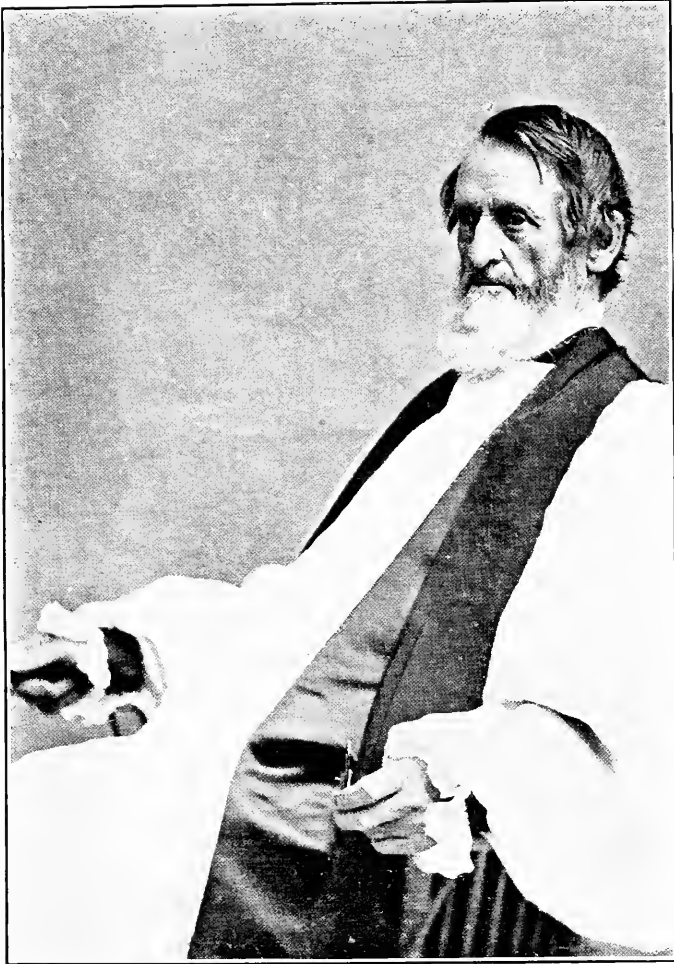
Bishop Morris was a lineal descendant of Robert Morris, the financier of the American revolution, the intimate and trusted friend of George Washington; and who, as furnishing "the sinews of the war" stood next to Benjamin Franklin in the matchless triumvirate of Washington, Franklin and Morris, carried the infant colonies through the seven years' war, and founded this great nation. Bishop Morris married a lineal descendant of Caesar Rodney, (a sister of the Misses Rodney of St. Helens hall) one of the signers of the immortal Declaration of Independence, and being the signer that made a majority in its adoption, and sundered the ties between England and her rebellious colonies.

It cannot be out of place to connect the history of this far distant western city, through the blood and lineage of those who have so signally labored to found the institutions of religion and education, with the soul stirring events that called our nation into existence.

When the Declaration of Independence was coming up for the final vote for adoption or rejection, Caesar Rodney, a delegate from Delaware was absent at home eighty miles from Philadelphia. A messenger had been dispatched to warn him of the danger of defeat, and at which he at once mounted his favorite horse and sped away to Independence hall. From Frederick Myron Colby's vivid description of that ride we copy the following lines:

#### CAESAR RODNEY'S RIDE.

"Saddle the black! My country shall be free!  
 What's eighty miles? The ride's for liberty."  
 Stern Caesar Rodney, with his heart aglow,  
 Spoke these brave words, and rode for weal or woe.



RT. REV. BENJAMIN WISTAR MORRIS, BISHOP OF OREGON



O'er echoing bridges and by dreaming rills,  
 Passed dewey meadows and passed silent mills;  
 Passed ghostly houses staring from the hill,  
 And sleeping hamlets lying calm and still.  
 On, like a meteor, through the summer night  
 Spurred Caesar Rodney in his whirlwind flight.

The stars grew pale, the morn dawned bright and fair;  
 The rising mist dispersed in sultry air;  
 And still upon that sandy stretch of road  
 The dust clouds showed where Caesar Rodney rode,  
 Yet twenty miles away the city lay;  
 Would freedom speed him on to win the day?

Hot was the air in Independence hall,  
 Where our young nation framed her Protocol.  
 A tremor passed along the waiting crowd—  
 A murmured terror spoke not aloud;  
 For unborn liberty beheld dismayed  
 The factions, man to man, in tie arrayed.

O, for one voice to shout a ringing note!  
 One more true patriot to cast his vote!  
 The states are called, and scarcely men draw breath,  
 The noisy clamor sinks to hush of death,  
 For lack of one more champion of its worth,  
 Can this great declaration fall to earth?

The crush about the doorway sways and stirs,  
 As, dust encrusted, and with whip and spurs,  
 Tossing his bridle to the waiting crowd,  
 Enters a rider, just as called aloud  
 Is "Delaware," a voice rings clear and free!  
 "Here! Caesar Rodney votes for Liberty!"

O! Let his name resound through all the earth;  
 His was the voice that gave our nation birth.  
 While still Columbia no despot fears,  
 Let us the tale relate through coming years;  
 Speak Caesar Rodney's name with freeman's pride  
 And give the tribute due his striving ride.

#### THE PRESBYTERIANS OF PORTLAND.

The First Presbyterian church organized west of the Rocky mountains was the one at Clatsop Plains in Clatsop County, Oregon, looking directly out on the great Pacific ocean. This church was organized by Rev. Lewis Thompson, September 19, 1846.

Previous to the organization of the First Presbyterian church, Presbyterians upon their arrival in Portland found here no church home. The Congregational brethren had preceded them and established a house of worship. The two denominations are not so wide apart in their belief. It is therefore not surprising that Presbyterians affiliated with the Congregational church in Portland's early days.

We find, however, that Presbyterians assisted in the organization of *this First Congregational church*. The *original* records of the Congregational church are preserved and are now in the archives of the Oregon Historical Society.

On folio 1, of this ancient "Record" it is stated, that on Sunday, June 15, 1851, the organization of the First Congregational church was effected by choosing Rev. H. Lyman as pastor; and among others, who "manifested by rising, their willingness to become members and form the church," are found the names of Mr. and Mrs. W. P. Abrams, and D. K. Abrams. W. P. Abrams was chosen clerk pro tempore and the minutes are signed by him. At a meeting of the "male members," Saturday evening, July 5, 1851, W. P. Abrams and N. C. Sturtevant were chosen deacons. These being the first deacons of the First Congregational church.

And now, in this old "Record" (folios 29 and 30) appear these minutes bearing directly upon the organization of the First Presbyterian church, viz:—

"PORTLAND, January 1, 1854.

This being the regular Sabbath for a season of communion, and as a preparatory lecture having been given last evening the ordinance was this morning celebrated according to arrangement. The number present was fewer than usual, owing to the absence of some, who were this day dismissed, according to their own request, to aid in forming an Old School Presbyterian church today in this city. The members dismissed were Brother James McKeown, Dea. W. P. Abrams, and Mrs. Sarah L. Abrams. It was unanimously voted that they should receive letters, showing their good and regular standing in this church, and also recommending them to the watch and fellowship of any evangelical church with which they may become connected. The season though saddened by the departure and absence of esteemed members was yet one of much interest.

H. LYMAN,  
Pastor."

A meeting of the Presbytery of Oregon was held, October 3, 1853, in the hall of the Canton House, in this city, then a village of 400 or 500 inhabitants. The following members of the Presbytery were present, viz:—Rev. J. L. Yantis, D. D., Rev. Ed. R. Geary, D. D., Rev. Lewis Thompson, Rev. Robert Robe, Rev. J. A. Hanna, and Elder Alva Condit. On the morning of this day Rev. J. L. Yantis preached in the First Congregation church, northwest corner of Second and Jefferson streets, and Rev. J. A. Hanna occupied the pulpit of the First Methodist church, then on Taylor street, between Second and Third. Of the members of this old Presbytery, but two are alive today, viz: Rev. Robert Robe, residing at Brownsville, Oregon, and Rev. J. A. Hanna, who resides at Los Angeles, California.

In the afternoon of the same day (Oct. 3, 1853) those interested met at the home of William P. Abrams, northwest corner of First and Jefferson streets, and a petition to the Presbytery was prepared asking authority to organize a church. The request was granted and Dr. J. L. Yantis appointed to carry the same into effect. A few weeks later Rev. Geo. P. Whitworth and family arrived in the territory and Dr. Whitworth was invited to assist Dr. Yantis in the work.

Previous to the organization of the church Dr. Whitworth preached for several weeks in the hall of the old Canton House. And in the same building, on the morning of January 1, 1854, Dr. Yantis preached from Luke 12:32 ("Fear not little flock") and in the afternoon of this day a preliminary meeting was held at the residence of W. P. Abrams, First and Jefferson streets, and steps were taken to organize the church. Messrs. Wm. P. Abrams and James McKeown, were elected elders. The following entry was made by Dr. Whitworth in his diary at the time: "In the afternoon met at Mr. Abrams' and organized church with ten members."

The installation of the elders and the organization of the church was completed on Sunday evening, January 1, 1854, in this old historic structure, i. e., the hall in the Canton House. At this meeting there were no other ministers present but Dr. Yantis and Dr. Whitworth.

Many are curious to know who these first ten members were. There is no accessible record giving this information, but Mrs. W. P. Abrams and Dr. Whitworth have recalled the names of eight, viz: Mrs. Sarah H. Thomson, Mrs. Mary Eliza Whitworth, (Dr. Whitworth's wife) Miss Sarah Jane Thomson, Miss Mary Joanna Thomson (now Mrs. Mary J. Beaty), W. P. Abrams, Mrs. W. P. Abrams, James McKeown and Archibald H. Bell. Mrs. Sarah H. Thomson was the mother of Mrs. Whitworth and the Misses Thomson were the granddaughters of Mrs. Sarah H. Thomson. Of the above but two are alive today, i.e., Mrs. M. J. Beaty, who resides near Olympia, Wash., and Mrs. W. P. Abrams living in Portland.

The first elders were: W. P. Abrams and James McKeown.

And they had a choir for the church in 1854; and excellent music was furnished. A few of these early singers are alive whilst others have "passed beyond" and are now members of the "choir invisible." Of the old choir John C. Carson and Captain W. S. Powell are the only survivors. Captain Powell still enjoys singing and is now a member of the noted "Veteran Quartette."

The church was re-organized August 4, 1860, and after such reorganization the first pastor was Rev. P. S. Caffrey.

The first members received at this re-organization were: S. M. Hensill, Israel Mitchell, Mrs. Mary Robertson, Mrs. Margaret Smith, Mrs. Eliza Ainsworth, Mrs. M. Jane Hensill, Mrs. Frances Sophia Law, Mrs. Sarah J. Mead, Miss Lenora Blossom, James McKeown, Mrs. Elizabeth L. Blossom, A. H. Bell, Mrs. Jerusha Hedges, Mrs. Caroline Couch, Mrs. C. A. Ladd, Mrs. Polono Clark, and Mrs. Agnes Grooms.

#### THE WORK OF DR. A. L. LINDSLEY.

Passing over the intermediate period of the history of the Presbyterians, it is found that the first decisive impulse given to the propaganda of this religious denomination at this point, came in with the advent of Rev. Aaron Ladner Lindsley. By the usual routine of church business, Dr. Lindsley, who had been preaching to a congregation at South Salem in the state of New York, was called to the First Presbyterian church of this city in July, 1868. The same time he was offered the pastorate of churches at San Francisco and other inviting positions, but concluded to accept the call to Portland as a field that would give a great opportunity to his ambition to do missionary work. Dr. Lindsley seemed to be providentially selected for this great field of religious and intellectual effort. It appealed to him in every way. Here had come Lee, Whitman, Blanchet, and De Smet, all of them heroes and devoted soldiers of the cross. Here around about the outskirts of civilization was a vast population of native children of the forest, appealing by their very weakness to the sympathies of the large hearted apostles of Christianity. And here too were the reckless innocent, the inexperienced youth, and the vicious from all lands, to be restrained, to be taught, to be warned and to be saved from their thoughtlessness, their excesses and their vices. The position demanded a leader with courage, force and talent. No knight of the cross ever entered the lists in the service of His master with keener zest to work and conquer. He came to Portland at the age of fifty-one years, and found a church with 87 members. And after eighteen years' service he parted with his congregation to take the chair of practical theology in the San Francisco Theological seminary, leaving a united and vigorous church, to which 745 new members had been added during his pastorate.

But his work and influence was not limited to his own congregation. As a pulpit orator he was without a peer on the Pacific coast, and his services were in demand over a wide field. For twelve years he was chairman of an executive committee to which was committed the superintendence of missions in the northwest. He himself organized twenty-one churches, and dedicated twenty-two. The amount of traveling, correspondence, care and labor involved in this work

was enormous. When he came to Oregon he found one Presbytery and fourteen ministers, and saw the work grow into three Presbyteries, 52 ministers and 63 churches, before he quit his chosen field. And to this work he had not only given largely of his own labor, but his own congregation had contributed the sum of \$240,000 to aid new churches and other church work. He was truly emphatically the Presbyterian bishop of the northwest.

But great as this evangelistic work was to his own people, and his own race, his mission to the poor benighted heathen sitting in darkness, was even vastly greater. And it was this work that most touched his heart, inspired his greatest sacrifices, and fixed his zeal to the utmost limit of service and activity. He visited the Indian reservations and his heart was stirred within him as he saw their destitution and degradation. He preached and prayed and labored with them until missions were firmly established among the Nez Percés, Puyallups, Umatillas and Spokanes, and earning from them the title—"Father of the Indian."

But this was not all. Soon after the United States acquired the great territory of Alaska, Dr. Lindsley met William H. Seward, the great statesman of Lincoln's cabinet, who had purchased Alaska from Russia, and conferred with him about missionary operations in that region. Secretary Seward assured Dr. Lindsley of his hearty support in carrying out his cherished plan of Christianizing the Indians. And thereupon Dr. Lindsley at once actively entered upon the missionary work in Alaska. And after failing to enlist the support of the missionary boards of the eastern states impatient of their inactivity, he began the work in Alaska at his own expense, and that of his congregation. He sent J. C. Malloy the first missionary to Alaska. He sent Mrs. McFarland, one of his members to Alaska as the first teacher to that region. He went up in person and organized the first church there (other than the Greek church at Sitka, founded by the Russians.) He made the personal acquaintance of the Indian chiefs of that region, and so impressed them with the beneficent influences of Christianity, that a chief of the Stahkeen tribe adopted him as a son, made him a chief and conferred upon him the name of "Tenatac" (The Priceless Name) the highest honor the Alaskans could think of, and the only white man ever receiving from them, such a distinction.

And yet notwithstanding this record, others have sought to give to another—Rev. Sheldon Jackson—the honor of introducing missions in Alaska. The whole question has been fully and impartially investigated by leading teachers and ministers of the church who have reported without personal bias in any way, that:

"Dr. Lindsley began the Alaskan mission work. He carried it on his heart for years before the east realized its importance. He sustained it for a time out of his own purse, and sent the first laborers at his own expense. To the First Presbyterian church of Portland, Oregon, and its pastors, and not to another are to be traced the beginning of that splendid work in the far north which is now the admiration of the church throughout the land."

While Dr. Lindsley possessed marked talents as a poet, and great talents as a pulpit and platform orator, he possessed more than these. He had great native energy, industry, and untiring persistence. By years of hard work he accumulated resources for still larger tasks. At the age of fifty-one he commenced the real battle of his life as a father of his church in the great northwest. At the age of sixty he had made his position, as the pastor of a church in a city of 30,000 people, more prominent and influential than the best pulpit in New York or Chicago. At the age of seventy, he had created out of unorganized and incoherent materials, scattered over a territory greater than New England, a Presbyterian province greater than any New England state. His name and career is one that will honor the city of Portland when all its millionaires are forgotten.

But Dr. Lindsley's activities and influence was not wholly confined to the boundaries of the church. He took an active and discriminating part in moulding public opinion in favor of higher standards in politics, and for the purest and noblest statesmanship. His principles may be judged from the following ex-







AARON LADNER LINDSLEY, D. D.

tract, from an address delivered in this city on the life and character of Daniel Webster. Speaking of the unscrupulous methods of conducting presidential elections, Dr. Lindsley, says:

"This stupendous system of fraud and corruption may not be countenanced by the prominent aspirants for office, and are not approved by the great body of patriotic citizens, but we are all in some degree responsible for them when we do not protest against them, and do nothing to prevent them.

It is a fact that seekers for the presidency seldom gain the great office. It is a melancholy experience in political life that ambition for office is a consuming ambition from town constable upward. To win, when it becomes a passion, makes the man miserable who is not continually climbing up on the shoulders of his opponents. The disappointment of the great majority of the aspirants does not cool their ardor. It is like gambling and gold hunting, and diving after pearls. There are many blanks to a single prize; and the prize falls to him who does not seek it."

Dr. Lindsley was one of the first, if not the very first, to agitate the question of reforming juvenile delinquents; and in the light of his work on this subject he might well be considered the father of both the state reform school and the juvenile court. As long ago as the year 1876, he commenced to talk, write and speak in public on the great importance of active and permanent measures to save the boys from the demoralization and vices of city life. On January 1, 1876, Dr. Lindsley and Dr. T. L. Elliot issued a circular letter to leading citizens throughout the state, and procured from officers of reform schools in other states copies of laws and regulations for such schools, in order to secure concerted and intelligent action on the subject. And from that movement, the Oregon State Reform School was secured through legislative action; and later on, following up the same line of reform, came the juvenile court and the detention home.

Dr. Lindsley was born at Troy, New York, March 4, 1817. His father was an architect, losing his life by falling from a building when the son was but seven years old. By this misfortune, the boy was forced to enter the battle of life at an early age. For some time he worked as a printer, and at the age of twenty-two became associate editor of the Troy Whig newspaper. He entered a scientific school and graduated as a civil engineer; and later on entered Union college at Schenectady, from which he graduated. Here he was converted, gave up the profession of engineer, entered a theological seminary, from which he graduated in 1845, went west and preached as a missionary at Waukaska, Wisconsin, for six years.

No estimate can be made of the value and influence of such a man, and such a life, in such a city as Portland, and a new country like Oregon. It is beyond all estimation, above all praise, and immeasurable. Such men never die.

There is no death to him who leaves behind  
 Memorial pillars, institutes and schools;  
 That fashion morals, elevate the mind,  
 Holding the soul to heaven's eternal rules,  
 The builder may depart to higher spheres,  
 The work remains thro time's applauding years.

#### THE WORK OF THE HEBREWS.

No notice of the religious and ethical development of city life in Portland can fail to observe the great work done by the Hebrew congregations. Proceeding in a modest and unpretentious way, the Jews (to use the common name) have accomplished, and are accomplishing a great work for the welfare of the city. And so quietly and successfully does their work gather force and attract strength that few people know anything about it until they look for the cause

after seeing the results. Their plans of helping the poor and controlling the boys and girls by the "neighborhood house" have accomplished great good wherever established. Thoroughly loyal to American institutions, they are the most enthusiastic and liberal supporters, not only of the public school system, but also of sectarian schools organized by the churches that have always more or less proscribed if not openly persecuted the Jews. Such generosity as this is hard to find in human nature, yet the school records in the city shows it to be the fact.

It used to be taken for granted that the Jews could have nothing to do with and would have no religious associations with the so-called Christians; yet we find in this city hundreds of Jewish ladies freely giving their time, co-operation and money to maintain and enlarge charitable work started by Protestant and Catholic influences. Fifty years ago a Protestant church would no more have thought of inviting a Jew to lay the cornerstone of a church building than they would have ventured to offer a prayer to his Satanic majesty. Yet within the last year Joseph Simon, mayor of the city, and a Jew from one of the highest seats of the Sanhedreim, has laid the cornerstone of a great charity established by a Presbyterian of Presbyterians, and laid the cornerstone of a Methodist church, a Protestant of all the Protestants.

This is not mentioned to be excepted to, but to show that Portland, Oregon, is not only one of the most liberal, religious and enlightened cities in the world in this year of 1910, but it is also to be ranked as the place where religious work and worth must be rated for what it really does for humanity, rather than what it professed to do.

And as of old, the Hebrews are producing great orators and teachers. Rabbi Stephen Wise, who preached for years to a Portland congregation, and is now preaching to one of the largest congregations of New York city, was not only a great preacher of righteousness, but a popular, instructive and talented lecturer on public and educational topics, whose services were sought by all classes of religious thought and expression. Young men like Rabbi Wise, devoting their lives to the reformation of society and the welfare of their fellow man without regard to creed or color, are hard to find. Instead of devoting his life to a profession, where wealth and political preferment would be the easy reward of such talents as his, he conscientiously devotes his life to the moral and spiritual welfare, as well as the bodily welfare of the great human brotherhood.

#### OTHER CHURCH ACTIVITIES.

The notice given to the oldest and most prominent churches and preachers by no means include all worthy of notice, and which would be fully reviewed if space would permit. All the denominations here sent their ablest and most efficient men to this field. And Oregon and Portland has been so distinguished by its men and its laws and institutions, that it is difficult to select or to find a stopping place short of a whole book.

And the same activity that has already secured such great results and attracted the attention of the whole country, is now more active and efficient than ever, and especially is this the case in the matter of churches and schools. The following review has recently been made by the Oregonian:

"That Portland is a church city has never been emphasized more strongly than during the past year. Although supplied with many beautiful and imposing houses of worship, the rapid increase in population and the extension of the residence districts have necessitated new structures and the various congregations have given liberally for this purpose.

Construction of new churches in Portland during the past year, including those which have recently been completed, and others now under way, represents an outlay of more than \$700,000. The greater part of this amount is going for the construction of attractive and modern edifices in the newer residence

sections. The older west side has only three or four new church projects, but on the east side fully twenty-five church buildings are now under way, or have been completed within the past few months.

Portland has always been known as a church city. All the leading denominations are represented by flourishing congregations, and most of the smaller sects also have societies here. Among the clergymen of Portland are a number who have a national reputation. Most of the large city churches help maintain branches in the suburban districts, which, as the population of each particular section increases, become self-supporting and often grow into large and thriving congregations. Besides the heavy expense of supporting their own organizations, Portland churches always contribute largely to home and foreign missions.

Strangers in Portland invariably express their admiration of the finest churches in the central west side residence district. Among the most beautiful are the First Baptist, better known as the White Temple, the First Congregational, the First Presbyterian, and Trinity Episcopal, while many others would be considered attractive ornaments in any city.

One of the most beautiful churches under construction is that of the First Church of Christ, Scientist, which is being erected at 19th and Everett streets at a cost of approximately \$100,000. This building, which is to seat twelve hundred people, will probably be ready for occupancy by Christmas day. Another \$100,000 church, which will be completed this year at East Pine and East Eleventh streets, and the pastor of which is Rev. Father J. H. Black.

The Methodists, south, completed several months ago, a beautiful stone edifice located at Union avenue and Multnomah street, and its pastor is Rev. E. J. Mowre. Its cost, furnished, was \$75,000. Both the Methodists and Congregationalists are building churches in Sunnyside, and the two structures will be among the most attractive east side edifices. The Congregationalists are building at East Taylor and East Thirty-second streets, at a cost of \$30,000. The pastor is Rev. J. J. Staub. A Methodist church is going up at East Yamhill and East Thirty-fifth streets. The cost will be \$26,000, and the pastor is Rev. T. W. Euster. Both of these buildings will be completed this year.

In addition to these buildings, a very handsome edifice is that of the Central Christian church, East 20th and East Salmon streets. This building, which is to cost \$75,000 and seat seventeen hundred people, is being erected under the direction of Rev. J. F. Ghormley, and will be finished this year.

Other Portland church buildings now in course of construction or just completed are as follows:

First United Presbyterian church, which was dedicated in October at Sixth and Montgomery streets. The pastor is Rev. Frank D. Findley, and the cost was \$13,000.

Mt. Tabor Methodist, Base Line road, cost \$15,000; Rev. J. W. McDougall, pastor. Will be finished this year.

Mt. Tabor Presbyterian, Belmont and E. 55th streets, cost \$12,000; Rev. E. M. Sharp, pastor. Construction soon to begin.

Trinity Methodist, Ladd Addition; cost \$25,000; Rev. F. L. Smith, pastor. Will be completed this year.

Greek Church, E. 7th and Clinton streets; cost \$15,000; just completed.

Pilgrim Congregational church, Shaver street and Missouri avenue; cost \$15,000; Rev. Guy L. Dick, pastor; recently dedicated.

Epworth Methodist, Twenty-sixth and Savier; cost \$10,000; Rev. Chas. P. McPherson, pastor; dedicated early last year.

Central Methodist, Vancouver avenue and Fargo street; cost \$12,000; Rev. L. C. Hamilton, pastor; completed.

First United Evangelical, Ladd's Addition; cost \$15,000; Rev. H. A. Deck, pastor; finished this year.

First English Evangelical, East 6th and E. Market streets; cost \$10,000; Rev. Frank B. Culver, pastor; completed this year.

German Methodist, Rodney avenue and Stanton street; cost \$7,500; nearly completed.

Highland Baptist, Alberta and East 7th streets; cost \$7,500; Rev. E. A. Leonard, pastor. Just completed.

Danish Lutheran, Vancouver avenue and Skidmore street; cost \$15,000; finished.

United Evangelical, Willamette boulevard and Denver avenue; cost \$8,000; Rev. J. Bowersox, pastor.

Ascension Catholic, Montavilla; cost \$15,000; pastor, Rev. J. P. Fitzpatrick.

St. Stevens Episcopal, East Taylor and East 44th streets, cost \$15,000; finished.

St. Andrew's Episcopal, Highland; cost \$10,000; finished.

Rose City Park Presbyterian; cost \$10,000; completed this year.

Third United Brethren, South Mt. Tabor; cost \$2,500; finished.

First Universalist, East Twenty-fourth and Broadway; cost \$15,000; Rev. J. D. Corby, pastor; cornerstone was laid by President Taft on recent western trip.

## CHAPTER XXII.

1860—1910.

### *The Kind Hearts and Willing Hands—Portland's Benevolences— Hospitals, Homes, and Noble Women.*

“Think not, the good,  
The gentle, deeds of mercy thou hast done,  
Shall be forgotten all; the poor, the pris’ner  
The fatherless, the friendless, and the widow,  
Who daily own the bounty of the hand,  
Shall cry to heav’n, and pull a blessing on thee.”

“To the blind, the deaf, the lame,  
To the ignorant and vile,  
Stranger, captive, slave, they came,  
With a welcome and a smile,  
Help to all they did dispense,  
Like the gifts of Providence,  
To the evil and the good.”

If there is one thing more than another out of a multitude of distinguishing characteristics that the people of Portland may be justly proud of, it is the abounding charities of the city, and the noble women who manage them.

The two great hospitals were founded practically about the same time, both being commenced in 1874. However, Bishop Morris, the founder of the Good Samaritan Hospital, purchased the site and commenced raising funds to build the hospital in 1873. And assuming that to be a commencement of the good work, the Good Samaritan will be noticed first.

#### THE GOOD SAMARITAN HOSPITAL.

An official report states that the Good Samaritan Hospital of Portland, Oregon, was founded in 1874 by Rt. Rev. B. Wistar Morris, then missionary bishop of Oregon and Washington territory. In 1873, three and a half acres of land were purchased from Dr. R. Glisan for \$1,500, the remaining portion of an acre from B. Goldsmith for \$800. In 1875 another block was purchased from Capt. Flanders; this was bought on the installment plan, and when the bishop found that the increased expenses of the place made the payments a burden, Capt. Flanders, with a ready mind to give, and always at the Bishop's right hand, gave the hospital the rest of the money due him.

An old receipt shows that the fence cost \$92, \$4 of which was for the foundation of the arch at the entrance of the grounds on 22d and Lovejoy streets.

The vine maple which now follows the direction of the original scaffold, was brought from the then nearby woods and planted by Bishop Morris himself, and constitutes what is now known as the "Bishop's Arch." Another interesting receipt is one for \$67 for "extracting stumps."

Among the original donors we find the names of General Eaton, Colonel McCracken, Samuel Sherlock, S. Pennoyer, Dr. R. B. Wilson, G. S. Brooks, Lloyd Brooke, Mrs. Couch, Judge M. P. Deady, Mrs. Hewett, Wm. Sherlock, Mrs. Corbett, Weeks & Morgan, Ladd & Tilton, Dr. Glisan, W. Wadhams, S. G. Skidmore, Mr. and Mrs. C. H. Lewis, George Goode, Elijah Corbett, H. W. Corbett, James Laidlaw, G. E. Wethington, Hodge, Calef & Co., James Steel, D. P. Thompson, Henry Failing and others. Also the churches of Trinity and St. Stephens of Portland, St. Peter's of Albany, St. Paul's of Oregon City, St. Mary's of Eugene, St. David's of East Portland, and St. Luke's of Vancouver, Washington.

An appeal from the bishop to raise funds for the hospital reads, "A hospital and orphanage to be erected in the northwest part of the city under the supervision of the Episcopal church. Patients will be admitted to this hospital, and children to this orphanage, without distinction of race or religion, of color or country, and any ministrations that may be desired at the bedside of any patient, will be cordially allowed. It is proposed to raise a building fund of \$5,000 for immediate use. I have pledged \$2,000 of this and hope the good people of Portland will soon furnish the \$3,000. The first hospital board of managers were Hon. M. P. Deady, Rev. Geo. F. Plummer, Mr. C. H. Lewis, Capt. Geo. H. Flanders, Dr. R. B. Wilson, Dr. R. Glisan, Mr. James Laidlaw, Mr. Henry Hewett, Gen. J. H. Eaton, Mr. Ivan R. Dawson, Mr. Henry Failing, Gen. J. H. Eaton, secretary, and Mr. George Goode, treasurer.

The hospital was opened October 9, 1875, and the first patient admitted October 10th. It then consisted of a building which cost \$10,000, of which \$1,500 was unpaid at that time. The first superintendent was George Boyd, a deacon of the church, who did faithful service in the hospital for 10 years. During the first year it cared for 51 patients, and in the orphanage were 25 children. Two years later there were 129 patients in the hospital, and 15 children in the orphanage. In 1877 a mortgage of \$2,000 was placed on the hospital, but was paid in 1880.

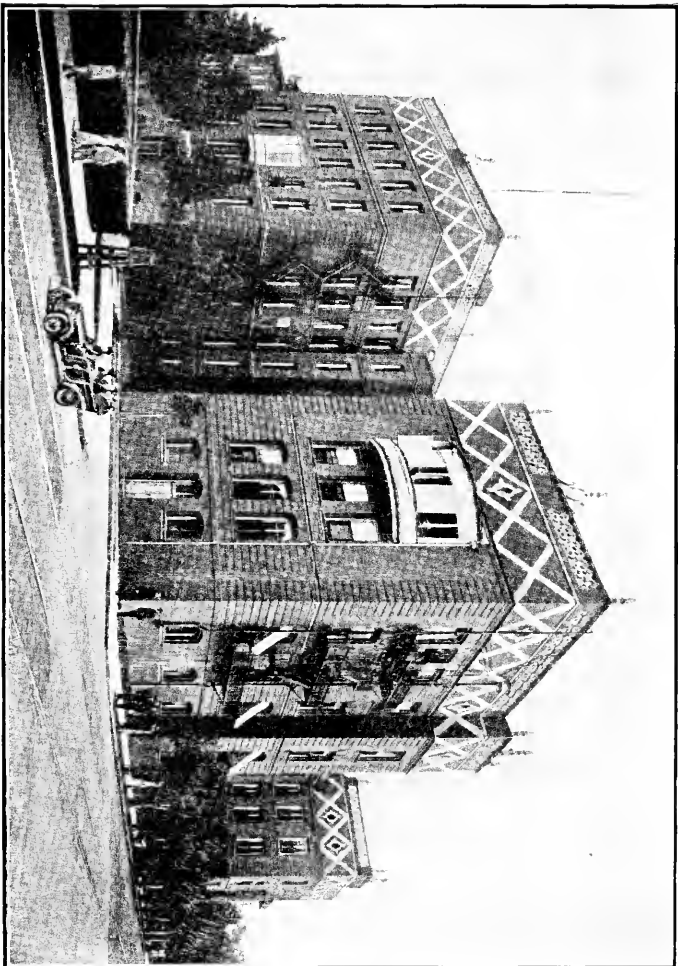
A portion of the address of Bishop Morris for the year 1878 we quote: "By the fencing of the surrounding property, access to the hospital has been very difficult for the past year, and in the winter, the long and circuitous road to it was almost impassable to any ordinary vehicle, and a very terror to patients and physicians." It was during this winter while the bishop was east that the hospital was closed, waiting for a passable road. One of the staff, Dr. W. H. Saylor, often told about letting down bars while on his road to make his daily visits to the hospital.

Some years later the bishop makes an appeal for money "to relieve an alarming indebtedness of \$636." Another time he was strongly urged to sell it for a marine hospital, as he had what was then considered a good offer for it; but gradually it prospered. During the year 1883, it sustained a great loss in the death by typhoid fever of Mr. Boyd. The expenditure of the hospital during this year was \$4,088.20. Sister Hannah and Sister Mary were next in charge, and after them, Rev. Mr. Ferguson. In 1885, Mrs. Emma J. Wakeman was asked to manage its affairs, and for 20 years was its faithful and beloved superintendent.

The first addition to the original part was made in 1889, increasing its capacity about 25 beds. In 1890 the training school was organized—the first in the northwest; Miss Emily L. Loveridge, a graduate of Bellevue, taking charge of it, and starting with six student nurses. It has now ninety.

When the missionary jurisdiction of Oregon became a diocese, the control of Good Samaritan Hospital was vested in a corporation founded under the laws





GOOD SAMARITAN HOSPITAL



MRS. EMMA J. WAKEMAN, SUPT.

218; Sailors' bed, 120; Hannah M. Smith and Margery Lindsley memorial bed, 180; Trinity Church memorial bed, 255; Child's comfort cot, 150; total, 5,439.

PATIENTS UNDER TREATMENT DURING THE YEAR.

By nationalities—Americans, 2,803; Austrians, 38; Belgians, 7; Bohemians, 3; Bulgarians, 8; Canadians, 75; Chinese, 24; Danes, 30; Dutch, 2; English, 90; Finns, 50; French, 19; Germans, 126; Grecians, 41; Hungarians, 5; Indians, 1; Irish, 31; Italians, 49; Japanese, 44; Macedonians, 4; Mexican, 1; Norwegians, 67; Poles, 8; Russians, 29; Scotch, 45; Servian, 1; Spanish, 1; Swedes, 101; Swiss, 18; Turks, 2; total, 3,723.

By religious faith—Adventist, 15; Baptist, 235; Campbellite, 1; Christians, 83; Christian Scientists, 5; Church of the Apostles, 2; Church of the Disciples, 1; Church of God, 1; Church of the Nazarene, 1; Church of Zion, 2; Buddhists, 8; Episcopalians, 247; Evangelicals, 48; German Reform, 4; Greek, 32; Heathens, 33; Hebrew, 15; Hindoo, 1; Lutherans, 374; Macedonian, 1; Methodists, 465; Mohammedans, 2; Mormons, 2; Presbyterians, 222; Protestants, 624; Quakers, 2; Roman Catholic, 444; Salvation Army, 2; Spiritualists, 3; Unitarians, 17; United Brethren, 16; Universalists, 9; None, 806; total, 3,723.

Total cash income for the year.....	\$249,282.39
Total cash expense of operation .....	248,821.53
Balance in the treasury .....	460.86

ENDOWED BEDS AND OTHER FUNDS.

S. Morris Waln memorial bed fund.....	\$ 3,500.00
Grace Charlotte Stark memorial bed fund .....	3,000.00
H. Rodney Morris memorial bed fund.....	2,673.00
Mary and Lewis Flanders memorial bed fund.....	3,250.00
George C. Morris memorial bed fund.....	3,000.00
Caroline Couch memorial bed fund .....	3,000.00
Ellen Waln memorial bed fund .....	3,000.00
Queen Victoria Jubilee bed fund .....	3,250.00
British Consulate bed fund .....	2,500.00
Philadelphia bed fund .....	3,000.00
Strangers' bed fund .....	3,000.00
Arthur William Morris memorial bed fund .....	3,000.00
Maria E. Blanchard memorial bed fund.....	3,500.00
Children's Christmas cot fund .....	3,250.00
Trinity Church free bed fund .....	3,000.00
Childs' comfort cot fund .....	3,000.00
Hamilton-Brooke memorial bed fund .....	3,500.00
Hannah M. Smith and Margery L. Lindsley memorial bed fund .....	4,500.00
Queen Victoria Diamond Jubilee bed fund.....	3,500.00
William Sherlock memorial bed fund .....	3,500.00
Sailors' bed (the B. H. Buckingham memorial).....	5,000.00
Benjamin C. Stanton memorial bed fund .....	5,000.00
Henry Whitaker bequest .....	3,546.37
Masonic free bed fund .....	775.18
R. Glisan fund .....	1,000.00
Mothers' bed endowment fund (Lamson).....	334.81
Mothers' bed endowment fund (the Laura A. McGill memorial) .....	200.00
Sinking fund (cottages) .....	8,003.05
Seller-Loewengart fund .....	596.14





MOTHER THERESA  
For many years manager



ST. VINCENT'S HOSPITAL.

King Oscar II Jubilee bed fund. ....	92.39
Child's cot No. 3 .....	4,006.50
Lottie S. Short memorial fund .....	76.95
Henry Weinhard fund .....	6,117.61
John H. and Caroline Couch memorial surgery fund....	3,566.14
Sarah Elizabeth Goodwin bequest .....	575.00
Bishop Morris memorial building fund (new hospital)..	25,233.32
Mary Phelps Montgomery fund .....	327.00
Bishop Morris memorial (chapel furnishing fund).....	1,000.00
Amanda W. Reed bequest fund .....	1,000.00
Samuel Wells Morris and Anna Ellis Morris (memorial Haight bed) .....	5,000.00

Trustees for the Year 1910—Rt. Rev. Charles Scadding, D. D., bishop of Oregon, ex-officio chairman; Rev. J. E. Simpson, 1910; Rev. H. R. Talbot, 1911; Rev. John Dawson, 1912; Geo. F. Wilson, M. D., 1910; S. E. Josephi, M. D., 1911; Rodney L. Glisan, Esq., 1912. Rev. J. E. Simpson, secretary; S. E. Josephi, treasurer.

Ladies' Aid Committee—Mrs. C. F. Lewis, president; Mrs. A. G. Barker, vice-president; Mrs. J. Frank Watson, secretary.

#### ST. VINCENT'S HOSPITAL.

St. Vincent's Hospital, conducted by the Sisters of Charity of Providence, was established September 29, 1874, and incorporated in 1876 according to the laws of the state of Oregon. The original building was situated in North Portland on Northrup street, between Twelfth and Thirteenth streets, a wooden structure and sufficiently spacious to accommodate from fifty to seventy-five patients.

Mother Joseph, a woman of exceptionally keen insight, and who at the time was head of the community in the west, read the future of the city of Portland, and secured a more desirable site for the new St. Vincent's. From the time of the purchase of the property until the present day, all are unanimous that the sister's choice could hardly have fallen on a more ideal and unique location; situated as it is in the west of the city, on the foothills of the evergreen coast range, facing the beautiful Willamette, and commanding a stretch of scenery that for variety and magnificance cannot be surpassed. Before it lies our fair Rose City, its comfortable homes, stately public and business buildings, then the winding river, beyond which the city extends for several miles, and in the distance majestic Mt. Hood arises its snowy height; Mts. Adams, St. Helens and Rainier also bound the horizon to the east, as well as the noble range, of which they form a part.

To the north the harbor greets the eye with graceful ships and river craft, and over in the distance "where rolls the Oregon," one can distinguish on clear days Vancouver, where the pioneer Sisters of Charity landed fifty-three years ago.

To the south and within two blocks of St. Vincent's is the city park, a natural reserve which wealth has beautified and made most attractive; thither the patients may saunter and while away the time during convalescence.

The hospital grounds are extensive, comprising fifteen acres, laid out artistically with walks and shade trees, affording uncommon facilities for sun baths and open air recreation; no more delightful place can be imagined than the mount to the west of the hospital, and it is here the weary nurse finds repose and pastime during her free hours; easy access has been made possible by means of a suspension bridge which connects the fourth floor with the upper ridge; following the path will bring one to an artistic shrine of Our Lady of Lourdes, nestled in the mountain a short distance from the summit.

St. Vincent's Hospital is a structure of stone and brick, erected in 1892; has a frontage of 500 feet, a depth of 58 feet, is 6 stories in height and is fitted with modern improvements, required by such an institution. Upwards of four thousand patients are now treated yearly, about one-half of which are surgical cases. Every modern and up-to-date hospital equipment has been provided.

A necessity long felt by Portland physicians and medical students, has been met by including in the plans of the new wing an operating theater which will accommodate at least 150 medical students. The operating table will be placed under a skylight, thus affording an excellent opportunity for the students to witness the work of the operators.

On another floor an X-ray room is provided for special work in this line.

Aside from the general operating rooms, there are placed convenient to the elevator and etherizing rooms, a number of private operating rooms for the use of patients desiring this privacy.

At times when the hospital was taxed to its utmost capacity, many have been reluctantly refused admission, but only when it was known that other institutions were open to them. However, at no time have the needy, sick poor been turned away. All races and creeds are equally welcome and receive the same care and attention from the sisters and nurses.

#### THE SANITORIUM.

In order to protect patients in the hospital from those suffering with contagious diseases, the sisters were obliged to open a sanitorium containing fifty beds, although it is still inadequate for the rapid increase of such cases. Many a sufferer has found in this sanitorium a haven of mercy and charity on his homeward journey to eternity.

The personnel of the hospital and sanitorium consists of 60 sisters, 50 nurses, 4 house physicians and a corps of attendants. Since May, 1875, or during the thirty-four years of its existence, over 65,000 patients have been cared for.

No statement of the medical and surgical staff has been furnished for this work, which is much regretted.

#### TRAINING SCHOOL FOR NURSES.

A handsome new training school in connection with the hospital, modern throughout, is for the use of estimable young women desiring to become professional nurses, and to whom a complete and systematic course of instructions, both theoretical and practical, is given.

The sisters having had to cope with untold difficulties and sacrifices, it is due only to their ability, integrity and industry that St. Vincent's is a leading institution in the northwest, for they have no appropriation or endowed beds as a revenue to rely upon, depending solely on their labors and endeavors to carry on the immense work; the benefits accruing from the patients who are able to pay are used for the support of the least favored.

On another page will be found the photo-engraving of "Mother Theresa," who managed the Hospital for over twenty-five years.

#### HOMEOPATHIC HOSPITAL.

The physicians of the Homeopathic School of Medicine, and their patrons, with a pride and public spirit that has outdone the "old school doctors," have raised the money and erected in East Portland a six-story fireproof concrete hospital building planned to provide all the accessories required by the most advanced practice and scientific medical research for an up-to-date modern hospital.

Several years ago the late Henry W. Corbett donated to the Homeopathic Hospital organization four blocks of land in South Portland, saying that it could be used for hospital purposes or sold as seemed best to the corporation.

After holding it for a few years, it was determined that it was not good for hospital purposes, and it was sold for \$88,000, and a block of land bought in East Portland for \$30,000. Plans were drawn and a building commenced on a reinforced concrete plan. Some more money was given by friends, and so far, above \$70,000 has been spent on the building. As soon as more money can be collected, the building will be completed. This will be the only hospital in the city which is entirely fireproof.

The management, consisting of Judge Bronaugh, F. M. Warren, W. B. Ayer, Tyler Woodard and Walter F. Burrell, are now considering plans for money sufficient to furnish and fully equip the new hospital for work.

#### THE COUNTY HOSPITAL.

Multnomah county maintains a county hospital in the city, now under the care and direction of Dr. E. P. Geary, which is fitted up to minister to the indigent unfortunate in the most comfortable manner. This hospital has grown out of the general provision made by the county authorities for the unfortunate poor, known as the "Poor Farm." This public charity was organized in 1869, by the county of Multnomah purchasing one hundred and sixty acres of land of Gen. Stephen Coffin in the year 1869. The land lay about two miles west of the then city of Portland, and was purchased of General Coffin for fifty dollars an acre. It was recently sold by the county for seven hundred and fifty dollars an acre; the proceeds of which are to be invested in land for a poor farm near the town of Troutdale, and the necessary buildings to be erected thereon.

Multnomah Hospital, on Second street, between Hooker and Hood streets, came into existence in its present form in 1909. For many years the indigent sick of the county received indifferent care in wards connected with the almshouse. The county physician, Dr. E. P. Geary, soon after his appointment, became impressed with the inadequacy of the facilities in this institution and strove for better things. Backed by a humane board of county commissioners, composed of Judge L. R. Webster, W. L. Lightner and F. C. Barnes, he was enabled to introduce modern methods into the hospital department. The male attendants were replaced with white capped trained nurses, and the old-time hit or miss methods of nursing gave place to scientific and cleanly regulations. The first step having been accomplished, a demand was made for better rooms, better beds and better food. The county commissioners authorized the purchase and equipment of suitable grounds and buildings for a hospital away from the environment of the poorhouse, and the new institution there to be erected was named Multnomah Hospital; the word county being dropped, and with it the stigma of pauperism so unnecessary and so offensive to the unfortunate who, by reason of sickness, is obliged to seek charity.

The new grounds provide accommodations for buildings which will house 1,000 or more beds. As Portland grows, this number will, at no distant day be needed. Meanwhile the inmates of the present structure enjoy the use of grounds and shrubbery which might adorn the palace of a king. The mansion which occupied the center of the grounds has been reconstructed and enlarged, and already 100 people at times occupy the beds therein. A surgery and dressing rooms with racolith floors insures that degree of cleanliness which is necessary for the performance of successful operative work; and a staff of nurses under the guidance of the superintendent, Mrs. Alta Y. Spaulding, give the needed care to the sufferers who seek the hospital.

But the most progressive feature introduced into the hospital by the county physician and his co-workers is to be found in the organized staff which divides with Dr. Geary the responsibility of caring for the sick. New York, Philadelphia, Chicago, Buffalo and every large city has realized the need of organized medical and surgical help in the care of the county sick, and each in turn has secured the aid of charitable physicians for this purpose. So widespread has

been this move that the city which fails adequately to provide in this way for the care of its indigent sick, is universally regarded by medical men and women as belonging to the dark ages. Following the best standards, the staff was sought from among the younger men who are already becoming well known. The men selected were known to be interested in various branches of medicine and surgery, and the staff is made up largely of men specializing in one branch or another. The sick man or woman who goes to Multnomah Hospital will find not only first-class general medical and surgical service, but will receive examinations and the benefit of opinions from carefully equipped specialists in any line made advisable by his condition.

Medical Superintendent—E. P. Geary, M. D.

Medical and Surgical Staff—Robert C. Yenney, M. D.; N. W. Jones, M. D.; H. M. Greene, M. D.; Alvin W. Baird, M. D.; H. W. Hegele, M. D.; R. E. Holt, M. D.; J. H. Bristow, M. D.; G. S. Whiteside, M. D.; Ralph A. Fenton, M. D.; E. D. Johnson, M. D.; Ralph Walker, M. D.; J. D. Sternberg, M. D.; Ralph Matson, M. D.; E. A. Pierce, M. D.; H. S. Nichols, M. D.; Clarence Keene, M. D.; R. J. Marsh, M. D.; J. C. Elliott King, M. D.; Wm. House, M. D.; R. H. Ellis, M. D.; Ray Matson, M. D.

To these men falls the duty not alone of caring for the sick, but also for lecturing to the members of the training schools for nurses, which, under the management of Mrs. Alta B. Spaulding and her assistants, is already looking forward to the graduation of its first class.

#### THE TUBERCULOSIS SANITORIUM.

The Portland Open Air Sanatorium was opened for the reception of tuberculosis patients on January 8, 1905. Believing that the disease could be as successfully treated here as elsewhere, an organization was formed with Mr. A. L. Mills as president. Fourteen acres of land were purchased, several tents were erected, a small administration building and an adequate water supply were provided, and the work of caring for these unfortunate people was begun. Results have been so satisfactory and the demand for accommodations so great that it has been deemed necessary to enlarge and modernize grounds and buildings until at present the institution is completely equipped.

The sanatorium is located six miles south of Portland on the east bank of the Willamette, on a beautiful wooded bluff three hundred feet above the river. A dense growth of fir, cedar and flowering shrubs cover the grounds, and make of the spot a veritable flower garden. The climate is exceeding mild and equable. The low altitude allows of a lessening nerve tension, and is a safeguard against violent hemorrhages. This spot seems ideal for the patient with fever and rapid pulse in the early and active stages of the disease. The near-by mountains and coast afford an easy change of altitude, so that in all stages conditions can be met, and necessary increase of nerve tension can be obtained without long journeys, which are often disastrous.

#### TREATMENT.

The principal factors in the successful treatment of tuberculosis are: Life in the open, absolute rest in the febrile stages, plain, wholesome food in abundance, rigid adherence to regularity of habits, and the use of the tuberculin treatment in suitable cases.

The treatment of tuberculosis is a stern business problem. If the patient has courage and good judgment, he has a right to get well, or at least to greatly prolong his life. The modern sanatorium removes him from the cares of home and teaches him not only to prevent reinfecting himself, but to avoid infecting others.

Sanatoria are today permanently arresting the disease in 80 per cent of early cases, providing good judgment and sufficient time are employed. These are the encouraging statements of the medical director in charge of the sanatorium, Dr. E. A. Pierce.



Tuberculosis, commonly known as consumption, has been the terror of the human race for thousands of years. Within the last forty years the medical profession has come to a more definite understanding of the cause of the disease, and has made more progress in curing it than in the previous two thousand years. Since the microscopic discovery of minute germs or cells as the causes of disease, reasonable practice and great hope has taken the place of blind guess work, and hopeless endeavors.

Now in 1910 specialists in the treatment of consumptives lay down the rules enforced at the above sanatorium, as follows:

1st. Don't spit on the pavement, on the street, nor into any place where you cannot destroy the germs which you spit up.

2d. Do not swallow any spit. Try not to cough. Whenever you must cough, hold a paper napkin in front of your mouth, so that particles will not fly out into the room.

3d. Always use a paper napkin to wipe your mouth after spitting, and be careful to not soil your hands.

4th. Always carry a cheap paper bag in your pocket to put the napkins in after being once used.

5th. Burn the paper bag with the napkins which you have deposited in it.

6th. Do not let any spit get on your clothing, bed clothing or furniture.

7th. Never kiss any person on the mouth.

8th. Live in the fresh air as much as possible.

9th. Sleep with the windows wide open, or in a tent if possible.

Everyone should be prepared to battle with consumption. This disease spares no class of people.

Weakly persons, particularly those who have been exposed to the disease, should be constantly on their guard against it.

Correct living with plenty of physical exercise and regular habits is the greatest safeguard against consumption.

Because one member of a family has consumption, it is no reason why other members of the family should take the disease.

If they do take it, it is because some one has been careless in not observing the rules set forth for the consumptives to follow, and not because it is inherited or unavoidable.

Consumption is positively a preventable disease, and the family that allows it to spread from one of its members to another are either ignorant or careless in observing the rules of health and prevention of disease.

#### THE PATHETIC SIDE.

The hope of relief from the terrors of this disease has prompted efforts of all sorts and in every direction. Portland has had several of these well meant but ill-fated propositions. The open air sanatorium above described is supported by wealthy men, and planned on business methods that insures its permanence. But other efforts not so supported but equally devoted to the welfare of the afflicted, deserve notice. A devoted Catholic sister—Mary Theresa—with a little money and a beautiful place, is devoting it all, with her own personal service, to the relief of consumptive patients. And this, all she has, she has offered as a free gift for the foundation of another and larger hospital for consumptives.

Oak Grove is located near Pine station, on the electric line between Portland and Oregon City. Three acres of land constitute the site, which Sister Theresa explains was bought with money left her by her mother, and which is covered with trees, roses and shrubbery.

The sister says: "Since the opening of the sanatorium about two years and a half ago, its doors have been open to all those afflicted with consumption—rich and poor—those in the early stages of the disease, and the incurables. The highest rate that has been paid by a patient was \$15 a week, and from that the

prices have ranged down to nothing. I have taken care of many who have never reimbursed me in any way, and where a patient dies penniless, I see that a decent burial is given.

"So far, the sanatorium has never paid expenses, and I have kept it up with my own money. At present I have twelve patients. To assist me, I have another sister, two trained nurses, two men and a cook. The grounds are ideal for a tuberculosis sanatorium, and I am willing to give what financial aid I can to anyone who will promote the establishment of such an institution."

#### THE "HOMES."

The Children's Home, familiarly called "The Home" by all old Portlanders, by general consent stands at the head of all the charities of this city, not only in point of age, but also in point of general interest. The Ladies' Relief Society, which holds the trust ownership of the home, and manages its activities, was organized March 20, 1867; so it is now forty-four years old. More than a whole generation of average lives has been born into the world, grown up, run its race, and passed into the great beyond since the good women of Portland first opened the doors of this noble charity to the orphans, and many times worse than orphaned children of the city and state. How much of heavenly blessing these women have thus accomplished, how many lives they have directed into paths of honor and usefulness, and how much of real benefit to the city and state they have thus wrought can never be estimated.

After four years' work and experience in helping the poor of the city, the society found that the demands for assistance and protection to abandoned children required a suitable building in which to gather these children, and take proper care of them. It was then decided to incorporate the society under the laws of the state, and accordingly articles of incorporation were drawn up by Judge William Strong, and executed by W. S. Ladd, Henry Failing, D. C. Lewis, Thomas L. Eliot, and J. C. Ainsworth. And at the same time, and by the same instrument, the following named persons, members of the Ladies' Relief Society, were declared to be members of the corporation, and entitled to elect its board of trustees, its members and officers, to wit:

Mrs. G. H. Atkinson, Mrs. E. Ainsworth, Mrs. J. C. Ainsworth, Mrs. E. B. Babbitt, Mrs. C. W. Burrage, Mrs. M. S. Burrell, Mrs. Lloyd Brooke, Mrs. E. R. S. Canby, Mrs. C. M. Carter, Mrs. J. H. Couch, Mrs. J. B. Couch, Mrs. T. L. Eliot, Mrs. J. R. Foster, Mrs. Thomas Frazer, Mrs. H. D. Green, Mrs. E. L. Griffiths, Mrs. C. H. Hopkins, Mrs. M. R. Hawkins, Mrs. A. Hurgren, Mrs. Amory Holbrook, Mrs. C. H. Lewis, Mrs. A. L. Lindsley, Mrs. W. Jackson, Mrs. George W. Murray, Mrs. P. J. Mann, Mrs. D. MacLeay, Mrs. S. G. Reed, Mrs. W. Morton, Mrs. R. R. Thompson, Mrs. A. E. Wait, Mrs. W. Wadhams, and Mrs. S. M. Smith—thirty-two ladies, all of whom have passed on but seven.

The first purchase of ground for a building is described in the minutes of the society as "two lots and a small house across the creek, have been offered for two thousand dollars, which business men think cheap and most desirable for our purpose." This property is now occupied by the Portland Women's Union, and the two lots without the buildings thereon, at the corner of F. and 14th streets, is now worth about fifty thousand dollars. After discussing the matter, the ladies decided to make the purchase, "the society paying down the thousand dollars we have at interest, and borrowing the other thousand until we can make it, either by working for it, or by begging." At the next regular meeting August 1, 1871, the committee reported "that twelve gentlemen had contributed one hundred dollars each toward the purchase of the lots; thus setting us entirely free from debt, with a surplus of \$200 to carry on our work." And that was the start of the Children's Home.

The little house was too small to provide for the children already on the hands of the society; so Rev. T. L. Eliot was again set to work to raise money



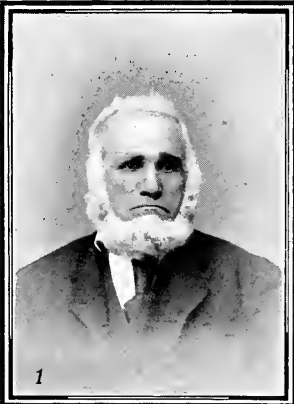
Mary Evans,  
Cor. Secretary



Mary A. Knox,  
President



Mary Agness Foster  
Second Vice Pres.



Matthew Patton, do-  
nated land for site



Edith Freelove De  
Lay, Treasurer



Eva Cline Smith,  
Secretary for  
twelve years

MANAGERS OF PATTON HOME



for a new building, and soon reported the subscription of three thousand dollars for that purpose. And that is the way the ladies got the first home for the orphan children.

The society records states that "all the members and many citizens entered heartily into the work of furnishing that first home, and on the 27th of September, 1872, the home was formally opened under the charge of Miss E. Davison, the first matron. The home was soon filled with children, and ten years later was too much crowded for health."

Early in 1883, the need of a larger building, still farther out of town, was felt. A block of land in South Portland was donated by Henry Villard of New York; and through the liberality of the citizens in subscribing the necessary funds, the large and handsome building in South Portland was erected and completed in 1884, free from debt, and the matron, Mrs. George Woods, with her numerous family were removed to their new quarters in season to celebrate the national thanksgiving on the 22d day of November, 1884.

#### THE WORK OF MRS. WOODS.

No notice of this worthy charity would be just or complete, that did not specially recognize the great work of Mrs. Woods, the matron, affectionately called "Aunty Woods" by the thousands of poor children she has "mothered" for more than a score of years. It is the universal testimony of all who visited the "Home," as well as the officers of the society, that Mrs. Woods could not have bestowed more care, labor, and affection on the unfortunate waifs brought to the home if they had been the children of her own flesh and blood—her very own children. When it is remembered that she had on her hands and responsible for their welfare, from forty to sixty children for all the term of her service for more than twenty years, it is seen what a task was hers. And if it had not been a labor of love, she never could have carried the burden.

#### PRESENT OFFICERS OF LADIES' RELIEF SOCIETY.

President, Anna M. E. Mann; vice-president, Mrs. T. L. Eliot; second vice-president, Mrs. W. B. Ayer; secretary, Mrs. Ellis G. Hughes; assistant secretary, Mrs. C. W. Burrage; treasurer, Mrs. A. E. Butterfield.

#### BOARD OF MANAGERS.

Mrs. W. H. Skene, chairman; Mrs. M. C. George, secretary; Mrs. Julius Lowenberg, Mrs. Max Fleischner, Mrs. W. R. Roberts, Mrs. R. Koehler, Mrs. H. L. Pittock, Mrs. A. F. Biles, Miss Sallie Lewis. Honorary, Mrs. A. J. Meier.

#### THE PATTON HOME.

The Patton Home for the aged, located in the upper Albina district of the city, is the outgrowth of the Ladies' Union Relief Society, of old Albina. The relief society was organized December 9, 1887, by a number of ladies for benevolent purposes, and commenced its work with only twenty-nine members, assisting the poor, the friendless, the orphan, the erring, and whosoever else needing the willing hands and kind hearts of these noble women.

The kind-hearted ladies found their self-appointed work rapidly increasing on their hands. It would be impossible to relate in the space given to this subject, all of the calls, and the kinds of calls which came to them for assistance. One of the first was a poor woman who had lost her husband by death, and had nothing but small children left for help. A little house was rented for the widow and children, and the house rent provided for by the relief society. In two years' experience, the ladies found they must plan something permanent and

effective, or be swamped with calls for help they could not relieve. In the meantime, Mr. Matthew Patton, one of the noble whole-souled old pioneers of the city, had proposed to donate a city block of land to any society which would agree to build thereon a charitable institution within a year, that would cost not less than one thousand dollars.

The ladies had already vindicated, by their unselfish labors and abundant charities, their right to public support and encouragement, and they decided to claim the benefits of Mr. Patton's offered block. So, in 1889, they reorganized their society under the name of the "Home for the Friendless," and elected a board of five trustees to serve for one year, consisting of Rev. W. O. Forbes, Dr. J. J. Fisher, Capt. W. H. Foster, Dr. N. S. Spinney, and W. P. Watson, with Mrs. Mary A. Knox, president of the society; Mrs. Mary Foster, vice-president; Mrs. Freelove Delay, treasurer; Mrs. Eva Cline, secretary, and Mrs. Mary Evans, corresponding secretary; and went to work to raise money to clear the land, and get a house built to comply with the conditions of the gift. It was no easy job. In the year 1889 Albina was a straggling village of a few hundred people, and none of them burdened with surplus cash. But the plucky women got the money. The faded old admission cards testifying to valentine balls, mid-summer balls, picnics, and so on, hitting the purses of the men on their vulnerable points, showed how, when and where, and by what patient and persistent labors these noble women of old Albina laid the foundations of a great charity, which will testify to their good works, and keep their names in sweet remembrance for all the future history of the city.

The last report of the society before taking up the building of the home shows how carefully they had managed their business.

Cash balance from 1888 .....	\$ 28.50
Received from all sources during the year 1887.....	916.60
	<hr/>
Total .....	\$945.10
Expended on charitable work during the year 1889.....	649.20
	<hr/>
	\$295.90

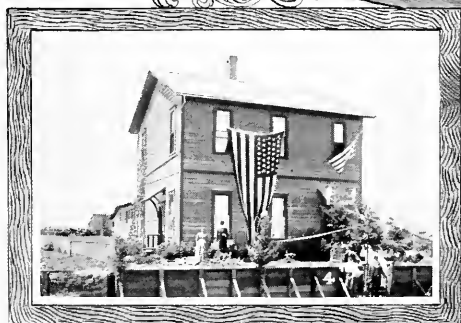
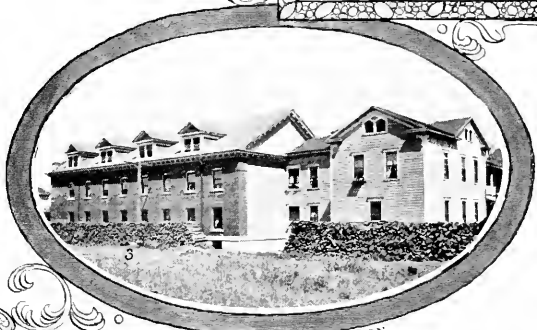
With that balance, they started in on the year's work for 1890, twenty years ago, to provide for the poor and unfortunate of their neighborhood and build a home for the friendless.

Of that work, the Oregonian of that date says: "The 'Patton Home for the Friendless,' the cornerstone of which was laid in Albina Sunday afternoon, represents a noble charity, and one for which much self-sacrificing labor has already been performed. Its aged patron, Mr. Matthew Patton, was one of the pioneers of Oregon, having resided in the early fifties on a donation land claim near LaFayette, Yamhill County. He has, however, for more than thirty years, been a citizen of Multnomah County. The site of this institution, so well designated by its name, was given by Mr. Patton, and consists of a valuable block in Albina. Through the energetic labor of the Ladies' Relief Society of that place, funds have been secured for the building, the corner stone of which has been laid, and there is every prospect that the work will go on satisfactorily. The aged poor, for whom no place of refuge, outside of the county almshouses exists in the state, will be the special care of this institution; and certainly a more worthy or humane object could not well engage the attention of charity, or ask the support of benevolence."

And within two years they had a house of six rooms built and paid for, and commenced taking in those aged and unfortunate people that had "nowhere to lay their heads"—the first home for old people.

The rich people of Portland never took much interest in this enterprise. But on the contrary, they took steps to found an "old ladies' home" on this side of

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1—Old People's Home, founded by P. J. Mann. 2—Babies' Home, founded by charitable people. 3—Old Ladies' Home—called the Patton Home. 4—First Building of Patton Home. 5—Florence Crittenton Home.



the river. And from this fact the Albina ladies were compelled to rely on what aid they could get from a community of people all struggling to build homes of their own. But in spite of all discouragements, the "Home for the Friendless" took deep root and continued to grow. From the six-room cottage, it was enlarged into a two-story building of eighteen rooms; and within the past year the eighteen rooms have grown into forty with the building of an annex, furnishing comfortable quarters for forty-two aged ladies and eight aged men. One of these aged ladies is past ninety-five years of age, with a mind bright and clear. Some of these aged people have a little income of their own and pay their way. Others are supported by churches, or relations, or fraternal societies; and a few are kept at the expense of the society. The average cost of each inmate is thirteen dollars a month; and some are confined to their beds, requiring a nurse. Mrs. Mary A. Knox, the first president of the society, is still retained in that position, having now faithfully devoted twenty years of her life to the building and care of this most worthy institution.

#### THE OLD PEOPLE'S HOME.

The Old Ladies' Home Society—prototype of this home, was organized March 3, 1893, Mrs. Mary H. Holbrook, a pioneer woman of Portland, noted for good works, being its first president. The object of the society was declared to be the establishment of one or more homes for aged women. The need of institutions of the kind had been recognized before this formal organization; and Mrs. Holbrook, Mrs. W. W. Spaulding, Mrs. R. B. Wilson and Mrs. F. E. Beach, together with Mr. C. A. Dolph, Mr. W. W. Spaulding, and Mr. Richard Williams, had entered into an agreement to promote the establishment of such home or homes.

It was first decided to limit the beneficiaries of the society to aged women; and a committee was appointed to prepare articles of incorporation, which were on February 28, 1893, presented and signed, and thus organizing "The Old Ladies' Home." From this time on the membership of the society increased, and a number of liberal donations were made, the most notable of which were bequests of the late Amanda W. Reed and Henry W. Corbett, Mrs. Reed giving block No. 124 of the city, and Mr. Corbett bequeathing \$15,000 in cash and some real estate. But the advance in the price of land suitable for a home site, the cost of construction, and the necessity of enlarging the plans at first proposed, made the task of securing sufficient funds to execute so large an undertaking too great to be attempted by the society.

In this emergency, and during the spring of 1908, Peter John Mann, a resident of the city of Portland, generously proposed to the society that in case the scope of its beneficence could be enlarged as indicated by a change in the name to "The Old People's Home" he would purchase a site and erect a suitable building for old people of both sexes; adding thereto, the suggestion that he did not think it right to separate aged couples, and that in his opinion, a home was not complete without both men and women. And after due consideration, the society unanimously decided to make the change, and a committee was appointed to legally make it.

But before this change could be entirely consummated, Mr. Mann was suddenly called by death. Upon the death of her husband, Anna Mary E. Mann, president of the society, desiring to carry into effect the wishes of her departed companion, took up the work planned by him; and in the hope that in thus applying the fruits of his industry, many old people, both men and women, may be afforded in their declining years the comforts of a home, and the society continue to be a blessing to the city in which he lived for more than forty years, she dedicates a large portion of the fortune left her by her husband, to the erec-

tion of this home to the memory of Peter John Mann. This home has now been completed.

#### MT. ST. JOSEPH HOME.

The Sisters of Mercy have had for some years a home for the aged, and about ten years ago the work assumed such importance that more commodious quarters were required. In consequence the building and grounds formerly known as the Portland hospital were purchased by the sisters in June, 1901. By this purchase the sisters came into possession of the brick building erected several years before by the Methodists as a hospital, and five acres of ground surrounding it. The place is admirably adapted to the use to which the sisters have put it.

The home was dedicated September 15, of the same year by Most Rev. A. Christie, in the presence of a great gathering of Portland people.

More than 500 aged persons of all denominations and nationalities have been cared for at Mt. St. Joseph's in the eight years of its existence. At present there are 110 inmates. Of these 80 per cent are men. This proportion has been usual from the beginning. On account of sickness or extreme old age (several are over 90) very few of the men are able to perform any labor.

#### THE ODD FELLOWS HOME.

This is not a charity, but a wise provision of the Independent Order of Odd Fellows, for providing and taking care of their aged and disabled members. The annual dues paid into the treasury of the order by the membership constitute the fund from which this institution is supported. It is the only secret society (so-called) here at this city, that has made this provision for its membership; and this fact attests in the very highest and effective way the benefits and brotherhood merits of this fraternal order.

The grand lodge of the order took the necessary steps in 1883 to establish this home near the village of Fairview, some fifteen miles east of this city. And after erecting a building on the tract of land owned at that place by the order, it was never used or occupied as a home. Its inaccessibility, and distance from the city, rendered the selection inappropriate, and it had to be abandoned, and the land sold to found the present home in the southeast part of East Portland.

In carrying this benevolent work through to success, the late Richard Scott of Milwaukie, and Dr. Williamson, trustees for this purpose, rendered most efficient service. The ladies connected with the order—Mrs. Mary Tomlinson, vice-president; Mrs. Emma Galloway, of McMinnville, secretary, and Mrs. Lizzie Howell of Oregon City, treasurer, together with Robert Andrews, president, have the care and management of the institution. The corner stone of the home, which is a substantial brick structure, was laid May 25, 1907, and the building completed and dedicated on January 4, 1908. At last report, there were eleven men, four women and thirteen children, beneficiaries of the institution, of which Mrs. Viola Crawford, was superintendent and matron, and Miss Irene Bemar, governess. They have ample funds, and do not solicit aid.

#### THE BOYS' AND GIRLS' AID SOCIETY.

In the early part of April, 1885, Dr. T. L. Eliot of the First Unitarian church, Dr. A. L. Lindsley, of the First Presbyterian church, and Harvey W. Scott, editor of the Oregonian, met in the office of the last named gentleman and spoke of the needs of a society whose duty it would be to care for dependent and delinquent children of Portland. A letter framed by these three appeared in the Oregonian on April 6, 1885, setting forth the needs of such a society, and inviting those who were interested in the uplifting of children to formulate some plan of organization, and on July 3, 1885, a meeting was called to consider organization in the office of the Hon. W. B. Gilbert, and there were present at that





MRS. ANNA MARY LEWIS MANN

Builder of Old People's Home—President of Women's Union  
and Children's Home

meeting, W. S. Ladd, William Wadhams, Miss Helen F. Spaulding, F. K. Arnold, C. E. Sitton, L. L. Hawkins, W. B. Gilbert, Dr. P. T. Keene, Rev. T. L. Eliot, F. E. Beach, F. B. Pettingill, H. W. Scott, H. W. Corbett and Dr. Chance.

A committee of five was then appointed to perfect organization. W. S. Ladd was elected chairman of the meeting and F. E. Beach, secretary.

The first meeting of the board of trustees of the Boys' and Girls' Aid Society of Oregon was held on the 7th day of October, 1885, and consisted of the following: I. W. Pratt, Miss Helen F. Spaulding, F. E. Beach, H. W. Corbett, W. S. Ladd, I. F. Powers, W. B. Gilbert, P. T. Keene, and L. L. Hawkins.

The first officers elected were H. W. Corbett, president; F. E. Beach, secretary and L. L. Hawkins, treasurer.

During the first ten years of the life of the society, Mr. Ira F. Powers, acted as superintendent, without compensation, and did a large amount of good work for the organization.

The present board of trustees consists of W. B. Gilbert, president; F. E. Beach, secretary; J. C. Ainsworth, treasurer; Dr. T. L. Eliot, Robt. S. Farrell, Chas. E. Wolverton, Fredk. H. Strong, Wm. F. Woodward and Mrs. Levi White.

The Boys' and Girls' Aid Society was organized for the care and disposition of homeless, neglected and abused children and to receive first offenders, caring for them until suitable homes or employment was found for them, and thereafter to continue systematic attention to their condition and treatment. The society at that time was entirely supported by voluntary contributions, and the first bequest made to the society was in 1889, by Miss Ella M. Smith, who left the society the handsome sum of \$40,000.00. This was of course an irreducible fund and was loaned out on note and mortgage.

The first appropriation made by the state of Oregon was in the year 1895, to the amount of \$2,500.00. Then followed other bequests from friends of the society until the society had received as bequests the following:

Miss Ella M. Smith .....	\$40,000.00
Levi C. Millard .....	5,000.00
Lindsley Estate .....	2,134.55
Mrs. Rosa F. Burrell .....	9,000.00
H. W. Corbett .....	10,000.00
Mrs. Amanda W. Reed .....	1,000.00
Henry W. Weinhard, .....	1,000.00
	<hr/>
Making a total of .....	\$63,134.55

Besides which a farmer named W. L. Justice, residing in Fox valley, Grant County, Oregon, recently died leaving all his real and personal property to the Boys' and Girls' Aid Society, which will in all probability amount to about \$2,000.00 after the debts outstanding against the estate are liquidated.

As may be seen by the present names of the board of trustees, there are still three of its organizers members of the board. While Dr. T. L. Eliot was not a member of the first board of trustees, yet, he always took an active interest in the work, and was instrumental in raising the funds for the erection of the present receiving home, which is built on a beautiful site donated by Mrs. Rachael Hawthorne, on the corner of East 29th and Irving streets, one block from the line of the Rose City Park cars.

In addition to the donations for the site the Ladd estate donated nine lots at the back and immediately adjoining the grounds of the receiving home and the society purchased the next nine lots adjoining these, making the grounds four hundred and fifty feet long by three hundred and thirty feet wide. These grounds are beautifully laid out with roses and ornamental trees. The children's play

ground in the back is situated in a beautiful grove where all kinds of children's games can be indulged in.

Since its organization the society has appointed three superintendents, the first being Mr. E. T. Dooley, who served for about one year from 1891 to 1892. Mr. Dooley was for twenty years preceding his appointment, superintendent of the Boys' and Girls' Aid Society of California, situated in San Francisco. During his incumbancy he organized this work and formulated methods for its prosecution and opened books in which was entered the history of the children coming under the care of the society. Mr. Dooley was succeeded by Mr. Joseph Misner, who served from February, 1893, at which time the present superintendent, W. T. Gardner, was appointed, and who has served ever since in this capacity.

The present assistant, Mrs. Mary J. Graham, was the first matron employed, to which position she was appointed in February, 1892.

The work of the Boys' and Girls' Aid Society is state wide. Children are committed to the society from every county in the state. Since its organization it has received and cared for three thousand, seven hundred and twenty-three children and deducting those who have become of age, children adopted, and those sent to relatives or discharged for other causes, they have now upwards of five hundred children under the direct care of the society. About fifty-five of this number are at the Receiving Home awaiting placement and the balance are placed in family homes throughout the state of Oregon. One hundred and fifty of this number being for the most part girls between the age of ten and eighteen years, are placed in family homes within the corporate limits of the city of Portland. The younger ones are attending school and receiving their board and clothing in return for service rendered while the older ones are working in families at regular wages.

Mrs. Mary J. Graham acts as city visitor and has in charge girls whom she visits at regular intervals and pays particular attention to their conditions and treatment.

The southern Oregon district is under the care and supervision of Miss Myrtle E. Pease, while the eastern Oregon district is looked after by Mr. J. C. Kilpack, thus, all the wards of the society are systematically cared for after being placed in family homes.

The result of the work can be seen throughout the entire state of Oregon and it is hard to find a better equipped child placing agency than the Boys' and Girls' Aid Society in the United States.

#### THE BABY HOME.

Portland's home for deserted orphaned babies, located at East 36th and Ellsworth streets, was organized in 1888. The first officers being: Mrs. Mary D. Halsey, president; Mrs. Kate Mendenhall, vice-president; Mrs. R. N. Robb, secretary; Mrs. Jane Abraham, treasurer.

The institution was incorporated in 1889, with a capital stock of one thousand dollars, divided into one hundred shares of ten dollars each. And of this incorporation Mrs. Sarah Kern was president; Mrs. J. C. Warner, vice-president; Mrs. A. J. Wells, secretary; Mrs. A. L. Keenan, treasurer; and Mrs. E. R. Harbin, each being a member of the board of five directors.

A block of eight city lots was donated to the institution by Mr. and Mrs. J. W. Kern, for a building site, and opened a house for the little charges then at hand, and commenced business with ten children.

In May, 1910, in order to enlist a larger circle of interest, senior and junior auxiliaries were added to the board of directors, consisting of, for the seniors: Mrs. Walter Burrell, president; Mrs. Frank Ransom, vice-president; Mrs. Whitney L. Boise, secretary; Mrs. W. J. Van Schuyver, treasurer, with seventy-five lay members. And for the juniors, Miss Maida Hart, president; Miss Marguerita Hume, vice-president; Miss May Coon, secretary; Miss Ruth Beach, treasurer; and fifty lay members.



MISS ELLA M. SMITH

Built City Library Building and gave forty thousand dollars to  
Boys' and Girls' Aid Society





Mr. A. L. Keenan has served as treasurer of the institution ever since its incorporation, and Mr. F. S. Aikin has rendered service to the home as secretary for nineteen years.

The institution is now caring for fifty-one babies; and thirty-seven babies were placed in permanent homes during the year 1909. And altogether, more than 1,000 babies have been taken care of since the home was opened.

The institution has no endowment, whatever. The building site was donated by Mr. and Mrs. Kern as stated; and the building erected by funds given by benevolent and public spirited citizens. The lady managers have appropriated all the rights, easements and benefits of "Tag-Day" in each year as the special and particular franchise of the baby home; and on the day for 1910 the young ladies sold "tags" to the amount of \$6,420.

Mrs. D. C. Burns is now the president of the institution, and has made a great success of her management. And she presents the following history of the institution, and its claims on the sympathy and support of good people.

The experience of this home is that it is more expensive to care for a baby than a grown up child. One nurse is required for every five babies. And a matron must take charge of the whole institution, with the assistance of a housekeeper, a cook, laundryman, and night and day nurses in proportion to the number of children. No officer of the home receives any pay for services, and the physicians give their services free, frequently visiting the home every day in the month.

Through the Baby Home in the decade and a half of its existence, several hundred infants have passed from the early weeks or months of human helplessness on through sheltered babyhood and happy early childhood into homes secured for them by officers of the institution.

The work is a beneficent one. Orphaned, or worse than orphaned babies represent human life in its most helpless and pitiful aspect. There have been under the shelter of the Baby Home, since it was first opened, in narrow, unsuitable, inconvenient quarters, infants whose mothers died at their birth and whose fathers, with the helplessness of poor men thus situated, turned to that institution as a veritable house of refuge for their motherless babes; infants whose mothers had been cruelly deserted by the fathers of their babes, and who welcomed the Baby Home as a place in which they could leave their helpless ones while they went out to work; infants whose legal right to be in the world was not questioned, but both of whose parents had passed from earth; infants worse than orphaned, whose parents had "jarred apart" and left them without their birth-right of home and love; and, now and then, alas, an infant has been left upon the doorstep of the Baby Home, its abandonment thus suggesting the shadow of shame that darkened its entrance into life. Of these classes of homeless infants, those of cruelly deserted mothers have been perhaps the most frequent inmates of the Baby Home; next in number comes those, one or both of whose parents have died. The last class above enumerated has been the smallest one passed through the institution to the care of foster parents.

#### ST. AGNES'S BABY HOME.

In addition to the Baby Home supported by everybody, the Catholic Sisters of Mercy have established a home at Park Place near Oregon City, for foundlings, orphans, and very young children. The average number of children taken care of here is about 65, fully equal to the Baby Home, and many of these find permanent homes in Catholic families, and are thus provided for during their minority or for life. Every comfort and protecting care is here furnished these helpless children.

#### HOMES FOR ORPHAN BOYS AND GIRLS.

The Sisters of Mercy are engaged in a great variety of work in this archdiocese.

Between thirty and forty girls find accommodations at the Mercy Home for working girls, 16th and Couch streets. The sisters have conducted this excellent institution for the past thirteen years. They feel that with increased facilities their work might be very greatly extended, and it is their hope to establish themselves in larger quarters.

#### ST. MARY'S HOME.

Did you ever stop to think what significance attaches to the name? It signifies happiness and comfort, aye, even life, to some 800 little waifs of humanity, human beings like you or me, but not so fortunate, who have been cast out upon the world, left to fight the battle of life—or perish—doomed never to know the kind care of a father or mother, often without a tie of kinship to care whether their struggle for life is won or not. But without friends? No, for in the kind sisters who are watching over their temporal and spiritual welfare, in those generously disposed people, who have helped and are helping by their charity to maintain this great institution, the orphans find true friends.

It was eighteen years ago that Archbishop Wm. H. Gross, founded the institution. The beginning was small and the struggle for existence was difficult and discouraging. A handful of sisters, who comprised the beginning of what is now the flourishing order of The Sisters of St. Mary, took over the institution under the leadership of Rev. Joseph Fessler, who died at his post of duty in 1896, and is now buried in the institution's cemetery.

When the doors of St. Mary's were opened the home was at once swamped with applications for admittance, and the sisters found themselves without sufficient food or clothing to supply the wants of their newly-found charges. With the aid of friends, however, St. Mary's gradually has waxed strong, until today we have a flourishing institution, with all the modern conveniences of life.

St. Mary's is located about ten miles from Portland on what is known as the "west side" line of the Southern Pacific. It is a large four-story structure. Near it is St. Mary's institute, a new boarding academy for the young ladies, conducted by the Sisters of St. Mary's. Rev. Father Deany, S. J., is superintendent, and Sister Alexander, superior.

#### CARES FOR MANY BOYS.

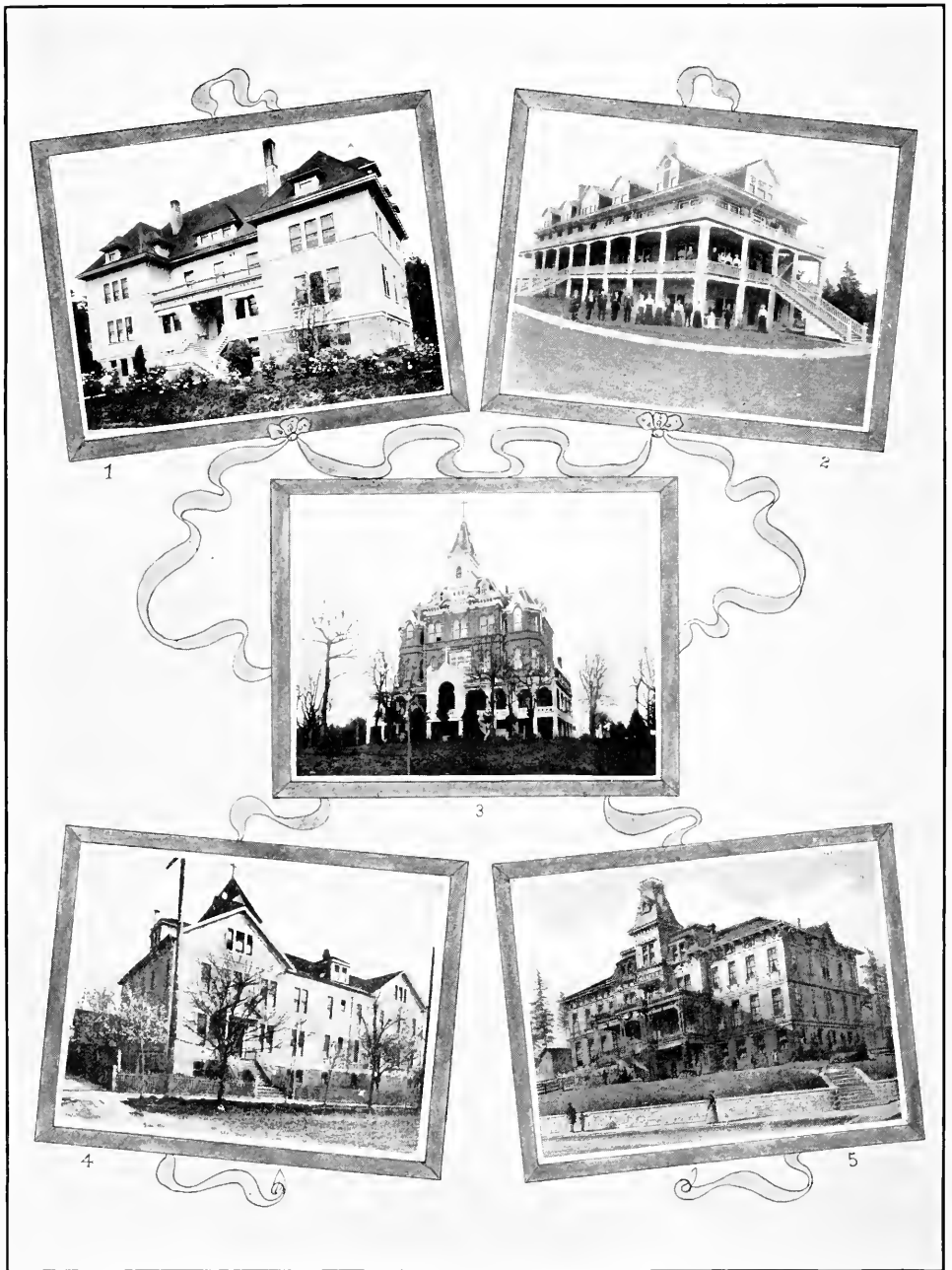
There are about 100 boys enrolled at St. Mary's now, and they range in age from 3 to 15 years. Many of them are the innocent victims of divorce courts, or are re-claimed from the slums of the city, or they have been taken by the courts from some cruel father or mother, and others are abandoned by inhuman parents. Still others there are, who have never known a father or mother. It matters not what race or creed they are; all are welcome by the good sisters, and given a home and placed in the big family.

#### GIVEN A PRACTICAL TRAINING.

There every opportunity possible is afforded the young lads to obtain a good common school education, which is supplemented with an industrial training as well. The large steam laundry, electric light plant, water system, steam heating plant, are all operated by the boys under the supervision of skilled masters of the different trades. Farming is taught on the large 600 acre farm.

#### PLAYGROUNDS.

Realizing, however, that "all work and no play makes Jack a dull boy," spacious play grounds have been provided, and a large playhouse has been constructed for use during inclement weather. Here baseball, marbles, hop-sotch and other games, dear to the heart of the small boy are indulged in.



1—Boys' and Girls' Aid Society Home. 2—Odd Fellows Home. 3—St. Joseph's Home for Aged Persons. 4—Home of the Good Shepherd. 5—The Children's Home.



The boys are kept until a good home is found for them, or they are apprenticed to some kind employer. St. Mary's, however, aims as far as it is possible, to fill its function as a "home" in the true sense of the word, and therefore, unlike secular institutions, which seem to be only too anxious to get their charges off their hands, no children are sent away unless there is assurance that they will be made happy in their newly found homes, and that their spiritual as well as their material welfare, is looked after.

#### GET SOME STATE AID.

Up to 1902 St. Mary's was supported wholly by subscriptions from the charitably inclined, but in that year the legislature passed a measure whereby an orphan receives approximately \$4.20 per month. Small as the amount is, it helps much. It is required, however, that the child be either an orphan or a half-orphan, and that never at any time has anything been paid for his support. Often a relative or friend will place a child in St. Mary's, promise to pay for his support, pay a few dollars and fail in subsequent payments. That money paid will then debar the institution from receiving a cent from the state for the child's support. There are many in the home now for whom never a cent is received.

But this sketch would not be complete without the mention of Grandma Theisen. Many and many a little one has "grandma" as she is generally known, proven a mother to. Mrs. K. Theisen has been with the home since its infancy and during that time she has taken care of all the "babies," as their older companions term them, and there she has "mothered" with unsurpassed affection and success. By the hundreds of people who have met this genial and kind old lady she will not soon be forgotten.

#### THE HOME OF THE GOOD SHEPHERD.

The Portland Home of the Good Shepherd was established in the fall of 1902, by the Sisters of the Good Shepherd, who came from the province of St. Paul, Minnesota. An institution of similar character had been conducted here by the Sisters of Our Lady of Charity of the Refuge, who became affiliated with the Sisters of the Good Shepherd. When the sisters first arrived from St. Paul their home was at Park Place, but on account of the distance from the city was found unsuitable. Archbishop Christie procured for the sisters the present location at East Twentieth and Irving streets, which had been occupied formerly by the Sisters of Refuge. The building was remodeled and enlarged in 1906 on account of the growing needs of the home.

#### ITS OBJECT.

The object of the home is principally to care for and reclaim wayward girls. To accomplish this object the sisters try to instill into the minds of their charges habits of industry and regularity for "sloth is the mother of much evil" they think. The girls are taught housework, cooking and laundry work in which all that may be termed laborious is done by steam power. The children as they are called by the sisters, take turns in serving in the dining room. They are taught to make their own clothes, to do fine sewing and embroidery and for those who are deficient in the primary branches of study there are classes 9 in the morning until 12 each day. For good conduct those who desire it are given music lessons and an hour to practice daily.

#### MANY CARED FOR.

Since 1902 the home has received 427 girls of which number there are 79 in the institution at present. Of these many are remaining because they prefer the safety from temptation and the quiet happiness found in the life in the home. The

girls on leaving mostly return to their families, while for others the sisters find suitable work.

Though all do not live up to the instructions given them, yet the sisters say that very many do well on leaving and they often receive letters from the people with whom the girls are living, telling how good they are.

This home is regularly visited by the public authorities and highly approved of.

The juvenile court regularly commits wayward girls to the sisters' care. The sentence is indeterminate, but usually after a year the girls are paroled if their behavior has been satisfactory. The sisters believe that many girls who are paroled would benefit very materially if left for several years in the home. This is particularly true of young girls.

The congregation of the Sisters of the Good Shepherd was founded by Father Eudes in 1667. This saintly French priest was solemnly beatified on April 25, of the present year.

#### THE FLORENCE CRITTENTON REFUGE HOME.

This organization, the Florence Crittenton Refuge Home of Portland, Oregon, is a branch of the International Florence Crittenton Mission of Washington, D. C., U. S. A.

It is the object of this organization to provide and maintain a home for the shelter and salvation of erring girls who are, or are not facing maternity; to receive and instruct them during the waiting period, bringing such influence to bear upon them in their sorrow, that they may be led to enter God's open door of forgiveness and hope; to encourage them in meeting the sacred obligation of motherhood; to assist them in finding suitable occupation, if they are without friends, and to follow them with Christian love and care as they go forth to begin life anew.

It is entirely non-sectarian in character, and is supported by the voluntary contributions of large-hearted humane people without regard to creeds or churches; and who in the highest and best sense of the term are Christians in effort, trying to lift up, protect and reform the erring and betrayed. It is doing the same sort of work as the Sisters of the House of the Good Shepherd, and doing it well; providing a home and healthy and kind hearted surroundings at the present time for an average of forty or fifty inmates.

#### THE NEIGHBORHOOD HOUSE.

The "Neighborhood House" is the unique expression of Portland benevolence. Say and think what you please about the Jewish people, they have the talent and the disposition to present the subject—any subject—in its most practical and effective position. They waste nothing on forms, ceremonies, creeds, customs or contention; but go straight to the important point, and secure success, if success is possible. They co-operate in public schools, charities, improvements, attend to their own business and make money. One would conclude that such a people would not need a charity institution. And the native American Jews do not need such an institution. But Russian and Polish Jew immigrants do; and the Neighborhood House takes care of them. But it does not close its door against any other nationality. All are welcome. The Baby Home paraded Chinese and negro babies in the automobiles on "Tag Day," and the street crowds cheered. The Neighborhood House does the same thing—and its membership foots the bill.

The Neighborhood House is under the control of the "Jewish Women's Benevolent Society," which was organized in 1874, with C. H. Friendly as president, and Edward Kahn as secretary. Succeeding presidents of the society have been Mrs. B. Goldsmith, Mrs. B. Selling, Mrs. Steinhardt, Mrs. Marcus Fleischer, and Mrs. H. Gerson, the present executive head of the society. The or-

ganization started with twenty-four members and now has 186 members, owes no debts and expects a large increase in membership this year.

The Neighborhood House is not in the narrow sense a charity. No alms are doled out, no beggar crosses the threshold, but men and women eager to become an intelligent part of this great commonwealth, thirsting for the power to speak the language of their adopted country, children seeking the rudimentary knowledge that is essential to home, neatness and happiness, boys craving the power to use their hands in useful trades, girls learning the art of sewing, mothers organized to discuss matters of importance, young men and boys trying to develop their bodies heretofore denied the expanding influence of proper exercise. A kindergarten school is maintained which is in a very flourishing condition. And all sorts of children may go to it. While the school is made up mostly of foreign Jewish children, there are a few non-Jewish children, including a couple of little Chinese. This is the most expensive department of the work, costing from \$90 to \$100 a month.

The sewing school continues to be the most largely attended single class, averaging 75 girls. The attendance of larger girls, the increased number of Jewish girls, all give the only reward sought for by the faithful volunteer teachers.

The cooking school has come to be one of the most important classes. Through these classes, many of the children are able to assist their parents in much of the household work. It is wonderful to think how much a child of ten or twelve can accomplish when it is obliged to be helpful. At this school, girls are taught the elementary part of cooking; that is, to cook simple food, such as they could afford in their own home.

A free library is maintained and five hundred books suitable for the young circulated each month. Also a night school is carried on by volunteer teachers, with regular attendance of classes. At present three classes—mostly Russian and Roumanian Jews and a group of non-Jewish foreigners, who come all the way from Montavilla; all of whom come to us after a hard day's work, and who are too diffident to seek the work of the public night schools.

The Neighborhood House is in a large sense a public institution for it is open at all times to any man, woman or child who feels drawn to it. Its doors are closed to no one. In a larger sense than that, it is open to all shades of opinion and no man is frowned down upon because his social views are different from those of the teachers or managers.

#### THE FLOWER MISSION.

The Portland Fruit and Flower mission is an organization of young ladies in the city to minister to the poor, the sick, and the distressed. It is not connected with any church, it does not profess any creed except the gospel of doing good; and it does not recognize any nationality, age, sex or color in its true catholic work of benevolence and friendliness. Without the dole of formal charity, it took up, and is doing a work no other organization had attempted and it is doing much good in an unostentatious way.

Among the first members of the society were Mrs. Genevieve Schuyler Alvord, Mrs. Dorothea Eliot Wilbur, Miss Clara Teal, Mrs. Lucy Schuyler Wheeler, Miss Frances Warren, Mrs. Ellen Burrell Vorhees, Miss Antoinette Montgomery, Miss Alice Robbins Cole, Miss Edith Chittenden, Misses Lena and Louise Bickel.

The activities of the society is manifested through the "Day Nursery," which is conducted at Ninth and Burnside streets. Here the mothers who are compelled to go out in the work-a-day world to wholly earn or assist in earning a livelihood, can leave their little ones, knowing that they are well cared for during the day.

To relieve it from being absolute charity, to which many independent women object, a nominal sum of ten cents a day is charged to a working woman. Where both parents work, 25 cents per day is charged for a child. At 7 o'clock in the

morning a child can be brought to the nursery, where it will be kept and cared for by a capable woman until 7 o'clock in the evening. During this time the child is properly fed, the older children receiving two good meals and the smaller ones are given the proper nourishment. No extra charge is made for these extra administrations.

An average of sixteen children are cared for daily, says Miss Frost, who for three years has been matron of the nursery, which number, she says, consists of children of many nationalities; colored children, Egyptians, Austrians, Norwegians and Danes.

Children of any age under six are eligible to be admitted to the nursery, but before the nurse will accept them, they must pass a medical examination, and be vaccinated.

The nursery consists of eight rooms, cribs and cots being in evidence in all of the rooms except the kitchen and playroom. The kitchen is furnished with little low tables and baby chairs of all sizes.

The president of the society in a recent report says: "We have, during the past year, furnished nurses, drugs, medical attendance, fuel, bedding, clothing of all kinds, paid house rent, hospital expenses and made two payments to satisfy a chattel mortgage on furniture, in addition to the weekly distribution of provisions, etc. Visits were made to St. Agnes Home, St. Joseph's Home, and the regular May-day concert and treat furnished the inmates of the county poor farm.

Christmas day was made memorable to thirty-five children by the fact that the mission provided them with toys and goodies.

One-half the expense of maintaining a housekeeper for five motherless children, and for the keeping of a young man afflicted with tuberculosis at the Open Air Sanatorium is paid by the mission.

Total receipts same year .....	\$4,132
Total expenditures .....	2,392
	\$1,803"
Cash in treasury.....	\$1,803"

#### THE VISITING NURSE ASSOCIATION.

This most worthy institution is a cooperative union between several other charitable associations for the purpose of making more effective and speedy their good work. It was early seen that trained nurses must be within the command of charitably disposed people whenever their services were needed, if aid was offered or to be had. People that were sick, or wounded, or suffering for the need of help, could not put off their sickness or wounds to a more convenient season. They must have help at once if helped at all; and a nurse's home or station, must be provided and nurses retained and be ready to go on telephone calls; and so to secure these ends this association was organized in the year 1902, and has been at work in Portland ever since, yearly extending its most beneficent services to the poor and unfortunate.

At present the advisory board of the association is made up of the Needle Work Guild, represented by Miss Annie Cremen; The Woman's Club, represented by Mrs. Jennie C. Pritchard; St. Anne's Society, represented by Mrs. James Lotan; the Council of Jewish Women, represented by Mrs. Alexander Bernstein, and the Woman's Alliance of the Unitarian church, represented by Mrs. C. W. Burrage.

From the report of the president, Mrs. Millie R. Trumbull, it is seen that the association not only aims to extend timely aid to the sick and poverty stricken, but also find out the conditions of a community where their services are in demand, from unsanitary conditions. Says Mrs. Trumbull, "If after we learn that a certain neighborhood in our city always has cases of a certain character, and we have visited that neighborhood and find that the lodging houses have wretched sanita-



tion, wall paper that has not been renewed for years, dark bedrooms that must be lived in because the tenants can afford no better; or when we visit the community in the vicinity of the garbage crematory and find houses with no sewer connections, owned by men who charge the tenants a rent that precludes necessary repairs, a neighborhood where the air, instead of being sweet with the perfume of the blossom-laden fruit trees, is foul with the smell of decaying garbage; or, when we care for a family where the father, injured in the factory, has been sent to the hospital at the expense of the company, but with no provision for the wife and children, and no responsibility acknowledged by employers for the destitution in the family; or, when we read of the case of the sick old man and helpless wife, the story of illy paid labor and the abnormally short working life; and in case of the broken-down young girl the story of a life of labor begun too soon—if we learn all this about bad housing conditions, unsanitary neighborhoods, lack of protection for the wage-earners, the helplessness of poverty-stricken old age, and the evils of child labor, and take no steps to remedy the evil and abate the causes of disease, then we have fallen short of the objects of our association.”

The association has taken active part in the establishment of the sanitary for tuberculosis patients.

STATISTICAL REPORT, 1910.

Cases reported to association .....	304
New cases .....	260
Old cases .....	44
Visits made .....	2,885
Office dressings .....	50
Kindergarten children cared for .....	110
School children cared for .....	39
Deaths .....	33
Graduate nurses employed .....	3
Practical nurses employed .....	16
Pupil nurse, Good Samaritan Hospital.....	1

PATIENTS PLACED IN HOSPITALS.

Good Samaritan .....	14
St. Vincent's .....	11
County .....	6
Open Air Sanitorium .....	7
North Pacific Sanitorium .....	1
<hr/>	
Total .....	39

NATIONALITIES.

Scandinavian .....	21
Scotch .....	4
Russian .....	33
German .....	18
Chinese .....	2
English .....	5
American .....	205
Irish .....	6
Italian .....	5
Australian .....	2
Austrian .....	1
French .....	2

GENERAL DISEASES.

(a. Specific Infections.)

Typhoid fever .....	7
Diphtheria .....	4

Measles .....	1
Influenza .....	10
(b. Other General Diseases.)	
Purulent infection .....	2
Tuberculosis, pulmonary .....	43
Tuberculosis, miliary .....	1
Tuberculosis, articular .....	2
Tuberculosis of lymph glands .....	3
Syphilis .....	3
Rheumatism .....	23
Carcinoma .....	3
Maternity cases .....	57
and 151 other diseases and wounds.	

#### THE NEEDLEWORK GUILD.

The Needlework Guild of Portland is a branch of the Needlework Guild of America, and the idea and institution of this charity originated in England, where it was founded by Lady Wolverton. From England it was brought to America and organized first at Philadelphia in April, 1885. From Philadelphia the society was brought to Portland by Mrs. James S. Reid, who has been since its first organization, and is now, the acting president thereof, with Mrs. H. W. Corbett as honorary president, and Miss Anna Cremen as secretary, and Mrs. A. Bernstein, treasurer. The object of the society is to collect and distribute *new* plain, suitable garments, to meet the great need of hospitals, homes, and other charities. The annual contribution of two or more articles of wearing apparel or household linen or a donation of money, constitutes membership in the society.

At the recent annual meeting of the Portland branch of the society, 2,700 garments of warm underwear and household linen required for use in sickness, were displayed ready for distribution wherever needed. While this was an encouraging advance of more than six hundred garments, more than was contributed last year, yet the great growth of the city demands more. Four thousand garments are needed for hospital and charity home uses; and ten thousand could be used to greatly promote the health and comfort of the destitute.

#### THE OREGON HUMANE SOCIETY.

This society for the prevention of cruelty to domestic animals was organized in April, 1872. Bernard Goldsmith was its first president, and Henry Failing, Dr. J. R. Cardwell, Wm. Wadhams, Rev. T. L. Eliot, James Steel and W. T. Shanahan were directors. In 1882 the society enlarged its field of service, extending its protection to orphan children, and the children of dissolute parents. The police commission recognized the work of the society and appointed special policemen to assist the officers of the society in enforcing the laws for the protection of dumb animals. Among those citizens who have been active in supporting the work of the society may be named Ira F. Powers, E. J. Jefferey, C. H. Woodward, Daniel Sprague, T. L. Eliot, and W. T. Shanahan.

To Mr. Shanahan is due the honor of founding the society, and making it effective to protect the defenseless dumb brutes. And it is a service he rendered not only to the animals who had often no friend, but a great service to society in general, and especially to the young, in the inculcation of humane sentiments and action, and thereby raising the standard of manhood and Christianity itself. Mr. Shanahan was not a member of any church, secret society, or fraternal organization, and yet he manifested in all his life and conduct the highest and noblest sentiments of humanity, and the precepts of the Christian religion.

William Thomas Shanahan was born in Cassopolis, Cass county, Michigan, in 1835. He was married at the age of 23 years to Miss Harriet M. Taggart, and



Mrs. G. Woods, Matron of  
Children's Home



W. T. Gardner, Super-  
intendent of Boys' and  
Girls' Aid Society

W. T. Shannahan, Sec-  
retary of Oregon  
Humane Society



Judge Arthur L. Frazer,  
Juvenile Court



Mrs. Mary L. Hollbrook,  
President of  
Children's Home

LIBRARY  
OF THE  
MUSEUM OF  
COMPARATIVE ZOOLOGY  
AND ANATOMY  
HARVARD UNIVERSITY  
CAMBRIDGE, MASS.

one year later moved with his young wife to California. In 1866 he moved to Portland and engaged in the music and art business. This he conducted until 15 years ago, when he retired, living at 409 16th street.

All of his life, Mr. Shanahan demonstrated a zealous interest in the treatment of dumb animals, and with a view to bettering the conditions of animals in Oregon, he organized the Oregon Humane Society soon after coming here, and was elected its corresponding secretary. Since that time he has been instrumental in the passage of laws protecting dumb animals from the savage treatment of ill-tempered masters, and in the vigorous prosecution of offenders of that law. Until the death of his wife, he continued active in this work, which led to his services being recognized, not only by the people of his home city and state, but by the nation at large.

The following are the present officers and directors: August Berg, president; Mrs. Frank W. Swanton, vice-president; Mrs. Caroline Shanahan Mayes, corresponding secretary; Otto J. Kraemer, recording secretary; Raymond G. Jubitz, treasurer; E. J. Woods, special agent. Directors: Dr. Emma J. Welty, Miss Ruth E. Rounds, E. J. Jaegar, Mrs. Gordon Voorhies, Mrs. A. Klingenberg, J. J. Shipley, Mrs. A. M. Berry.

THE JUVENILE COURT AND DETENTION HOME.

The juvenile court has been evolved from the experience of judges of criminal courts in their dealings with criminal offences of the youth of both sexes. Judge Benjamin Lindsey, of Denver, Colorado, is probably the highest, if not the most experienced authority on this feature of reform of criminals.

The juvenile court of Multnomah county was organized in June, 1905; and had in its first year's work more than a thousand cases brought to the attention of the court, or of its probation officers. The record is appalling, and shows the dangerous demoralization of city life. Nothing more important to society can be recorded in this history than the facts developed by the juvenile court. Here they are for Oregon:

Total number of children brought into court by citation.....	720
Delinquents .....	594
Dependents .....	126

AGES OF CHILDREN.

Ten years and under .....	201
Eleven to thirteen, inclusive .....	289
Fourteen and fifteen .....	230

SEX.

Boys .....	585
Girls .....	135

CHARACTER OF DELINQUENCY.

Charge.	No.
Burglary .....	10
Larceny .....	148
Immorality .....	32
Violation of city ordinances .....	51
Destruction of property .....	13
Persistent truancy .....	39
Growing up in idleness and crime .....	192
Incorrigible .....	34
Other charges .....	75

Total number of delinquents ..... 594

Number of children having neither parents living.....	14
Number of children having one parent living.....	191
Number of children having both parents living.....	477
Children of native American parents .....	348
Children of foreign parents .....	333
Children of vicious or immoral parents.....	76
Children of incompetent or careless parents.....	362
Children of capable parents .....	246
Delinquents dismissed with warning .....	334
Results, good .....	302
Return to court on other charges.....	32
Apparent reformation, resulting in uniform good conduct in..	377
Great improvement in .....	121
Some improvement in .....	75
Failed so far (at Reform School) .....	17
Ran away, not returned .....	4

The observation and conclusion of the judge of the juvenile court is that the youth who is convicted of a serious crime, as a rule has been known as a bad boy for several years.

But there are exceptions to all rules. Not every criminal begins so young. But so large a majority of them do that we may safely say that if boys did not form criminal habits, there would be practically nothing for the criminal courts to do.

Parents whose boys grew to the age of twenty without having committed any crime, may rest in confidence that they never will. The chance is very remote for a beginning in crime after that age.

Another fact accepted by all who have made a study of the subject is, that the adult criminal is rarely reformed. The man who has once been in the penitentiary is almost certain to become an habitual criminal. Much work has been and is now being done in the effort to encourage discharged prisoners to lead honest lives; and, I understand, with some success; but it is uphill work. Police authorities everywhere know that a man once a criminal is almost sure to commit another crime at the first opportunity; and for that reason they make it an invariable rule to keep a close watch over such persons.

Recognizing these facts: that criminal habits are almost always formed in youth, that they have their beginnings in early childhood, and that if they continue into manhood they can rarely be eradicated.

In fact, the importance and necessity of care and watchfulness in the rearing of children on the part of parents, has been recognized from time immemorial. Among all nations, the parent is expected to instruct, restrain and correct his boy, to the end that he may grow up to be a useful and honest man. And parental control is today, as it always has been, the most important factor in the proper bringing up of children.

It seems a curious fact, in view of the recent development of ideas on the subject, that while almost all nations have made provisions for the care of the property of minors, until recent years practically nothing has been done to safeguard their characters. The child has never been considered by law capable of caring for or managing his own property. If he attempted to make a contract, he was not bound by it. He was not competent to vote upon any question; but after he arrived at the age of 7 or 8 years, old enough to understand the nature and quality of an act, was held as fully responsible for any infractions of the law as an adult. It is true that for many years a distinction has been made in the manner of punishing children, separate institutions have been provided for their care and reformation; but until the juvenile courts were established, no distinction was made between the responsibility of juvenile and adult offenders; and

no direct effort was made by the state to prevent children from acquiring criminal habits, or to reform them, without first convicting them of a crime.

There is another class of children of which the juvenile court has jurisdiction. They are the neglected and abused, known to the law as dependent children.

In dealing with dependent children, the object of the court is manifestly to see that they are cared for and provided with suitable homes. Nearly all the children committed to the Boys' and Girls' Aid Society and other charitable institutions, belong to this class. It would surprise most of our own citizens to learn how many neglected and abused children are in this city. There is a surprising number of utterly worthless and vicious parents, bringing children into the world to grow up in idleness and crime, while their worse than criminal fathers become the pawns of unprincipled politicians, saloon bums, and other pauper house wrecks.

It is estimated that 84 per cent of the children placed in the Detention Home are reformed and saved to grow up to useful lives. And of the children placed in the home, only 16 per cent are later sent back to their homes or other places, and no further trouble or annoyance is brought about by them. Under the discipline and restrictions of the home, the minds of the children are imbued with good principles.

When the school was first planned, it was intended only for boys, but it has since been found necessary to include girls among the eligibles. Through the efforts of the late Judge Frazer, after whom the home is named, the institution was constructed by the county on a site donated by Dr. C. E. Brown. The grounds cover four acres and the building, which cost in the neighborhood of \$12,000, is located on the highest point of the area. Besides the rooms occupied by those in charge, the bath rooms, etc., there are three dormitories, one for the girls and two for the boys, reading and school rooms, dining room, kitchen and reception room and office. One-half of the building is an exact duplicate of the other half, the west side being for the boys, and the east half for the girls. At present there are in the home 26 children, 8 of whom are girls, and the others boys.

Only children under 18 years of age who come under the jurisdiction of the juvenile court are eligible to the home, and may be classified as follows: Children who are considered incorrigible, but not ferocious, and whose wrongdoings do not justify sending them to the state reform school; those whose home environments are a detriment to their proper development, and the children whose mothers are widows, and who have to work for a livelihood, leaving them to run the streets. For a child to be placed in the Detention Home does not imply that he or she is incorrigible or a detriment to society. It is a place where children are held temporarily until they can be properly otherwise placed.

One of the purposes of the home of which the general public is not aware, is to ascertain the whereabouts of children who have run away from home and return them to their parents or guardians. Runaway boys from Wisconsin, Minnesota, the Dakotas, Washington, Arizona and California, have been apprehended and taken care of until the parents could be notified.

To the late Arthur L. Frazer, a judge of the circuit court for Multnomah county, is the honor due for organizing the juvenile court in this city; and that notable work has been recognized by naming the home "The Frazer Detention Home."

#### NATIONALITY AIDS AND CHARITIES.

Every land and nation on the face of the globe is represented at Portland, Oregon, now at this year of our Lord, 1910. British, Irish, Scotch, French, Germans, Holland Dutch, Spaniards, Portuguese, Belgians, Swiss, Austrians, Italians, Hungarians, Danes, Swedes, Norwegians, Finns, Russians, Turks, Syrians, Roumanians, Servians, Macedonians, Montenegrins, Roumelians, Albanians,

Arabians, Egyptians, Persians, Hindoos, Siamese, Chinese, Japanese, Filipinos, Negroes, Indians, Eskimos, Mexicans, and all the South Americans, besides Kanakas and cannibals from the south seas.

And about twenty of them maintain separate and independent societies to help their fellow countrymen in time of need. All these societies for aid to foreign nationalities have been called on for reports of their affairs, but only two have responded—the British and the German.

The British Benevolent Society is in a very prosperous condition, with cash and invested funds amounting to \$4,771, and the relief committee, requiring \$732.85 to meet all calls.

Mr. J. C. Robinson, from the board of relief, reports for the past year that on account of improved business conditions, the applications to the society for aid have been fewer in number.

Temporary inability to work through sickness or accident has been the only excuse recognized in a request for aid by able-bodied men, except during the winter months, when there was insufficient employment, and the weather was severe. It was during this period that 60 per cent of the expense for beds and meals was incurred.

In other directions, the society has been called upon for assistance in a greater degree than ever before. At the present time the society is making monthly payments of \$50 in aid of three families and two old ladies. This is a large amount in the year and absorbs a considerable proportion of the income of the society.

The number of cases relieved by expenditure of money was 161. Six cases were sent to the Good Samaritan Hospital, 1 to the Open Air Sanatorium, and work was found for 19 men. The number of days during which the hospital beds were occupied was 514. The sum of \$110.30 was paid to the society by former beneficiaries.

#### DETAILS OF EXPENDITURE.

Beds and meals .....	\$123.20
Rent and provisions .....	56.00
Transportation .....	75.35
Employment offices .....	4.50
Open Air Sanatorium and medicine .....	68.25
Funeral .....	15.00
Monthly allowances .....	305.00
Cash .....	85.55

#### THE GERMAN AID SOCIETY.

The report of Mr. Reisacher, the president of the German Aid Society, is a very interesting document, as it throws a flood of light upon the ideas, thoughts and habits of his steady-going part of the foreign immigration coming to our shores. It would be a happy solution of many troubles, and set at rest a vast deal of unnecessary agitation about the influences of foreign immigration, if all other nationalities would imitate the example of the German population. The report of Mr. Reisacher is given in full as follows:

#### “THE GERMAN AID SOCIETY.”

“The terrible hardships that German immigrants had to endure, the ill-treatment and abuses they had to submit to, the undue advantage that was being taken of their ignorance of the English language, often by swindlers and kid-nappers of their own nationality, led to the organization of societies for their protection and assistance.

The first one was organized in Philadelphia over 150 years ago. New York soon followed, and nearly all the larger seaports followed their example. Al-



though the German immigrants who sought homes in Oregon were nearly all able to look out for themselves, having acquired a knowledge of English sufficient to transact business. There were cases of destitution and sickness which appealed to the better situated of their countrymen, who considered it their duty to assist them instead of obtaining relief from the county. To accomplish this effectively without putting the individual under too heavy contribution, the General German Aid Society was organized.

January 3, 1871, a meeting was called at which C. H. Meussdorffer presided; Frank Dekum, Henry Everding, C. A. Landenberger, Henry Saxer and Charles Wiegand were appointed a committee to draft a constitution and by-laws.

February 7th, this committee reported, and the society was permanently organized with the following charter members: F. X. Auer, F. Dekum, F. E. Eberhardt, G. H. Henry, F. A. Hoffman, C. A. Landenberger, C. H. Meussdorffer, H. Saxer, Dr. Schwab, A. Trener, C. Wiegand, Charles A. Birchard, H. W. Dilg, H. Everding, L. Herrall, L. Kuehn, F. Menge, J. L. Riete, Dr. Schumacher, A. Staender, Henry Weinhard, H. Wilmer. Henry Saxer was elected president; Frank Dekum, vice-president; Dr. Schumacher, secretary; C. A. Birchard, treasurer. Henry Everding, C. H. Meussdorffer, Charles Wiegand, trustees.

March 2, 1872, the society was incorporated under the name Allgemeine Deutsche Unterstutzungs-Gesellschaft—General German Aid Society. The object is declared to be to erect and maintain a German hospital, to provide for nursing sick members, to relieve needs and distressed German immigrants, to obtain employment and furnish information and advice for them.

Lacking the support necessary to maintain a good graded school, the Independent German School Association transferred its property and consolidated with the aid society on condition that said corporation enlarge its field of activity and bind itself to maintain one or more schools, where native born children could learn the German language, and German immigrants be instructed in English whenever it is desired by a sufficient number willing to pay a reasonable tuition. In compliance with this agreement, additional articles of incorporation were filed, and two school directors added to the list of officers. After spending more than \$2,000 in fruitless efforts to raise the school to a higher grade, it was closed for want of sufficient attendance. The high school where the German language is taught and the night schools where working people of all nationalities can obtain free instructions in English, made this independent school unnecessary.

Although the main object of this society, the erection and maintenance of a German hospital has never been lost sight of; it had to be deferred for want of means; and the principal work of the society so far, has been to assist the sick and destitute. For this purpose it has expended nearly \$27,000. This sum is far from representing its usefulness, for the agent of the society acts also as reliable adviser and friend to the immigrants, in looking for proper homesteads. It is his duty also to answer correspondents from abroad regarding settlement in the states, etc.

The society has received letters requesting information from the eastern states as well as Europe. The school property has now become valuable for business, and will, at no distant day bring an adequate income to support at least an old people's home, and later on a hospital. Two acres of land in South Portland was secured for this purpose 22 years ago. The erection of a home for old people has been resolved on in general meeting, and a committee is now at work on the project. The membership is now 114; the present officers are: John Reisacher, president; Charles J. Schnabel, vice-president; H. C. Bohlman, secretary and agent; Peter Wagner, treasurer. John Griebel and William Isensee, school directors. C. Bircher, D. W. Hoelbing, Charles Hegele, auditing committee; F. Elling, delegate; Dr. O. S. Binswinger, Dr. F. H. Dammasch, society physicians; Charles J. Schnabel, attorney." Since the above was written Mrs.

Henry Weinhard has donated twenty acres of land worth \$50,000, to the Society for the "Old Peoples' Home."

#### THE SALVATION ARMY.

At first treated with inexpressible outrage and insult, the Salvation Army finally won its way into the respect and support of all good people.

The Salvation Army opened operations in Portland in 1886. Renting a small hall and commencing its spiritual work by holding street meetings and out-door meetings every evening. The first officers, Captain and Mrs. Stillwell, received nothing but insults and persecutions for months. Mr. Carl Tamm, one of the army's first recruits, is still a member of Corps No. 1, located at 265 Davis street.

During the year of 1890, the city council of the east side, then an incorporated city by itself, attempted to stop the open air work of the army. The salvationists were thrown in the city jail nightly. Adjutant Andrew Loney, the officer in charge, in looking about for a lawyer, could find only one in the city to take up the fight for the army's rights. This lawyer was Judge George H. Williams, who always since that legal battle until the time of his death, was a stanch friend and great financial help to the Salvation Army. The salvationists spent 118 days in the East Portland jail. The nightly mobs that attacked the handful of Christians, who at last by their patience wore out the hatred that the rough element seemed to possess.

The spiritual work of the army having gained a good hold in Portland, encouraged the salvationists to further operations. Thus, in 1895, social and industrial institutions were opened where the "downs and outs" could begin life over again. Thousands of men have been started on the road to success again by the institutions.

The Women's Rescue Home, located at 15th and Hancock streets, which property is owned by the army, has done a great work among the fallen girls. Many came from lives of shame and are living good lives through the efforts of the army officers in this home.

The Swedish branch of the work has only been opened a short time, but has met with success among the Scandinavian population of our city, and is located in a church on Burnside street.

The Salvation army conducts an average of 1,404 indoor meetings yearly. A continuous revival which never ceases is estimated that at least 450,000 people hear the gospel in the outdoor services each year, while converts are being made weekly.

At Christmas time the army sees that no poor family goes hungry, and hundreds of baskets filled with dinners for the poor are sent out the day before Christmas all over the city.

The Industrial Home, located at East Third and Davis streets, is a great help to the worthy poor. Providing clothes, shoes, furniture, to the self-helping poor. The waste paper gathered from the business district is here baled and shipped back to the paper mills again. It is here that the man can get a chance to get up, however low he may have fallen.

The children are not forgotten by the army in Portland, and if too poor to go to Sunday school, the army gets them clothes and shoes, pays their carfare and gets them to its junior meetings. It would be a proud day if any church in Portland could say that it was doing as much real substantial Christian work as the meek and lowly salvationists.

#### THE PORTLAND COMMONS.

Not one person in a hundred in Portland knows what this means. It is an organization of Christians, different from the Salvation army, in that it does

not go out and seek to convert anybody to the adoption or belief in any creed or religious faith. It takes the Bible in hand and attacks the devil and all his works wherever and whenever he shows up in his desecration of the souls or bodies of men and women. The letterhead of the society is given here, and the reader can guess the rest:

“THE PORTLAND COMMONS,

Office, 22 N. Front St.

Pacific Coast Rescue and Protective Society,

Dr. C. L. Haynes, president; Fred Voget, vice-president; Miss A. U. Uttstrom, field worker; Mrs. Florence Wells, city missionary; O. W. Wolf, secretary and treasurer; Mrs. M. Shelly, recording secretary.

*Non-Sectarian Missionary and Philanthropic Society.*

General Superintendent, W. G. MacLaren.

Not homes to foster pauperism; but homes to help men and women to help themselves—good samaritan. See Luke 10:30-37. Men's home, 22 N. Front street. Beds, meals, free employment bureau. Commons Prison League.

*Commons Mission.*

Meetings every night and Sunday at 3 p. m., Aaron Wells, leader.

Louise Home, Girls' Rescue, 373 Cable street. Commons farm at Eagle-creek.”

#### THE ASSOCIATED CHARITIES.

This is the clearing house for all the other charities. It hears complaints from everybody, and all other societies, and with its organization examines all sorts of cases, and renders that aid that is practicable or possible. Associated Charities were formerly the City Board of Charity.

At a meeting of the Society for Christian Endeavor of the First Congregational church, on Monday, October 29, 1888, a committee was appointed to consider the formation of a society for organized charity. This committee consisted of W. G. Steel, Wm. Cake, Arthur Hedley, Miss Ann Holcomb and Miss Eunice Van Slyck. A call was issued for a meeting to consider permanent organization and the following committee on constitution and incorporation was appointed: Dr. Ross C. Houghton, Rev. T. E. Clapp, Rev. W. W. Logan, Thomas N. Strong, Wm. Wadhams, H. W. Corbett and W. G. Steel. When permanent organization was effected, the name, “City Board of Charities” was adopted, and the following were elected as officers and board of directors: President, Thos. N. Strong; secretary, W. G. Steel. Directors: John Klosterman, Dr. Ross C. Houghton, J. C. Flanders, and ex-officio mayor, Van B. DeLashmutt. On January 1, 1890, Wm. R. Walpole assumed the duties of secretary, and is still serving in that capacity.

In 1906 the name was changed from “The City Board of Charities” to the “Associated Charities,” as the former name created the impression in many minds that the support was derived from the public funds instead of being entirely supported by private subscription. Since the organization in 1888, a total of 35,030 cases have been recorded.

Of greatest public benefit in times of emergency and stress, were the activity and leadership of the Associated Charities during the panics of 1893 and 1907, and again during the dark days following the earthquake in San Francisco, in 1906. During the panics, without any confusion, the great mass of unemployed was kept busy and quietly controlled through its well organized methods, and it is largely due to this fact that Portland showed a smaller percentage of crime during those strenuous days than did other coast cities.

The Associated Charities have also been responsible for the greater part of the social legislation which has placed Oregon in the front rank of the states along this line. The law providing that insane patients on their way to the asylum at Salem, shall be in charge of the trained attendants from the asylum, instead of in the hands of sheriffs or their deputies, was sponsored by the organization. The juvenile court law, the child labor law, the wife desertion law, the intermediate and parole law for first offenders, all owe their first inception to the group of people identified with the Associated Charities. The present officers and board of directors are as follows: President, Thos. N. Strong; vice-president, I. N. Fleischner; secretary, Wm. R. Walpole; registrar, Mrs. Millie R. Trumbull.

#### THE PORTLAND WOMEN'S UNION.

Its motto: "Not what we give, but what we share."

This society does not pose as a charity, but as the friend, protector and help to working women. Every woman and girl coming to Portland in the north-west, should be informed that under the hospitable roof of this society's home they are safe, and have a protector strong enough, ready and willing to see that they are treated honorably and justly at any place they are sent to.

This society was organized on May 1, 1887. It is not a charity, nor is it a business enterprise seeking to make profit. Its object and aim is to furnish a home for working girls with board, lodging, congenial society, books, music and simple entertainment *at actual* cost, with such surroundings as will be moral and uplifting. In all this it has proved a great success, and the ladies who organized and built it up are entitled to the highest credit. No money or profit is to be made off of any inmate, but everything is to be done to find safe and healthy work and homes, with protection while they are in the city.

The boarding house home was opened in October of the same year in the house then just vacated by the Children's Home; and purchased by the union from the Ladies' Relief Society, for the sum of \$2,000.

After repairing and furnishing, the house was opened October the first, same year, with room for twenty guests, by putting two in a room. Boarding, room, washing, with all the privileges and reasonable restraints of a cultivated home were furnished the guests, at rates varying very little from that day to this, at \$3.50 to \$5.25 a week, with an abundance of good food, home cooking, and well served in a large, clean comfortable dining room.

The conditions on which guests were accepted, were then, as now, self-supporting young women of good moral character, earning moderate wages, and without home ties in the city; although no woman, old or young, of whatever class, need or condition, was ever turned away without help, an effort always being made to put her into the position best suited for her.

Strange as it may seem, the idea of a home for women only was at first opposed by the very people it was designed to help, for the reason, as it was assumed, that such a home would interfere with the liberty of young women. But all criticism and opposition speedily disappeared, as it was seen that the movement had the best reasons in the world to justify its existence. The boarding house was the first and most prominent feature to attract attention; but as time passed and experience increased, it was seen that the union was affording social and educational advantages of the highest importance to the guests. And from that time down to the present, its work in promoting the welfare and happiness of all those who came under its protecting influence has not only constantly increased, but has been even more largely appreciated.

And from the Women's Union was developed "The Women's Exchange"; a branch of the work of the society which afforded to workers at home an opportunity to sell the work of their hands for money, and thus bring in support and home comforts which could not otherwise have been reached. Commencing with a small showcase in the Hotel Portland for the display of such needlework or

art work as might be useful or ornamental, that branch of this work has so expanded that the exchange has now separate rooms, and separate organization for its own development; and from sales amounting to only \$468 for the first year, 1895, the sales ran up to as much as \$700 per month for later years.

The limited accommodations of the original establishment was soon overgrown by increasing patronage of those it served so well, and an addition was added on with larger kitchen, laundry, bath and dining room, so that sixty women could be comfortably housed. But this has now been again outgrown; applications for 600 women a year are now pressing the women managers for a new and very much larger building. As indicative of the growth of the union, the treasurer's report shows the income from boarding for the first seven months was \$2,405; while the receipts from the same source for the year ending April, 1910, was \$10,094; and the total income earned for the whole period of its existence is about \$100,000.

It was in this Portland Women's Union that the night schools of the city originated. In speaking of this item, Dr. Emma J. Welty, to whom we are indebted for many of the facts here stated, says: "The night school was held in the old Central school building with 20 women and girls in attendance. In the 1888 report I see an item of \$96.20 for night school, for rent, etc. This was a tax upon our income at that early day; but there were no complaints in consequence. A demand arising that men and boys be admitted, carried the school to such a point we could not well handle it; and by appeal to the public school system, it was taken over by it, and of which it is still a part. I have always been proud of our connection with this school. It seemed to me we had builded better than we knew; we were an influence for good in our civic life which still continues." The night school while under the control of the Union was taught and managed by Miss Mary Cook, now the wife of Dr. S. A. Brown.

Dr. Welty continues: "It has been the policy of the union to appeal to the public for money as infrequently as possible. In all these years there have been but a few times when an appeal has been made, and then it has been kindly met. The union's money affairs have been managed by the women themselves, and have been uncommonly well managed. They meet all their expenses, have no debts, and have a good property in their name. The policy of our work continues to be preventive; in no wise reformatory. We try to anticipate rather than restore. For the sake of emphasis I repeat, it is the young woman of today who is the problem of today and of tomorrow, and which will reach over into future generations; and no church or society, or body politic, can afford to overlook or ignore it."

A new and much larger building is being planned for the future. A handsome building site has been secured in the southern end of the city, through the generous gift of \$14,000 from the president of the union, Mrs. P. J. Mann.

The treasurer's report, Annie MacMaster, treasurer, for the year ending April 30, 1910, shows:

Total resources and cash receipts .....	\$16,763.73
Total disbursements in same time .....	15,410.03

Mrs. P. J. Mann, president; Mrs. T. B. Hamilton, secretary; Mrs. W. A. "We have a boarding house for self-supporting girls, of forty rooms, and give 54,000 meals a year. We need 100 rooms more, having 600 applications a year. We need \$250,000 for a new building. With the girls, we are developing lectures, literary classes, choral singing, and physical culture. Any girl in the city is cordially invited to join the classes.

A library of 500 volumes and many journals are on file. Entertainments, musicals, private theatricals and house parties for the girls. Classes in sewing

and kitchen gardening are held six months in the year, with an average attendance of twenty-five.

OFFICERS OF 1910.

Mrs. P. J. Mann, president; Mrs. E. B. Hamilton, secretary; Mrs. W. A. MacRae, treasurer.

THE WOMAN'S EXCHANGE.

The exchange, which was for years a part of the enterprise of the Woman's Union but is now separate, devotes its energies to helping women sell their needlework, paintings, photos, clothing, etc., as also the maintaining of a lunch room and selling prepared food.

The report of the treasurer, Mrs. Genevieve S. Alvord, for the year ending March 31, 1910, shows:

Total receipts from goods, lunches, entertainment, etc...	\$38,276.40
Total expenses for same time, paid out on as above....	28,120.04
Cash on hand April 1, 1910.....	10,156.36"



MRS. W. J. HONEYMAN  
President of the Y. W. C. A.





## CHAPTER XXIII.

1839—1910.

*The Pioneer Newspaper, with Much Local History—The Pioneer Printers—Fleming, Craig, et al.—The Oregonian—Various Other Newspapers and Their Editors.*

### THE PIONEER PAPER—THE SPECTATOR.

The following sketch of the pioneer newspaper and its immediate successors, and of the men connected therewith, is contributed to this history by Mr. George H. Himes, one of the advisory board of this work. The article was prepared originally for the Historical Quarterly. Mr. Himes' unequaled and indispensable work as secretary of the Oregon Pioneer Association, and acting secretary of the Oregon Historical Society, and also publisher of the History of the Willamette Valley, qualifies him to treat the subject of this chapter more thoroughly than any other person.

### THE HIMES' ARTICLE.

The first press on the Pacific coast, or any of its tributary islands, operated by citizens of the United States, was the Mission Press of the American Board of Commissioners for Foreign Missions (the foreign missionary society of the Congregational and Presbyterian churches of the United States), which was sent to Oahu, Sandwich Islands, late in 1821. On January 5, 1822, stands for type cases were made and part of the type placed in the cases. On January 7th, the first impression of the first sheet of the Owyhee spelling book was taken. The name of the printer was Elisha Loomis, who was also a teacher, and went from Middlesex, New York, to join the mission party at Boston, which sailed from that port to the islands on October 23, 1819. When the first sheet of the spelling book was printed, the native governor, Tiamoko, several masters of vessels, and others, were present to witness the scene, the first of the kind in these islands. How interesting to those who carried forward their reflections to the future and distant and endless results. On January 10th, Mr. Loomis printed the king's name in "elegant capitals" in the two forms, "Rihoriho" and "Liholiho," so that he might settle the question whether "R" or "L" should be used in spelling his name. He chose the former. On January 12th, Mr. Loomis printed a supply of several kinds of approbation tickets, to be used among the school children. The progress of printing was slow, owing to the difficulties in translating the language. At the end of six months, only sixteen pages of a small spelling book had been printed. Later, in 1825, Mr. Loomis made a statement to the effect that up to that date, sixteen thousand copies of the spelling book, four thousand copies of a small scripture tract, four thousand copies of a catechism, and two thousand copies of a hymn book of sixty pages had been printed; and in this

connection stated that another press and more type was greatly needed. Not long after the above date, a press was established at Honolulu, and by March 20, 1830, the combined plants had issued twenty-two distinct books, averaging thirty-seven small pages each, amounting in all to three hundred and eighty-seven thousand copies.

In a few years the demand for printed matter in the islands assumed such proportions that greater facilities for printing became necessary; hence the first Honolulu press was laid aside.

In 1836, the American board mission among the Indians in Oregon was established; so as a means of encouragement, and with a view to helping on in the work of this mission as far as possible, the first native church of Honolulu decided to send it the unused press. Accordingly, an arrangement was effected with Mr. Edwin O. Hall, who had been one of the printers of the mission since 1835, to take it to Oregon. It was shipped with type, fixtures, paper and binding apparatus, all valued at \$500, and arrived at Vancouver, on the Columbia river, about April 10, 1839. An express was sent to Dr. Marcus Whitman at Wai-il-et-pu, six miles west of the present city of Walla Walla, Washington, and to Rev. H. H. Spalding at Lapwai, on the Clearwater, not a great way from the present city of Lewiston, Idaho, notifying them that the press, with Mr. and Mrs. Hall and F. Ermatanger as guide, would leave Vancouver on the 13th with the hope of reaching Fort Walla Walla (now Wallula) on the 30th. Spalding, with his wife and child, started for Wai-il-et-pu on the 24th and reached his destination on the 27th. The next day a note was received to the effect that the press and party before named had just arrived, passage having been made up the Columbia river in a canoe. On May 6th, the press and escort, started for Lapwai, the press on pack animals in charge of Ermatanger; Hall and wife and Spalding and family in a canoe, and all arrived safely at their destination late on the evening of the 13th. On the 16th, the press was set up, and on May 18, 1839, the first proof sheet in the original Oregon territory was struck off. This was an occasion of great rejoicing. On the 23d, it was resolved to build an adobe printing office. On the 24th, the first four hundred copies of a small book in the Nez Perce Indian language were printed. The translation was made by Mr. and Mrs. Spalding and Cornelius Rogers, a teacher in the mission, and used in manuscript form prior to the arrival of the press. On July 10th, the style of alphabet was agreed upon, it having been decided to adopt the one used in the Sandwich Islands. This was done at Kamiah by Dr. and Mrs. Whitman, Mr. Spalding and wife, Rev. A. R. Smith and wife, and Mr. Hall. On August 1st, the printing of another book was commenced in the new alphabet, and by the 15th, five hundred copies were completed. On December 30th the press was packed, with the intention of sending it to Dr. Whitman's station, Wai-il-et-pu, to print a book there. The next day it started on its journey, and that evening the packhorse fell down a precipice, and it was supposed that the press was dashed to pieces. On January 1, 1840, Mr. Rogers rode to the scene of the accident, gathered all the material together and returned. By the 17th the press was again set up, and it was discovered that nothing was lost save a few type. By this experience, it was found that it would be easier to send the manuscript to the press than the press to the manuscript. Printing was resumed on the 20th, and on the 28th Mr. Hall having started for the Sandwich Islands, Mr. Rogers, who had been taught to set type and operate the press by Mr. Hall, was employed to take charge of the press and do the printing for the mission for 30 pounds, English money, per year and his board. Thereafter, so long as the mission was sustained, the usual routine of work was pursued.

It is impossible to state accurately the number of publications that were issued from this press in the Flathead, Spokane, Cayuse and Nez Perce languages; but it is believed to have been at least a dozen. It has been my good fortune to secure four copies of these publications for the library of the Oregon Historical Society during the past three years.

Tramp printers were not common in those early days, and but few found their way to this then unknown region. The earliest one that there is any record of was a man named Turner. One evening in 1839, soon after the press was set up at Lapwai, Mr. Spalding was standing on the banks of the Clearwater, and was surprised to hear a white man on the opposite shore call him. He paddled across the river in a canoe to the stranger, and took him home. The man gave his name as above, that his home was in Canada, and that he had come from Saskatchewan on foot. Spalding, being somewhat incredulous, never learned his history. When Turner saw the printing office, he said, "Now I am at home." He assisted in arranging the plant and in making pads. Mr. Spalding translated passages of the Bible and several hymns for the Sunday school in the Nez Perce tongue, and Turner set them up. He was quite attentive to his work and remained all winter. Mr. Spalding had planned to have considerable printing done, and had arranged to pay Turner wages, but he suddenly disappeared and was never heard of afterward.

The next printers to appear at Lapwai were Medare G. Foisy and Charles Saxton, both coming across the plains from Saint Louis in 1844. But little is known of Mr. Saxton, as he returned to "the states" the following year and published a journal of his trip across the plains, giving a description of Oregon, and dwelling at length upon the importance of the country claimed by the United States upon the north Pacific coast.

Mr. Foisy was a French Canadian by birth, a son of an affluent leather merchant, and was born at Quebec in 1816. After receiving a practical education in the French schools of his native city, at the age of sixteen he was sent to an English school in Vermont for a short time. His father desiring that he should learn the leather business, kept him about the tannery and store for eighteen months. This proving uncongenial, and having a desire to acquire a knowledge of printing, he learned the trade in a French office. Determining to acquire a knowledge of English, he left home early in 1837, and worked in a Cincinnati office a short time, then in the Louisville Journal office two months, and that fall went to St. Louis, where he obtained a situation on the Republican, remaining until the close of 1843, when he gave up his job to prepare for the overland trip to Oregon, and arrived at Spalding's mission at Lapwai as above stated. He worked in the mission printing office nearly a year, and in December, 1845, went to French Prairie. The following spring he was elected a member of the legislative committee from Champoeg county—changed to Marion county in 1850. Soon after, he concluded to visit Canada, and started thither by the way of California and the Nicaragua route. On reaching California, his homeward journey was temporarily given up. Here he met the northwestern limits of the Mexican war, and saw considerable active service under Fremont. For a time he was the alcalde of Monterey, and worked on the first newspaper printed in that place. When peace was declared in February, 1848, Mr. Foisy once more started for his home via Central America, but was blockaded in the port of San Blas, Mexico. Soon he was relieved by Captain Bailey of the United States navy, and taken back to Monterey. Here he remained until after the delegates to form a state constitution were elected. In that exciting event, he took an active part against the spread of slavery. The years 1849 and 1850 were, for the most part, spent in the mines, and in the fall of the latter year he gave up his contemplated trip to Canada, and returned to Oregon, bought a farm near the present site of Gervais, and became one of the principal farmers of that region, and was highly respected by all who knew him. He died in 1879.

The next that is known about this mission press is in June, 1846. A number of parties living at Salem, among them Dr. W. H. Willson, Joseph Holman, Mr. Robinson, Rev. David Leslie, J. B. McClane and Rev. L. H. Hudson, desiring to issue a paper, sent Mr. Alanson Hinman, then a teacher in Salem, on horseback to Whitman mission, to secure it for the purpose indicated. Dr. Whitman was willing that it should be used, but referred the matter to Mr. Spalding, at

Lapwai, where the press was located. Mr. Hinman rode there and interviewed Mr. Spalding. He consented to have the press go to the Willamette valley, but not without the consent of Messrs. Walker and Eells, who were at the Spokane mission. Accordingly Mr. Hinman secured an Indian guide and rode thither and obtained their permission, but was referred back to Messrs. Spalding and Whitman. Returning to Lapwai, Mr. Hinman explained the situation to Mr. Spalding, who made conditions which would give him more control over the paper than the Salem parties were willing to grant, hence they declined to take the plant. However, Mr. Spalding sent the press to Dr. Whitman, and he sent it on to Wascopum (The Dalles), where it remained until after the Whitman massacre November 29-30, 1847. Early in March, in 1848, it was transferred by Mr. Spalding to Rev. J. S. Griffin, who took it to the Tualatin plains, near Hillsboro, and that year issued eight numbers of a sixteen-page magazine called *The Oregon American and Evangelical Unionist*. As it may be of interest to show the scope of this publication, the following is quoted from the prospectus in the first numbers:

"It is devoted to American principles and interests; to evangelical religion and morals; to general intelligence—foreign and domestic; to temperance and moral instrumentalities generally; to science, literature and the arts; to commerce and internal improvements; to agriculture and home manufactures; to the description and development of our natural resources; to the physical, intellectual and moral education of rising generations; and to such well defined discussions generally as are calculated to elevate and dignify the character of a free people.—Edited by Rev. J. S. Griffin, and printed by C. F. Putnam. Issued once in two weeks."

The editor, in his introduction, says: "Our list of subjects, to which we are devoted, is not so much an expression of confidence in our humble ability to treat them all successfully, as to call the attention of the writers generally, each to his chosen department of interest and investigation, that all through a common medium of communication, may mutually instruct and be instructed."

The first issue was on June 7th, although it was not dated. It is evident that it did not appear as originally intended, from the following apologies: "A train of unavoidable has prevented our first number appearing as early as intended, and its execution is by no means what may hereafter be expected. We have much confidence in the young gentleman, Mr. Putnam, our publisher, who, being disappointed in obtaining his new ink roller as expected, was left in the first number to the daubing use of a past recovery dried ink ball. Those acquainted with the difference in the execution of the two instruments, know how to appreciate the apology. Some typographical improvements, as well as improvements in the general execution, may be looked for."

The following is taken from the prospectus: "Terms, \$4 currency, or \$3 in cash, if paid within three months; \$4 cash, or \$5 in currency if not paid at the end of three months; if not paid at the end of six months, discontinued at the discretion of the proprietor. Advertisements at \$1.50 per square of 16 lines or less, for first insertion; and 75 cents per square for each subsequent insertion. A liberal discount to yearly advertisers."

"N. B.—Companies of ten subscribers may pay in merchantable wheat at merchant prices, delivered at any time (giving us notice), at any principal depot for wheat in the several counties, being themselves responsible for its storage and delivery to our order. Due bills issued by solvent merchants taken at their currency value. We will not declare our days of issuing until the next number, hoping some mail opportunity may be secured, and if so, will issue on the day most favorable for our immediate circulation."

Much space in the magazine is given to the history of the Whitman massacre of November 29-30, 1847, by Rev. H. S. Spalding, together with a discussion pro and con of the causes leading up to it. In this discussion, Peter H. Burnett, a

lawyer of Oregon City, and afterward the first governor of California, took a prominent part.

In No. 3, July 5, 1848, referring to President Polk's message, the editor says: "It manifests more interest about Mexico than about Oregon."

After No. 7 was issued, the paper was suspended for several months. This suspension was caused, so the editor states, by someone opposed to his views on the causes leading to the Whitman massacre, hiring the printer to break his contract and go off to the mines. Early in 1849, another printer, Frank Johnson, an apprentice of the Spectator and afterward of the Free Press, and now (1902) a professor in the University of Chicago, was secured, and on May 23, No. 8 appeared. This was the last number issued. Fully thirty years ago Mr. Griffin placed the press in the custody of the Oregon Pioneer Association, and now it is in the possession of the Oregon Historical Society.

Rev. John Smith Griffin was born in Castleton, Vermont, in 1807; he was educated in various schools in New England and Ohio, finishing his theological course in Oberlin, where he was ordained a minister of the Congregational church. The church at Litchfield, Connecticut, secured an equipment and sent him to Oregon in 1839 as an independent missionary to the Indians. In 1840 he endeavored to start a mission among the Snakes, and failing, he and his wife went to the Tualitin plains in 1841, and began the first white settlement in what is now Washington County. On May 2, 1843, he was at Champoeg, and voted in favor of the first civil government in Oregon. He was pastor of the first church in Washington county for a time. He died in February, 1899.

Charles F. Putnam, printer, was born in Lexington, Kentucky, July 7, 1824. He learned the printing trade in New York city, and in 1846 came to Oregon, settling in Polk County. In 1847 he was married to Miss Rozelle, the eldest daughter of Jesse Applegate, who came to Oregon from Missouri in 1843. When he contracted with Mr. Griffin to print his paper, he taught his wife to set type and thus she became the first woman typesetter on the Pacific coast. Mr. Putnam left the Willamette valley for Umpqua valley in the fall of 1849, and settled near Mt. Yoncalla. He is still living (1902) though quite feeble, near the town of Drain.

#### THE SPECTATOR.

Early in 1844 it became evident to the leading spirits of the infant settlement at Oregon City that its interests would be greatly promoted by a press, and accordingly, after much discussion as to methods of management, the Oregon Printing Association was organized, the officers of which were as follows: W. G. T'Vault, president; J. W. Nesmith, vice president; John P. Brooks, secretary; George Abernethy, treasurer; Robert Newell, John E. Long, and John H. Couch, directors. The press used was a Washington hand press, bed twenty-five by thirty-eight inches. The plant was procured in New York through the instrumentality of Governor George Abernethy, although he was reimbursed by the printing association in due time.

The constitution of the association was as follows: "In order to promote science, temperance, morality and general intelligence, to establish a printing press; to publish a monthly, semi-monthly or weekly paper in Oregon, the undersigned do hereby associate ourselves together in a body to be governed by such rules and regulations as shall, from time to time, be adopted by a majority of the stockholders of this compact in a regularly called and properly notified meeting."

The "articles of compact" numbered eleven; all but the eighth article referred to the method of doing business, and were similar in their provisions to the by-laws of our incorporations of today. The eighth article touched vitally the editor's duties, and is as follows:

"Article VIII. The press owned by or in connection with this association shall never be used by any party for the purpose of propagating sectarian principles or doctrine, nor for the discussion of exclusive party politics."

The Printing Association was jealous of the editorial control of the paper. Provision was made for amending all articles except the eighth. The shares of stock were \$10 each, and article X provides for the method of transferring the same; also the distribution of dividends—an emergency that never occurred; and in that respect, the experience of the first newspaper men of the Pacific coast was not unlike that of some of their brethren of these later days. The name selected for their paper was the Oregon Spectator, and it was first issued at Oregon City, on Thursday, February 5, 1846. The motto was: "Westward the star of empire takes its way." The printer was John Fleming, who came to Oregon in the immigration of 1844.

The size of the Spectator page at first was eleven and one-half by seventeen inches, with four pages, four columns to the page, and was issued semi-monthly. The first editor was Col. William G. T'Vault, a pioneer of 1845, who was then postmaster-general of a provisional government. His editorial salary was at the rate of \$300 a year. It is believed that he was of Scotch-Irish and French descent, and a native of Kentucky. He was a lawyer by profession, although it is said that he had had some editorial experience in Arkansas. While he was an uncompromising democrat of the Jeffersonian school, and never so happy as when promulgating his principles in the most positive way, the constitution of the Printing Association made it necessary that the editor should eschew politics. However well he may have tried to do this, his efforts evidently did not please the association, because in the issue of April 2, 1846, his valedictory appears. The contents of the first issue of The Spectator are as follows:

First page: Organic laws of Oregon, as recommended by the legislative committee; an act to prevent the introduction, sale and distillation of ardent spirits.

Second page: The editor's salutatory defining the attitude of the paper; to correspondents, stating that no notice can be taken of anonymous communications; city government, saying that the time has arrived for a thorough organization, urging that it "dig up the stumps, grade the streets, tax dogs, prohibit hogs, and advertise in The Spectator"; calling on some of the "old settlers" to give an "account of the climate, soil and productions of Oregon," stating that this "would all be news to people away east, in Missouri and other states"; an item deprecating controversies; announcement that Captain Knighton will give a ball on the 24th instant at the City Hotel; item calling attention to F. W. Pettygrove's stock of goods; appointments by the governor—William G. T'Vault, prosecuting attorney, vice M. A. Ford, and H. M. Knighton marshal, vice J. L. Meek resigned; reference to the "two-thirds law" of Illinois; item relating to a serious accident to Mr. Wallace of the Oregon Milling Company, as a result of coming in contact with a circular saw; an item on "slander"; communication from "new emigrant," whose "heart's desire is," among other things, "that Oregon may be saved from intemperance and that our beloved little colony may continue free and become great and good"; communication by David Leslie, giving a sketch of the life of Rev. Jason Lee.

Third page: A number of clippings, among them Franklin's Advice to Editors; an original poem on "Love," signed "M. J. B."—Mrs. Margaret J. Bailey; announcement of the postmaster general "To Persons Wishing to Send Letters East;" ship news, giving "The arrivals and departures from Baker's bay, Columbia river, since March 12, 1845," showing nine arrivals and eleven departures; "List of officers of H. B. M. sloop of war, Modeste, now lying at Vancouver, Columbia river;" death notice, Miss Julia Ann Stratuff, aged about fourteen years; then advertisements as follows: "Mail Contracts to Let—Route No. 1; From Oregon City to Fort Vancouver, once in two weeks, by water. Route No. 2; From Oregon City to Hill's in Tuality County; thence to A. J. Hembree's in Yam Hill County; thence to Andrew Smith's by Yam Hill County; thence to N.

Ford's Polk County; thence to Oregon Institute, Champoeg County; thence to Catholic Mission and Champoeg to Oregon City, once in two weeks, on horseback. The contractor will enter into bond and security, to be approved by the postmaster general," signed by W. G. T'Vault. A Lawrence Lovejoy, attorney and counsellor at law and solicitor in chancery; Masonic notice to secure a charter for a lodge—the first on the Pacific coast; signed by Joseph Hull, P. G. Stewart, and Wm. P. Dougherty, Notice of George Abernethy and Alanson Beers that they had bought the business of the Oregon Milling Company. Administrator's notice of estate of Ewing Young, signed by Lovejoy. City Hotel, H. M. Knighton, proprietor, who says "his table shall not be surpassed in the territory," and that those "who favor him with a call from the west side of the river, will receive horse ferriage free." "The Red House and Portland," heads an advertisement three and a half inches long of F. W. Pettygrove's general merchandise store. This is the first time anything appears showing approximately the date when Portland was so named. John Traverse and William Glaser announced that they have begun manufacturing hats, and will take "wool, beaver, otter, raccoon, wild cat, muskrat and mink skins in exchange." Notice by Pettygrove to the effect that John B. Rutter, Astoria, is wanted to take charge of a box of medicine which was consigned to him from New York. Notice of Abernethy & Beers, stating their terms for grinding "merchantable wheat." Notice by C. E. Pickett that he has town lots for sale on the lower part of his claim, "just at the foot of the Clackamas rapids." Announcement of The Spectator terms—\$5 in advance; if not paid until the expiration of three months, \$6.

Fourth page; Post office law of the provisional government, approved December 23, 1845; Constitution of the Printing Association; three clippings, one entitled "The Fall of Empires," the other about "Morse's Electro-Magnetic Telegraph," and the last from the St. Louis Democrat speaking of an emigrating party of the father, mother, and *twenty children*. The editor says "Their destination we did not learn, but think it not improbable the old man is about settling a colony in Oregon."

Colonel T'Vault was a marked character in the early history of Oregon, and he made warm friends and bitter enemies. He was chosen a member of the legislature of the provisional government, June 4, 1846. In June, 1858, he was elected a representative to the first territorial legislature, and was chosen speaker at the special session from May 16, to June 4, 1859. In 1851 he established an express line between Winchester, on the Umpqua river, to Yreka, California. In the years following he took an active part in the trying scenes of the Rogue river war, part of the time being a volunteer aid to Governor Joseph Lane. In 1855, he in company with Messrs. Taylor and Blakely, established the Umpqua Gazette at Scottsburg, the first paper south of Salem, and moved it to Jacksonville soon after. The name was then changed to the Table Rock Sentinel, and it was first issued on November 24. Soon after the paper was started it became noised abroad that T'Vault was tainted with abolitionism. This was too much for the stout-hearted old democrat, so he wrote a personal article over his own signature, denying in the most positive manner all sympathy for, or affiliation with, the abolition idea; and among other things he said that if "I thought there was one drop of abolition blood in my veins I would cut it out." That declaration was wholly satisfactory, and thereafter until the close of his life there was never any question as to his political faith. He was the principal editor of the paper, and his connection with it ceased in 1859, after the name had been changed to the Oregon Sentinel. His next editorial experience was in 1863, when he issued the *Intelligencer* in Jacksonville from the plant of the *Civilian*, then defunct. This enterprise failed in a few months, and was his last effort in journalism. He remained in southern Oregon until the close of his life, having something of a law practice, and died from an attack of smallpox early in 1869.

At this point it is not out of place to give the personnel of the other members of the Printing Association, as far as possible. James Willis Nesmith, came to

Oregon from Maine in 1843, at the age of twenty-three; in 1845 he was elected supreme judge of Oregon under the provisional government; in 1848, captain in the Cayuse Indian war; in 1853, captain in the Rogue river Indian war; in 1855-1856 colonel in the Yakima Indian war; in 1857 he was appointed superintendent of Indian affairs for Oregon and Washington, and held that position two years; in 1860 he was a candidate for presidential elector on the Douglas democratic ticket; that fall he was elected United States Senator; in 1873, he was elected a member of congress. He filled every position with conspicuous ability. He died June 17, 1885.

John P. Brooks taught the first school of any kind in Oregon City under the patronage of the late Sidney W. Moss, in the year 1844-5; when he came to Oregon is not known. In the late forties and early fifties he was in business at Oregon City. He died many years ago, date unknown.

George Abernethy was at the head of the provisional government. He was born in New York (Aberdeen, Scotland) in 1807, and came to Oregon in 1840. He had much to do with large milling and mercantile enterprises, and died in 1877.

Robert Newell was a typical "mountain man," and spent many years of his early life on the frontier in trapping. He was born at Zanesville, Ohio, in 1807. He came to Oregon in 1840, and brought a wagon from Fort Hall to Dr. Whitman's mission—the first to arrive there, and he brought it on to the Willamette valley, making it the first wagon in western Oregon. He was at Champoege on May 2, 1843, and voted for civil government. He died at Lewiston, Idaho, in 1869.

John H. Couch was born at Newburyport, Massachusetts, February 21, 1811. In 1840 he brought the brig Maryland into the Columbia river, and up the Willamette to Oregon City. He made a second trip to the Columbia in 1843, and soon after engaged in the mercantile business at Oregon City. In 1845 he located a donation land claim near the then townsite of Portland, all of which was included within the corporate limits of that city many years ago. He was the treasurer of the provisional government, and held a number of places of trust in the city he helped to build. As early as October, 1849, in company with Benjamin Stark, he did a banking business in Portland, in addition to general merchandising. He died in January, 1870.

John Fleming, the first printer of the Spectator, came to Oregon from Ohio. He was appointed postmaster of Oregon City, in 1856, and held that office, until 1860. He died at that place, December 2, 1872, aged seventy-eight years.

In glancing through the pages of the Spectator numerous references are made to the primitive conditions then existing, some of which are here given.

As postmaster general, Colonel T'Vault was compelled to conduct affairs on an economical basis. Fifty dollars was appropriated by the legislature of 1845 to establish a postoffice department. Accordingly in February, 1846, postoffices and postmasters were appointed in the several counties south of the Columbia river, and full instructions published concerning their respective duties. The rates between any Oregon postoffice and Weston, Missouri, were fifty cents for a single sheet. Nine months later the postmaster general declined further responsibility in the matter of mail service, stating that the mail had been carried for three quarters, but the receipts had been insufficient to pay for the transportation of the mail for one quarter.

In the Spectator of April 16, 1856, the name of Henry A. G. Lee appears as editor. He was the choice of the Printing Association at the beginning, but he wanted a salary of \$600, and that was considered too high. At this date there were one hundred and fifty-five subscribers, but an editorial item says there ought to be five hundred in the existing population. Lee's connection with the paper ceased with the issue of August 6, 1846.

Mr. Lee deserves more than a passing mention. He was a native of Virginia, and descended from Richard Lee, founder of the old dominion family of that



name. He was well educated and prepared himself for the ministry, but did not follow that profession because some doubts arose in his mind as to the inspiration of the bible. He came to Oregon in 1843, and spent the first winter at Wai-il-et-pu. He was a man of much more than average ability, but very reticent when speaking of himself or family. In December, 1847, he assisted in raising the first company of volunteers to punish the Cayuse Indians for the murder of Dr. Whitman and others, and was elected captain. Soon after he was promoted to major, and a little later appointed peace commissioner. Not long after that he was chosen colonel of the regiment to succeed Col. Cornelius Gilliam, who lost his life by an accident, but returned his commission because he thought it should be given to Lieut. Col. James Waters. When the war was ended he was appointed superintendent of Indian affairs by Governor George Abernethy, and rendered good service in treating with the Indians. After that duty was performed he went to the California gold mines, and was successful. Upon returning, he brought a stock of goods, and formed a copartnership with S. W. Moss, having already been married to his daughter. In the fall of 1850 he went to New York with a large sum of money to buy more goods, and on his return trip he had an attack of the Panama fever, which caused his death. If he had lived to return he doubtless would have figured largely in the political affairs of the then young territory.

In the Spectator of July 9, 1846, there is a full account of the first 4th of July celebration in Oregon, and probably on the Pacific coast. Thirteen regular toasts were given, and the last one is in these words: "The American Ladies—accomplished, beautiful and useful. If every Oregonian swain was possessed of one, we could exclaim, 'Oregon is safe under the stars and stripes.'" This was really true at the time, the treaty fully making Oregon a part of the United States, having been signed June 15th preceeding; but it was not known in Oregon until November 12th, following; and then the news was brought by Benjamin Stark on a sailing vessel from Sandwich islands. The oration was delivered by Peter H. Burnett, a pioneer of 1843, afterward the first governor of California, elected as such by the vote of Oregonians who had gone with him to the mines, and who held the balance of power there.

On September 17, 1846, reference is made to a memorial prepared by Capt. George Wilkes on the subject of a national railroad between the Atlantic and Pacific oceans, presented to congress in December, 1845, asking the legislature to indorse it.

From August 6th to October 1, 1846, John Fleming, the printer, edited the Spectator. Then George L. Curry, fresh from St. Louis by way of the plains, having come by the southern route through the famous Cow Creek Canyon, being with the first immigrant party that ever entered the Oregon territory from that direction, was installed as editor. Among other things he proposed to do was to give the paper a "firm and consistent American tone." In this number the war with Mexico is fore-shadowed.

In the issue of September 5, Mr. Curry speaks in high terms of the many conditions of Oregon society, and among other things says:

"We feel unfeigned pleasure in announcing to the world that the social, moral, political, and religious state of society in Oregon, is at least as elevated and enlightened as can be witnessed in any of the territorial or frontier settlements east of the Rocky mountains."

He admits, however, that the people may be behind hand in the matter of good clothes. To offset this they are congratulated upon having but few real loafers among them.

For the next eleven months but little is known about the paper, except that Mr. Curry was the editor. The printer was changed, John Fleming retiring, and N. W. Colwell, who also came in 1845, taking his place.

In the issue of October 15, 1846, it is announced that a roll of the Spectator's subscribers was called, but as they did not answer paid, according to the neces-

sary requirements in every well regulated newspaper office, the sufferings of all connected with the establishments were made intolerable.

On September 2, 1847, Mr. Curry apologizes for the lack of editorial matter by saying that he had gone to climb Mount Hood. Two weeks later it is apparent that the trip was not successful. At this time the printer was W. P. Hudson, who came to Oregon in 1846, Mr. Colwell having retired. He had been the printer for several months, and in addition to printing the paper, printed a spelling book, the first English book issued on the Pacific coast. This bore the date of February 1, 1847. During the fall of that year Mr. Hudson printed an almanac—the first on the Pacific coast—for the year 1848. This was compiled by Henry H. Everts. Through this source it is learned that there were eight counties in the territory—Clackamas, Champoeg, Tualatin, Yamhill, Polk, Clatsop, Vancouver and Lewis—their area being all of the territory now included in Oregon, Washington, Idaho, and those parts of Montana and Wyoming, west of the Rocky mountains. This was a publication of twenty-four pages, five by seven inches, and in addition to the twelve usual calendar pages and remarks on astronomical matters, it contained a list of the officers of the provisional government, the members of the legislature, lists of officers for each county, times and places of holding courts, a list of the officers of the United States in Oregon, and in addition the following interesting information: Public debt, October 1, 1847, \$3,243.31; population, same date, about six thousand; vote for governor on the first Monday in June, 1847, one thousand and seventy-four immigration now beginning to arrive, about three thousand; estimated annual value of imports and exports, about \$130,000; estimated amount of wheat raised in the territory for the last two years, about one hundred and fifty thousand bushels each year.

Mr. Hudson went to the gold mines in the fall of 1848. He soon found a rich gulch from which he dug \$21,000. He then returned to Oregon, but did not remain long. He took passage by sailing vessel for San Francisco in December, 1850, and died at sea while on the way thither.

While not strictly connected with the newspaper history of Oregon, it is not out of place to give a brief account of the spelling book above referred to.

It was an abridgement of the old Webster's Elementary Spelling Book, and was about two thirds the size of the original, the long words and quaint illustrations in the back being omitted. As this was practically a foreign country at that time, the printer was not particularly sensitive about violating the copyright law. After this book was printed the question of binding became a serious one, there being no binder in the settlement, so far as known. With the immigration of 1846 there came a bookbinder, who sometime after his arrival went to Oregon City. His name was Carlos W. Shane, and he had learned his trade in the Methodist Book Concern, Cincinnati, where he had been employed a number of years prior to coming to Oregon. Instinctively gravitating toward the printing office, he discovered the unbound sheets and he was awarded the job of binding them. Improvising such implements as he needed, with the crude material at hand, he bound up the edition, numbering 800 copies, which was soon absorbed by the primitive schools then existing. For years effort has been made to secure a copy of this book, but so far without success. I have, however, obtained a fragment of the book, probably twenty pages. These I found in a farmhouse garret near Oregon City about eight years ago, where it had been placed, doubtless, by the original owner of the place, the late M. M. McCarver, a pioneer of 1843, with other old documents, more than forty years before. More than a dozen years ago the whereabouts of a perfect copy was discovered, but upon further investigation, it proved that this book, a number of early newspaper files, a lot of miscellaneous letters, all of undoubted historic value, had been considered "worthless trash," and burned. Mr. Shane taught a number of the very early schools in Clackamas County, was something of a rhymester, and a frequent contributor of verse as well as prose to the press of the early days. He was a man of fine clerical ability, and for many years followed conveyancing. He died at Vancouver, Washington, in 1901.

In due time the censorship exercised by the Printing Association over his utterances on the editorial page of the Spectator, caused Mr. Curry to resign his position early in 1848.

Mr. Curry was born in Philadelphia, Pennsylvania, on July 2, 1820. From 1824 to 1829 he lived with his parents in Caracas, South America. On returning to the United States, the family settled in Boston. At the age of eleven he was apprenticed to a jeweler. One of his fellow workmen was the late Hon. Wm. D. Kelly, of Pennsylvania. All spare moments were employed in study and reading. He developed literary tastes quite early, and read original poems and delivered addresses before the Mechanics' Apprentice Library in Boston, of which he was a member and president for two years. He became a resident of St. Louis in 1843, where he formed an acquaintance with Joseph M. Field, the actor and manager, father of Miss Kate Fields, and with him published the Reveille. In 1846 he started to Oregon, arriving at Oregon City, August 30th. After leaving the Spectator he bought about 80 pounds of type from the Catholic missionaries, and determined to start an opposition paper.

It was difficult for Mr. Curry to decide upon a name, and he sought advice from Peter G. Stewart, a personal friend. "Why," said the latter, "since you don't want to be muzzled, why not call it the Free Press?" The suggestion pleased Mr. Curry, and the name was adopted. The motto was the following:

"Here shall the Press the people's rights maintain,  
Unawed by influence, and unbribed by gain."

Having no press, he caused one to be made, mainly out of wood—a rude affair. The type, having been used to print the French language, had but few letter w's. The editor had to write without double u's but the country and its inhabitants were too weird and wild and wonderful, and his own fancy too warm, and his ways too winning for him not to be willing to wield a pen as free and untrammled as were his surroundings; so he whittled a number of w's out of hard wood to supply the deficiency. This feature gave the paper an unique appearance, and was really one of its attractions. The first issue of this paper was in March, 1848. It contained four pages, seven and one-half by fifteen inches, two columns to the page. During this month Mr. Curry was married to Miss Chloe Boone, daughter of Col. Alphonse Boone, a great grandson of Daniel Boone. In October, 1848, the paper stopped mainly because of the rush of people to the mines. In 1853 Mr. Curry was appointed secretary of the territory by President Pierce, and soon became acting governor. He was appointed governor in November 1854, and held that office until 1859, when the state government was formed. It was during his administration that the Yakima Indian war of 1855-56 was fought. On January 1, 1861, he became a partner and editor with S. J. McCormick in the Portland Daily Advertiser, and continued that relation until the paper suspended about two years later. The Advertiser was the second daily in Portland and was issued by S. J. McCormick on May 31, 1859.

The first daily newspaper in Oregon was the Portland Daily News, issued April 18, 1859, by S. A. English and Wm. B. Taylor. Its first editor was Alonzo Leland, but his services were soon dispensed with, and E. D. Shattuck became the editor. The paper in the beginning had four pages, each ten and one-half by fifteen inches, with four columns.

After the Advertiser died Mr. Curry remained in private life until he died on July 28, 1878, aged fifty-eight years.

The earliest perfect copy of the Oregon Free Press that is known bears the date of August 26, 1848.

On February 1, 1848, the Spectator was enlarged to twenty-four columns and Aaron E. Wait a native of Massachusetts, born on December 13, 1813, who had arrived the previous September, became the editor, having been employed by Governor Abernethy. He desired to make the paper a medium of communication

acceptable to all, of whatever political or sectarian preference. By this time the rule of the Printing Association had been modified to some extent. Mr. Wait edited a democratic paper in Michigan in 1844, during the exciting political campaign of that year, and had the power of quickly adapting himself to circumstances—an indispensable requirement in newspaper work. The first news from the democratic national convention in that eventful year gave the names of Hon. Mr. Blank, and Hon. Mr. Blank as the successful nominees. Mr. Wait wrote the accustomed editorial congratulating the people upon the ability of the chosen standard bearers, and promising his heartiest support and placing the names at the masthead. After the paper had gone to press the news came that Polk and Dallas had secured the nominations. Mr. Wait hurried to the office, caused the latter named to be inserted, and the press was started again. What he had written in the first place answered for the last candidates as well.

In those early days it was common to slur Oregon weather as it is nowadays, for on December 14th, Editor Wait takes exception to it, and among other things, says: "For the year ending November 30th, there have been 240 clear days, 25 days on which it rained or snowed all day, and 101 days on which it rained, hailed, snowed, or was cloudy part of the day."

The only exchanges of the Spectator at this time were one at Honolulu, and two small papers in California, one in San Francisco and the other at Monterey, which were brought semi-occasionally by vessels. Papers and letters arrived from the "States" once a year. Thus, it may be seen, that an editor in those days must have been a man of resources.

On September 7, 1848, the Spectator suspended, the printer, John Fleming, going to the mines. Publication was resumed on October 12th, with S. Bentley, printer. At this date the editor apologizes as follows:

"The Spectator, after a temporary sickness, greets its patrons, and hopes to serve them faithful, and as heretofore, regularly. That 'gold fever' which has swept about three thousand of the officers, lawyers, physicians, farmers and mechanics of Oregon, from the plains of Oregon, into the mines of California, took away our printer also—hence the temporary non-appearance of the Spectator."

In 1848 Judge Wait drew the deed by which Francis W. Pettygrove conveyed the Portland townsite of six hundred and forty acres to Daniel H. Lowndale, the consideration being \$5,000 in leather.

With the issue of February 22, 1849, Mr. Wait's connection with the paper ceased. During the Cayuse war, 1847-48, Wait was assistant commissary general. Prior to leaving Massachusetts he had studied law, and was admitted to the bar in Michigan, in 1841. At the first election after Oregon became a state—1859—he was elected one of the judges of the supreme court, and was chief justice for four years. At the close of his official career he resumed his law practice and continued until he acquired a competency, when he retired, although still retaining an active interest in public affairs, and frequently contributing to the press. He lived to the advanced age of eighty-five and died in 1898.

Soon after Mr. Wait's connection with the Spectator was ended, it suspended publication. On October 4, 1849, it again appeared with Rev. Wilson Blain, a clergyman of the United Presbyterian church, as editor, and George B. Goudy printer. On February 7, 1850, the paper was reduced to sixteen columns on account of a shortage in the paper supply. On April 18, 1850, Robert Moore, then proprietor of Linn City, opposite Oregon City, became owner, Blain being retained as editor. In this issue he says:

"We find the opinion that Oregon should be immediately erected into a state much more prevalent than we had anticipated—and we feel impelled to warmly urge it on public attention.—Time was when Oregon enjoyed a large share of public attention—but things have greatly changed in the last two years. Oregon has passed almost entirely into the shade. We rarely see Oregon mentioned in

the papers received from the states, while California, Deseret, and New Mexico engrossed a very considerable part of public attention."

On July 11th, the size was increased to twenty columns and on July 25th, to twenty-four columns. In this issue appears a prospectus of The Oregon Statesman. After stating what it is going to be in religion, in morals, and in politics, which it says will be democratic,—the prospectus goes on to say that "The Statesman will be 116 inches larger than The Spectator," and places the subscription price at the lowest mark—\$7 per annum, and \$4 for six months. It was to be published weekly at Oregon City by Henry Russell and A. W. Stockwell. The Spectator of August 8th, contains the announcement that a whig journal—The Oregonian—is to be published at Portland by T. J. Dryer, a "stump speaker of power and a pungent writer." On September 5th Blain ended his career as editor.

Mr. Blain was born in Ross county, Ohio, February, 28, 1813. He was graduated at Miami University, Oxford, Ohio, in 1835. He completed the full course of study at the Associate Reformed Theological Seminary at Allegheny, Pennsylvania, was licensed to preach by the first Presbytery of Ohio on April 18, 1838, and was ordained by the Presbytery of Chillicothe, Ohio, October 17, 1839. He had pastoral charge of the congregation at Hebron, Indiana, until May 15, 1847, when he began preparing for the journey to Oregon as a missionary. He started on May 8, 1848, and arrived at Oregon City on November 29th. Soon afterwards he organized a small church—the first of his denomination in Oregon. On June 6, 1849, he was elected to the upper branch of the first territorial legislature. In November, 1850, Mr. Blain removed to Union Point, Linn County, and organized a church over which he was installed pastor in 1853. He was a prime mover in the organization of the United Presbyterian church there. He established an academy at Union Point, in which he was manager and teacher until 1856. These exacting duties, in connection with his ministry, injured his health, and he died on February 22, 1861.

On September 12, 1850, the Spectator was first issued weekly with B. J. Schnebly, as editor, and the subscription price raised to \$7 per annum.

On September 26th, the paper was again reduced to 16 columns, and the editor says:

"This is a matter of perplexity to us and a great disappointment to our subscribers; but it is a matter over which we have no control. A large supply of paper is expected soon, as it has been seven months on the way from New York."

On October 17th, the former size is resumed, and the names of John Fleming and T. F. McElroy appear as printers; and on the 31st, the editor, in acknowledging the gift of a chair, says that it is the "first one that has been in this sanctum for seven weeks, and that the donors have a few more left at the rate of \$30 per dozen."

On November 28, 1850, there appeared an advertisement for a railroad from "Milton and St. Helens to Lafayette," and the enterprise if referred to as a "brilliant chance for investment," and in the opinion of "competent judges," the cost is estimated at \$500,000. The advertisement goes on to say that "From the unusual amount of stock taken abroad, and from the fact that every possible arrangement has been made for its speedy completion, it is confidently believed that the work will be finished in six months." The advertisement is signed by W. H. Tappan, St. Helens, and Crosby & Smith, Milton. An "N. B." is added to the notice in which it is stated, in italics, that "It is almost useless to add that the terminus of this road should be at a point that can be reached with safety by large vessels at any season and any state of the river"—a thrust at the pretensions of the village of Portland to be a commercial point.

Beginning with Vol. VI, No. 1, September 9, 1851, Mr. Schnebly became owner of the Spectator. In November following he secured C. P. Culver as associate editor. At this time T. F. McElroy and C. W. Smith were the printers. A few weeks later T. D. Watson and G. D. R. Boyd became the printers. In the

issue of November 25th, Mr. Schnebly complains bitterly because there is only a semi-monthly mail between Oregon City and Portland. On February 3, 1852, the Spectator became for the first time, a distinctly political journal, and espoused the cause of the whig party. On March 16, 1852, it was suspended, and did not resume business until August 19, 1853. After this date the paper was not well supported, and gradually it grew weaker and weaker, and finally was sold by Mr. Schnebly to C. L. Goodrich, late in 1854, and was permanently suspended in March, 1855.

Soon afterwards the plant was sold to W. L. Adams, a pioneer of 1847, for \$1,200. He used it in starting the Oregon City Argus, which was issued on April 21, 1855, and was the first distinctively Republican paper in Oregon, if not on the Pacific coast. Prior to this time he had become well known as a teacher, and as a forcible political writer and speaker. He wrote in the Oregonian over the signature of "Junius," and was the author of a locally famous political satire entitled "Brakespear;" or "Treason, Stratagems and Spoils." This was published in the Oregonian of February 14 and 21, and March 6 and 13, 1852, and afterwards printed in pamphlet form and illustrated with a number of rude cartoons—the first attempt of the kind in the territory—which added spice to the text.

The leading democrats of that day, among them Judge Matthew P. Deady, Judge O. C. Pratt, Asahel Bush, editor of the Oregon Statesman, John Orvis Waterman, editor of the Oregon Weekly Times, Colonel Wm. M. King, and General Joseph Lane, were mercilessly caricatured. All were veiled under fictitious names, but the peculiarities and characteristics of each one were so aptly described that the disguises did not hide their identity.

Mr. Adams was born in Painesville, Ohio, on February 5, 1821, both parents emigrating from Vermont to Ohio when it was a wilderness. On his father's side he is connected with the Adams family of Massachusetts, and his mother, whose name was Allen, descended from Ethan Allen of Ticonderoga fame. He went to school at the academy in Milan, Ohio, for a time, and obtained through his own efforts a classical education at Bethany college, Virginia. He came to Oregon in 1848, and the first thing he did, after locating a claim in Yamhill County, was to join with his neighbors in building a schoolhouse, wherein he taught the children of the settlers, during the following winter.

As a master of cutting invective, he was rarely equaled and never surpassed. His proficiency in this direction, together with similar qualifications on the part of two of his territorial contemporaries, gave rise to what was locally known as the "Oregon style." He was fearless and audacious to the fullest degree and had the pugnacity of a bull-dog, never happier than when lampooning his opponents, and his efforts were untiring. He was one of the leading spirits in organizing the Republican party in Oregon, and on February 11, 1867, at the "Free State Republican Convention," held in Albany, was appointed chairman of a committee of three to prepare an address to the people of the territory of Oregon. As a reward for diligent efforts as a speaker and writer in the arduous campaign closing on November 6, 1860, by which Oregon was carried for Lincoln, by a small plurality, he received the appointment of collector of customs, being Lincoln's first appointee for Oregon. He then retired from the Argus, but during his residence in Astoria, edited the Marine Gazette for a time, and thereafter was a frequent contributor to the press of the state. In 1868-69 he made a trip to South America, and late in the latter year returned to the United States, and delivered a series of lectures. In 1873 he studied medicine in Philadelphia, and in 1875, began its practice in Portland. A few years later he removed to Hood river, where he still (1892) lives, now in his eighty-third year, as full of fire and fight as he was 40 years ago.

Before passing from the Argus, mention should be made of his foreman and allround right hand man—David Watson Craig. He was born near Maysville, Kentucky, July 25, 1830. His mother was Euphemia Early, a second cousin of

Jubal Early, who became a noted confederate general during the Civil war. His parents removed to Palmyra, Mo., in 1839, and to Hannibal, Mo., in 1841. On May 25th, that year, he became an apprentice on the Hannibal Journal. One of the type setters was Orion Clemens, a brother of Samuel L. Clemens, better known by his pen name, "Mark Twain." (Mark himself, learned the printing business in the same office.) Serving an apprenticeship of four and a half years, young Craig went to Illinois, and worked at Quincy, Peoria and Springfield, remaining at the latter place four years, as an employee of the Illinois State Journal, edited by Simeon Francis, and served in various capacities as compositor, reporter, editorial writer and telegraph operator. While in Hannibal, Craig began reading law, and his spare moments in Springfield, were thus employed, part of the time in Lincoln and Herndon's office. In due time he passed a rigid examination, B. S. Edwards, John T. Stewart, and Abraham Lincoln being his examining committee, and was licensed on September 15, 1850, the license being signed by S. H. Treat, chief justice, and Lyman Trumbull, associate justice. He practiced law as occasion offered, and performed editorial work on the journal until the latter part of 1852. He then went to Washington, spending the winter, and in the spring of 1853 started for Oregon via the isthmus. He remained at Panama a few months acting as foreman of the Panama Daily Star. He soon went to San Francisco but only remained a little while, when he started for Oregon, and arrived in the Columbia river, November 25, 1853. He soon found his way to Salem, and sought employment of Asahel Bush, then proprietor of the Oregon Statesman, on which paper he worked for a short time. Unable to get permanent employment with Mr. Bush, he had to seek other fields, and hence began teaching school. It was while thus engaged that Mr. Adams sent for him, to act as his foreman in the spring of 1855. He became proprietor of the Argus on April 16, 1859, retaining Mr. Adams as editor until April 24, 1863, at which time the Statesman mainly owned by Bush and Jas. W. Nesmith, the latter United States senator, and the Argus were consolidated, and the publication continued under the name of The Statesman, by an incorporation known as the Oregon Printing and Publishing Company, composed of J. W. P. Huntington, Benjamin Simpson, Rufus Mallory, Chester N. Terry, George H. Williams, and D. W. Craig, with Clark P. Candall as editor. In time Craig acquired a majority of the stock, and in 1866 sold the paper to Benjamin Simpson, and his sons, Sylvester C. and Samuel L. Simpson, became the editors. Simpson afterwards sold to W. A. McPherson and Wm. Morgan, the owners of the Unionists, and on December 31, 1866, it was merged into that paper, the name of The Statesman being dropped. Eighteen months later Huntington acquired control of the Unionist, and published the same up to the time of his death, in the spring of 1869, when the plant was bought at an administrator's sale by S. A. Clark, and the name "The Statesman" again adopted. In the merging of the Argus into the Statesman, in 1863, an extra plant was acquired, most of which, aside from the press, was sold to an association of printers in Portland, who began publishing the Daily Union, with W. Lair Hill as editor. The press was acquired by H. R. Kincaid, who began publishing the State Journal, Eugene, in December, 1863; and in this office today, may be found the original press of the Spectator not much the worse for its almost constant use since February 5, 1846—fifty-six years. Thus may be seen the connection between the Spectator of February 5, 1846, and with the Oregon Statesman of today.

Before taking up the story of the next paper, in chronological order, a few words may be said about the first election tickets printed in Oregon. In a letter recently discovered dated "Oregon City, Willamette Falls, O. T., 27 June, 1845," written to "Samuel Wilson, Esq." reading, "Cincinnati, Ohio, Politeness of Dr. White," it being carried by Dr. Elijah White from Oregon City to the nearest post office, which was in Missouri, J. W. Nesmith, in speaking of the supreme judge of Oregon, says: "I received the nomination of the Champoeg convention and ran for the office at the election which took place on the first

Tuesday of the present month, at which I received the unanimous vote of the whole territory, happening to be on all the tickets, two of which I send you enclosed, which were printed for Champoeg County. They are the first tickets printed in Oregon. You should preserve them as curiosities." Now, the question is, where were those tickets printed? Not at Oregon City, because the Speculator plant had not yet arrived; probably at the mission press at Lapwai, on the Clearwater, about four hundred miles distant by the most direct route of that day.

The second and third papers in the territory of Oregon, the Free Press and the Oregon American and Evangelical Unionist, having already been referred to, I will pass to the fourth. This was the Western Star, first issued at Milwaukie by Lot Whitcomb, November 21, 1850, with John Orvis Waterman and William Davis Carter, printers, the first of the two being the editor. Those young men were thorough printers, and learned their trade in Montpelier, Vermont, from whence they came to California in 1849, and to Oregon early in 1850. Lot Whitcomb was a native of Vermont, and the founder of Milwaukie.

This paper was twenty-four by thirty-four inches in size, with twenty-four columns, with a good assortment of display type for advertising, and job work, and was democratic in politics. In May, 1851, Portland having begun to lead Milwaukie in growth, the paper was moved away from the latter place between two days, during the last week of the month, whereat Whitcomb and the Milwaukie people generally were much incensed. At the time it was charged that Waterman and Carter stole the plant, but as a matter of fact, Whitcomb, owing his printers, more than he could conveniently pay, had given them a bill of sale of the whole establishment, and they had a right to do as they pleased with it. They took it away at night on a flatboat to save time, avoid open collision, and all further controversy. In this connection it may be of interest to note that with The Star, Dr. Oliver W. Nixon, for more than twenty-five years past the literary editor of the Inter-Ocean, Chicago, began his newspaper career, by assisting in the midnight adventure above described. He was an Oregon pioneer of 1850, and in 1851 taught school at Milwaukie. Afterwards he was a purser on the steamer Lot Whitcomb.

The Star of March 19, 1851, states that a paper is about to be started at Salem by Joseph S. Smith, to be called the Salem Recorder. On the 27th No. 1, Vol. I, of the Oregon Statesman, was received, and in commenting upon it, Editor Waterman says: "We should judge from the style of the leaders that the editor had been dining on pickles and case knives since the adjournment of the legislature."

After going to Portland the name Western Star was dropped and on June 5, 1851, the paper came out under the name of Oregon Weekly Times. Waterman and Carter were the proprietors until June 13, 1853, when Carter sold to Waterman, who continued it until May 29, 1854. He then sold to Messrs. W. D. Carter and R. D. Austin, but retained editorial control until November 8, 1856. Some time after that Mr. Waterman was elected probate judge of Multnomah County, or Washington, as it was then, and later he practiced law for a time. The closing years of his life were spent in school work, sometimes in teaching and sometimes as county superintendent. He died at Cascades, Skamania County, Washington, a number of years ago.

Austin continued the publication of the Times, and on December 19, 1860, started a daily, the third in Portland. In 1861 he made it a Union paper, supporting the nominees of that party composed of the republican and Douglas democrats. Austin was not a man given to "diligence in business." He was a "good fellow," hail-fellow-well-met with all, and was passionately fond of playing the violin. On this account he was much in demand at balls and parties. This caused more or less inattention to business, and by the early part of 1864, the paper suspended. Mr. Austin died in Portland about nineteen years ago. Among the editors of the Times in its later years, were the late A. C. Gibbs, afterward



the war governor of Oregon, and W. Lair Hill, who became a prominent attorney and is now a resident of San Francisco.

The fifth paper in Oregon was *The Weekly Oregonian*. In June, 1850, W. W. Chapman and Stephen Coffin, leading citizens of Portland, then a village of a few hundred people, and vitally interested in everything pertaining to its well being, had occasion to visit San Francisco, on business, and among other things to arrange, if possible, for the publication of a newspaper. About July 4th, they met Thomas J. Dryer, at that time city editor of the *California Courier*, and disclosed their plans to him. He, having a desire to engage in journalism, on his own account, listened favorably to their proposals. Accordingly, a plan of operations was agreed upon, and a secondhand plant belonging to the *Alta*, was secured and shipped on October 8th, and arrived in the Columbia river in the latter part of November following. Before leaving San Francisco an order was sent to New York for a new plant throughout, to be shipped direct to Portland. The name—*The Weekly Oregonian*—was suggested by Colonel Chapman. The paper was issued on Wednesday, December 4, 1850, and Stephen Coffin, Col. W. W. Chapman, A. P. Dennison and W. W. Baker took the first paper by the four corners and lifted it from the press. The first number was distributed through the town by Arthur and Thomas, sons of Col. Chapman and Henry C. Hill, a stepson of Stephen Coffin. Colonel Chapman had a man to go on horseback and deliver the first number at various points along the trail as far south as Corvallis then Marysville, and to cross the river and return on the east side. Thus was *The Oregonian* given to the world. A. M. Berry was the first printer, and Henry Hill the first "printer's devil."

Mr. Dryer was born in Canandaigua County, New York, January 10, 1808, and was the second son of Aaron and Lucinda Dryer. His paternal grandfather was a soldier of the revolution, and his father served in the war of 1812. His mother was a daughter of Isaac Lewis, who served under Washington. The family removed to Ohio, near Cincinnati, in 1818. Thomas stayed there until 1825, when he returned to New York and remained until 1841. During the next seven years he had a mail contract, shipped beef to New Orleans, and had an interest in a steam laundry in Cincinnati, each in turn, the latter being about the only industry that he had found profitable. In 1848 he went to California to mine for gold, but incidentally became connected with the *Courier* before mentioned, as a reporter, where he was found as previously stated. Mr. Dryer was a whig, and an aggressive and spirited writer, with a dash of audacity and fearlessness which were well suited to pioneer journalism, besides being a born controversialist, and an attractive speaker. His attacks on democracy by pen and voice were bold, persistent and denunciatory, to a marked degree. The democratic journals, particularly the *Statesman*, replied in kind, and thus considerable excitement was created throughout the territory among the partisans of the respective journals when they made their appearance from week to week. The new plant of *The Oregonian*, before referred to, arrived early in April and the printed page was enlarged. The new Washington hand press superseded the Ramage, and that machine, with the old plant of *The Oregonian*, was bought in 1852, by T. F. McElroy, and J. W. Wiley, and taken around on the schooner *Mary Taylor* to Olympia and used in printing the *Columbian*, the first newspaper north of the Columbia river, and was issued at "Olympia, Puget's Sound, O. T., Saturday, September 11, 1852."

Notwithstanding Mr. Dryer's capacity to work hard, it was difficult for him to make ends meet. With considerable ability as an editor, he was also in frequent demand as a public speaker. This left him but little time to attend to business matters, which, as every one knows, who has had any experience in newspaper business, is largely a matter of small details. This feature of journalism was wholly distasteful to him.

About this time, November, 1853, a beardless youth of seventeen appeared on the scene. He had finished his journey across the plains a few weeks before,

and was seeking employment. He had been taught by his father to set type at the age of twelve, and hence had five years experience. He had applied at the printing office at Oregon City and at The Times office in Portland without success. The job of bartender had been offered him, but this was not to his taste. Finally, he called at the Oregonian office one morning and asked for work. Mr. Dryer was rather brusque in his manner and said "What can you do?" "Set type," was the reply. "Well see what you can do with that," said Mr. Dryer, handing him a composing stick and a piece of reprint copy, and directing him to a case. The article was soon set and proof taken. Mr. Dryer was surprised to find it correct and at once regarded the youth with favor. He said "Have you any money?" "No," was the reply. Tossing the boy a \$5 coin he was bidden to call again. This he did and Mr. Dryer soon found him a most industrious workman—always on hand, and willing to work early and late. Before many months elapsed this young man was advanced to the position of foreman. Soon after that he overhauled the subscription books and began introducing more careful business methods. Thus it was that Henry L. Pittock became connected with The Oregonian.

On November 8, 1856, he and Elisha Treat Gunn, an accomplished printer who came from Connecticut and had worked on the paper a number of years, were admitted to partnership by Mr. Dryer. This continued until November 20, 1858, when Pittock and Gunn withdrew. On November 24, 1860, Mr. Dryer transferred his interest to Mr. Pittock, but retained editorial control until January 12, 1861. This is how it came to pass that Henry L. Pittock became owner of The Oregonian. In recognition of Dryer's services in assisting to carry Oregon for the republican ticket in 1860, on which he was one of the electors, Lincoln appointed him commissioner to the Sandwich islands, whither he went in 1861. A few years later he returned to Portland and spent the remainder of his life to the year of his death in 1879, the principal part of this time holding the office of justice of the peace.

Upon becoming sole owner of The Oregonian Mr. Pittock saw that in order to make his business successful, he must start a daily, although there were two in the field already. Accordingly, the necessary new material was secured, and the Morning Oregonian was first issued February 4, 1861, four pages, each page being eleven and one-half by eighteen and one-fourth inches, four columns each. It is needless to recount the further history of this enterprise at this time.

Since Mr. Dryer, the principal editors of the paper have been as follows: Simeon Francis, long the owner of the State Journal, of Springfield, Illinois, who came as a result of a letter written by D. W. Craig, with the expectation of establishing a paper himself, but finding the field well occupied, he set type and did faithful editorial work on the Oregonian until 1861, when he was appointed paymaster in the United States army by President Lincoln, for many years a warm personal friend; Henry Miller; Amory Holbrook, who was appointed United States district attorney by President Taylor, an able lawyer and a polished and vigorous writer; John F. Damon, Samuel A. Clarke, H. W. Scott, W. Lair Hill, and again H. W. Scott. Mr. Scott's first editorial engagement began May 15, 1865, although he became an editorial contributor several months before. In 1872 he was appointed collector of customs. In 1877 he bought an interest in the paper, and became editor in chief, which position he retained to the day of his death, August 7, 1910. Here ends Mr. Himes' account of the press of Oregon.

#### HISTORY OF THE OREGONIAN.

The following history of the Oregonian was prepared by its late editor, Harvey W. Scott, entitled "Fifty Years Ago," and printed in the daily Oregonian for December 4, 1900:

"Fifty years ago today the first number of the Oregonian appeared. The population of Oregon by the census of that year was 13,294. The territory that

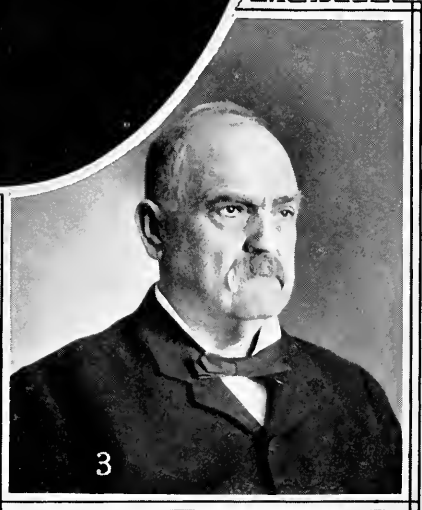


Thomas J. Dryer, First Editor



Harry L. Pittock, Founder  
of Daily

Harvey W. Scott, "The" Editor



THE NEW YORK  
PUBLIC LIBRARY  
ASTOR LENOX TILDEN FOUNDATION  
1900

existed then under the designation of Oregon included the whole region west of the Rocky mountains between the 43d and 48th parallels of latitude. Within this region at the present time lies the states of Oregon, Washington, Idaho, part of Wyoming and a larger portion of Montana. Portland, when the first number of *The Oregonian* was issued, had probably 600 inhabitants. The *Oregonian* has been a witness and the main chronicler of all the growth of this great region, containing now over 200,000 inhabitants; and Portland remains the most considerable city in it.

The modern state finds a history, or transcript, of its life in the growth of the newspaper. In the olden time there was no newspaper to record the birth and growth of states. The state grew and the newspaper came later. But in the modern time the newspaper appears in the beginning, and its work and its growth are coincident with the progress of the state.

#### PAPER CAME WITH PIONEERS.

So *The Oregonian* appeared with the very beginning of development in the Pacific northwest. American pioneers had, indeed, been in the country ten or fifteen years, but their number was too few to constitute an active social organization and living community. But, as Portland began to grow into a village the ambitious men of the place were resolved that there should be a newspaper to make her name known, to record her growth, to advocate her interests, to carry her message to the world. She must have a newspaper, moreover, to set forth her attractions to the country, to represent its possibilities, to prove to all who would read that here was a seat of coming empire. The time had come for Portland to reach out for trade, to exert her position in respect to external and internal commerce; and in the early part of the year 1850 William W. Chapman and Stephen Coffin, two citizens who took a leading part in all undertakings to establish Portland, determined to visit San Francisco on various business of this character, and one considerable part of their purposes was to make arrangements for establishing a newspaper here.

#### FIRST ISSUE IN 1850.

On this errand they were in San Francisco on July 4, 1850. There, and about that date, Mr. Coffin happened to meet Thomas J. Dryer, a native of Ulster County, New York, who had recently arrived in California. Mr. Dryer had worked on the country press in his state and was a vigorous rather than a polished writer. He had brought with him to California a hand printing press and a small lot of printing material, and was looking for a place where he might start a newspaper. Mr. Coffin introduced him to Mr. Chapman, and the two explained to him that they wanted a newspaper at Portland. Mr. Dryer at once consented to come to Portland. "Now we shall have a paper at Portland," said Mr. Chapman, "and we will call it '*The Oregonian*.'"

As soon as practicable, Mr. Dryer's press and material were shipped but did not arrive at Portland until November. Messrs. Chapman and Coffin took great interest in the forthcoming journal; they assisted Mr. Dryer in furnishing a publication office; they sat up all the night preceding the issue of the first number; and there was a series of solemnly amusing ceremonies as the first paper came off the press. It was a sheet of four pages, six columns to the page, and was to be published weekly.

On the morning of December 4, 1850, the first number was delivered through the town by Arthur and Thomas, sons of Mr. Chapman, and by Henry Hill, stepson of Mr. Coffin. The subscription price of this little paper was \$7 a year. Mr. Chapman hired a man to go on horseback and deliver the first number as far as Corvallis (then Marysville), on the west side of the Willamette valley, with instructions to cross there and deliver it on the east side on his return. Thus *The Oregonian* was given to the world. The office was at the northwest corner

of Front and Morrison streets, in a shack that was pulled down a year or two later.

A few months after *The Oregonian* was started at Portland the *Statesman* was started at Oregon City, then the capitol of the territory; and as one was whig and the other democrat, each was a spur to the partisanship of the other. In those days there was no rivalry in the obtainment and publication of news, the rivalry of newspapers was shown in the championship of the claim of their respective localities, and in the rough discussion of local and provincial politics. During the first ten years of the existence of *The Oregonian*, the territory, and then the state, were controlled by the democratic party, and the opposition was virtually hopeless.

#### H. L. PITTOCK TAKES HELM.

The paper had been published nearly three years when Henry L. Pittock came to it. He was a practical printer, a youth of steady habits and untiring industry, and he it is who has made *The Oregonian*. He came across the plains with the emigration of 1853, was in Oregon City in October of that year, and about November 1, came to Portland to seek work at his trade. He was engaged at once and upon him gradually fell the duty of publishing the paper. Mr. Dryer gave little attention to details and the office needed a man who was steady and methodical. Mr. Pittock was just the man it wanted, and to this day he has continued to shoulder its management, carrying the paper from one stage of improvement to another, and rising continually to meet every opportunity and to fill every new demand of the situation. Nay, more; he has anticipated possibilities, and has kept the *Oregonian* at all times ahead of the general development of the country. To him, more than to all others, it owes the triumph of its career.

It was slow business for many years, for growth was hardly possible under the limitations of pioneer life in so small and so spare a community. The earnings of the paper were small and debts accumulated. Mr. Dryer through its columns and through his activity in the small politics of the times, kept himself continually before the people, and was one of the prominent figures of the day; he was several times a member of the territorial legislature, where he was as aggressive as in the columns of his newspaper, and later he was a member of the convention that framed the constitution of the state. He was not a man of business habits; yet, as he was owner of the paper, he did what he chose with it, and its fitful methods of work and management were hindrances to business success. Nevertheless, Mr. Dryer was a steady character, the man for the times and the paper under his direction was a positive force in Portland and throughout Oregon.

#### DRYER GIVES UP EDITOR'S CHAIR.

In 1860 Mr. Dryer was chosen one of the electors of Oregon on a Lincoln presidential ticket. He now looked for official recognition from the administration and obtained it. After an experience of ten years he had found that there were no profits in the way of business in conducting a weekly paper in a sparsely settled state, and the day of the daily newspaper here had not come and could not be foreseen. An official position much below the first class was considered better than *The Oregonian* of that day; and Mr. Dryer was elated with the offer of the mission of the Hawaiian islands. Owing Mr. Pittock quite a sum for services, which he had no other means of paying, Mr. Dryer gave Mr. Pittock *The Oregonian* for the debt; and in a short time took his departure for Honolulu, where he remained for several years as the representative of the United States. Afterwards he returned to Portland, where he died in 1879.

#### OREGONIAN BECOMES DAILY.

Mr. Pittock now had a fine opportunity to publish a paper on his own account. Its fortunes, never promising, were at the lowest ebb. The paper was in debt,

quite an amount of credit stood on its books, little of which was collectible. There were other newspapers in Portland that divided with it the little business there was, and two of these papers, the Times and Advertiser, had begun to issue dailies, Mr. Pittock's first, resolve on coming into possession of The Oregonian was to start a daily also. As yet there was no room or business for a daily paper, however, but Mr. Pittock had to compete with his rivals, or drop out altogether; so February 4, 1861, he issued the first issue of the Daily Oregonian. The weekly had then been published 10 years and two months.

The first number of the daily was a paper of four pages, four columns to the page. As the Civil war was just breaking out, great efforts were made to get news and the energy of The Oregonian under the direction of Mr. Pittock soon put it in the lead of its competitors. The contest was one in which patience, industry, application, and skill had the usual result; and the contest was soon decided in Mr. Pittock's favor. Another helpful thing was The Oregonian's vigorous espousal of the national cause in the crisis of the rebellion. The people began to look to it, not only for the news, but for the expression of the national sentiment of the northwest.

#### TELEGRAPHIC NEWS OBTAINED.

Then, and for a long time afterward, the news of the world came to Oregon wholly through San Francisco. In 1861 there was a weekly steamer from San Francisco to Portland, which was the main dependence; so Portland got a week's news at a time. California now had telegraphic communication with the east, and not much later the extension of a line from California to Oregon began. As this line approached Oregon the time was shortened. Brief news reports were taken off at Redding, then at Yreka, then at Jacksonville, and forwarded to Portland by daily mail, then first established. The Oregonian was foremost in getting news by this manner, and as the war news of those days was eagerly sought, the paper quickly took the leading position as a medium of news that it has ever since maintained. In the early part of the year 1864 telegraphic communication was established between San Francisco and Portland, and The Oregonian began to receive regular telegraphic reports, which, however, for a long time gave only a bare outline of the most important news. The rates were high, the resources of the paper were small, there was but a poor system of gathering news at that day, and even the journals of San Francisco were obliged to content themselves with scanty reports, though the news was of the most important character.

#### COMPETITORS COME AND GO.

Though The Oregonian's competitor, soon after it started a daily dropped out of the field, other papers were started no long time after; but they, too, were short-lived. It is unnecessary to make any list of them here. In the year 1866 a more pretentious and formidable effort was made. The Oregon Herald, daily and weekly, was started. It was a democratic paper; backed by a good deal of money, and as time went on was able to invest a good deal more. The Herald was published nearly 10 years. It was able to get the same telegraphic news as The Oregonian, but it never was prosperous, probably never paid its way, and when its resources were finally exhausted and it was forced to succumb, its various proprietors had sunk fully \$150,000. Yet, while this competitor was in the field. The Oregonian had still another to meet. In 1870 Ben Holladay started the Oregon Bulletin. This paper he backed lavishly, but it was always a losing business and after a career of a little over five years it too gave up the ghost. In that time it had sunk nearly, or quite \$200,000.

A third formidable effort was made to 1880, when the Daily Northwest News appeared. This paper was as unsuccessful as its predecessors. The original proprietor, after losing a great amount of money, abandoned it, and it passed from the hands of one to another, until finally after a career of six or seven years it suspended. Its losses had also been very heavy—equal probably to those of either

of the unfortunate ventures that preceded it. There have been other efforts of like kind, vigorous, yet unsuccessful needless to recount here. These statements are presented as part of the history of *The Oregonian*, since they tend to show that it does not owe its position and success to absence of competition, or to the fortune of opportunity, but to vigilance, management and hard work.

#### EDITORIAL MANAGEMENT STRONG.

Of the editorial management of *The Oregonian* after Mr. Dryer's time, it now remains to speak. During some months there was no regular editor. Mr. Pittock got work done as he could, and superintended it himself. In 1861 Simeon Francis, who had long published the *Springfield, Ill., Journal*, came to Oregon and took the editorship of *The Oregonian*.

His successor was Amory Holbrook, an able man, but an irregular worker, who held the position about two years. After him, John F. Damon, now of Seattle, and Samuel A. Clark of Salem, were editors, successively. In May, 1865, Mr. Clark resigned and Harvey W. Scott, succeeded him. Mr. Scott had come to Oregon in his early boyhood and educated himself against great difficulties and was glad of an opportunity to show his willingness to work. In his hands continuous and laborious editorial work upon *The Oregonian*, by one who had no thought beyond doing his best and his utmost for the paper, began.

With the exception of the interval between October, 1872, and April, 1877, *The Oregonian* has ever been under the editorial direction of Mr. Scott. During that interval the editor was W. Lair Hill, an able lawyer, well known throughout the northwest, and now a resident of Oakland, California. Mr. Hill came into the paper in consequence of a partial change in the proprietorship; Mr. Pittock had sold to Hon. H. W. Corbett and others, including Mr. Hill, a controlling interest in the paper, but Mr. Pittock retained the business management. In March, 1877, Mr. Scott bought the interest that had been sold to Mr. Corbett, and Mr. Pittock and Mr. Scott together bought the shares that had been sold to the others, and Mr. Scott resumed editorial charge. Since then *The Oregonian*, as known today, has been created.

When the daily *Oregonian* was started by Mr. Pittock there were three other daily papers already in the field. There were the *Commercial Advertiser*, which had been published more than one year; *The Daily News* for some months, and *The Daily Times*, just started. There was no telegraph in Oregon or the northwest. Exciting as the times were—for it was just at the beginning of the Civil war—news was unobtainable till long after the events of the day; and it was not possible to tell when steamers would arrive from San Francisco, or later, when the stage coaches would get through the seas of mud and mountains of snow between Sacramento and Portland. But vigilance then was a prime factor, even as it is now, and even more so; and the ceaseless vigilance and industry that directed *The Oregonian* in those days and after days made the newspaper.

#### THE EVENING COMMERCIAL.

Besides the hopeful attempts to start newspapers mentioned above there were many others quite as hopeful on the part of their projectors, yet not costing so much money. In about 1868 one M. P. Bull, an earnest, hustling young fellow, launched the first attempt of an evening paper, and called it *The Daily Evening Commercial*. Bull had very little money to start with and no backers that cared for his paper; although Captain Ainsworth, and probably others, who admired the pluck and energy of the man, did help him in a friendly and wholly gratuitous way. Bull kept the *Commercial* afloat for about eighteen months, and then had to drop everything for want of print paper that cost hard cash.

#### THE BEE.

The next adventure in a daily evening paper was made by Don Stearns, a wide-awake young man from Omaha. Stearns had some experience on newspaper



work, probably on the Omaha Bee, and thought he could see an opening for a daily evening paper in Portland, about 1880, that would bring him both fortune and fame. But like Bull with his Commercial, Stearns' capital consisted almost wholly of super-abounding energy, hopefulness and desperate courage. About the same time the Oregonian people started the Evening Telegram. But notwithstanding the hard cash and equipment back of the Telegram, Stearns' Bee was a fearful "buzzer" in the flank of the Telegram, and proved a very thorn in the flesh of the proprietors of the larger papers. And to make the matter more embarrassing, Stearns had married a very attractive and brilliant young woman in the person of the daughter of Mrs. Duniway, the sister of the editor and one of the proprietors of the Telegram; and had by this fortunate alliance, secured a very large and enthusiastic circle of friends and supporters in the newspaper world of Oregon. But all to no final success; the capital of the Oregonian company, and the dead set battle finally wore out Stearns. But not until the plucky little man had got a pretty good foothold in Oregon and Clarke County, Washington, where he pioneered the business of buying up lands, planting them to prunes, dividing into tracts and selling out at a large profit. The real estate operators who are doing that speculation now with apples may think they have started something new. But they have not; for Don Stearns was thirty years ahead of them, and his prune trees all over Clarke County are money makers today.

#### AGRICULTURAL PRESS.

Like everything else, the agricultural press of the northwest, started in Portland. A. G. Walling, a son of a pioneer nurseman, launched the first journal devoted to agriculture and kindred subjects, and called it The Willamette Farmer. Mr. Walling was not a farmer or fruit grower himself, but a job printer and bookbinder. John Minto of Salem, was one of the principal writers on this paper. Simeon Francis, who was afterward at one time editor of The Oregonian, was also a contributor to the paper. The paper ran its course, and suspended publication for want of support in eighteen months. At that time there were not 4,000 people in Portland and not more than 50,000 in all of Oregon.

The next venture in this line was made by Samuel F. Blythe and Edward Casey, with an eight page folio journal called "The Northwestern Farmer and Dairyman," published from 1882 to 1888. This paper secured a general circulation throughout Oregon, Washington and Idaho. Mr. Blythe retiring in 1888, Mr. Casey enlarged the paper under the name of The Pacific Farmer, published by The Pacific Farmer Printing Company, with Joseph Gaston, editor. The paper was fairly well supported and run a job printing office in connection. The journal continued during the life of Mr. Casey, and upon his death was consolidated with the weekly paper published by O. P. Mason and daughter, advocating universal suffrage and being the same journal founded by and published for a quarter of a century, by Mrs. Abigail Scott Duniway, the pioneer and heroine of the equal suffrage movement in Oregon. The Masons afterwards sold the consolidated paper to Frank Lee, a granger, from Yakima Valley. Mr. Lee has issued the paper ever since under the title of "The Northwest Pacific Farmer," and secured a large patronage in subscriptions and advertising.

Another agricultural journal thoroughly established is, "The North Pacific Rural Spirit." This journal was founded by W. W. Baker about twenty years ago. Mr. Baker was the first appointee to fill the office of food and dairy commissioner. The office was given him as a political favor, with no expectations that he would render any valuable service to the public, for he had no qualifications for the office. But the salary was ample to live on, and it enabled him to tide his paper over hard times and slender income until it was finally put upon a self-supporting basis as the recognized organ of the horse breeding and sporting interests of the state.

The Oregon Agriculturist and Rural Northwest is another agricultural journal now firmly established, and devoted largely to the interest of the fruit growers.

#### THE RELIGIOUS PRESS.

The "Pacific Christian Advocate" of the interests of the Methodist Episcopal church, is the oldest of the religious papers of Portland, being founded about the year 1862. Rev. Thos. H. Pearne, a very able and eloquent preacher was the first editor. Rev. Isaac Dillon was the editor in 1868. Rev. Daniel Rader is the present editor. The paper has a large circulation, and is a powerful influence on all moral and public questions affecting morals.

The Catholic Sentinel comes next after the Advocate in date of founding, and is probably now fully equal to the Advocate in circulation and influence. In a recent account of its tribulations in getting started, much of what it says of itself, would also apply to the Advocate.

The Catholic Sentinel was first published in February, 1870. It was due to the enterprise and courage of H. L. Herman and J. F. Atkinson, that the publication was launched. In the then very sparsely-settled region of the Pacific northwest, it required considerable courage to embark on the uncertain sea of Catholic journalism. Within the vast territory, which the paper might be expected to serve, the several dioceses did not contain as many Catholics as could be found in two or three good sized eastern city parishes. The great extent of territory, made the securing of subscriptions a difficult matter and had not the clergy undertaken to act as loyal agents throughout the northwest, the enterprise must have failed. Indeed, it is not too much to say that all through the paper's history, the generous loyalty of the clergy has been its chief asset.

The Sentinel was established during the Vatican council, and there seems to have been more than a merely fortuitous connection between the establishment of a Catholic paper in the Pacific northwest, and the epoch making gathering of the bishops of the Catholic church. The convocation of the Vatican council by Pius IX, and the announcement that it would deal among other matters with Papal infallibility, let loose a flood of vituperation against the Pope and all things Catholic. In few places, perhaps, was the outbreak of anti-Catholic feeling more bitter than here in the northwest.

Other religious papers established here are the Jewish Tribune, weekly, Rev. N. Mosessoehn, editor.

The Pacific Baptist, weekly, Rev. James A. Clarke, editor.

The Presbyterian societies published for a time an elegant monthly, entitled "The Hesperian;" but it was limited mainly to church subjects, and never secured a general circulation even among Presbyterians; and for that reason was discontinued years ago.

#### PAPERS IN FOREIGN LANGUAGES.

The naturalized citizens from foreign countries residing in Portland are public spirited, or clannish, owing to the angle of vision of the reader, in supporting newspapers devoted to the entertainment and interest of the various nationalities represented.

The Swedes have their "Oregon Posten," F. M. Lonegreen, editor, published weekly. The Scandinavians, generally, have their "Pacific Scandinavian," Independent Weekly, Langhøe Publishing Co., publishers. The Germans have their "Deutsche Zeitung," weekly, devoted to the interests of the German nationalities, A. E. Kern & Co., publishers. And also "The Nachrichten" (German weekly) Edgar Winter, editor.

The Armen-Seelen Freund, German monthly, The Benedictine Press, Publishers. Oregon News—Japanese daily, N. T. Abe, editor and publisher.

## WOMEN'S JOURNALS.

The Western Lady, monthly, Frank Lee, editor and publisher. The Women's Tribune, fortnightly, Organ of Woman Suffrage, Mrs. Clara Bewick Colby, editor. The World's Advance Thought, Mrs. Lucy A. Mallory, editor.

## LITERARY VENTURES

Portland has always possessed one or more sharp witted weeklies, whose trenchant satires on existing fads and follies have been highly appreciated by readers who prize talent and independence, more than circulation and advertising. Among these now doing yeoman service in the cause of justice and common decency, may be mentioned "The Weekly Indaha," by J. A. Horan, editor, and Wm. B. Orr, manager.

"The Lantern," by Jos. B. Fithian, The People's Press, by Geo. K. McCord, editor and manager. "The Sketch," by Murray L. Wade, publisher. The "Spectator," by Hugh Hume, editor. "Oregon Citizen" by L. D. Mahon, editor.

## TRADE JOURNALS.

Commercial Review, weekly, Leo Peterson, editor.

Pacific Builder and Engineer, A. V. Willoughby, manager.

The "Guide," semi-weekly, directions to every place. J. C. Stuart, manager.

Hardware World, hardware trades, T. M. Shearman, manager.

Hotel News, hotel intelligence, G. W. Dixon, publisher.

Medical Sentinel, Dr. Henry W. Coe, editor.

Northwest Furniture Review, Vincent-Merrick Pub. Co., managers.

Oregon Tradesman, by J. P. Chambless, editor and publisher.

Pacific Banker, banking interests, Lydell Baker, editor.

The Timberman, monthly, organ of the lumbermen, Geo. M. Cornwall, editor.

Pacific Drug Review, monthly, Guy T. Ketcheson, publisher.

Retail Grocers Magazine, C. B. Merrick, editor, (now postmaster.)

School and Home Magazine, D. N. Cochran, editor and publisher.

## FRATERNAL SOCIETY PAPERS.

The Artizan, monthly, Hon. H. S. Hudson, editor and publisher.

Pacific Odd Fellow, monthly, W. A. Wheeler, publisher.

Portland Olive Branch, monthly, A. Wells, editor.

Portland Labor Press, organ of the trade unions, weekly, and with large circulation, H. J. Parkinson, editor.

## SUNDAY PAPERS.

Sunday Oregonian, immense circulation, printing 100 pages, fully illustrated, with magazine articles and special historical and other general literature.

Sunday Journal, on same lines as Sunday Oregonian, with about equal circulation.

Sunday Welcome, oldest Sunday paper, started by John F. Atkinson in 1870, now owned and edited by Morris Senosky.

Sunday Mercury, started by Walter Moss in 1878, and by questionable methods, and personal attacks and intimations against private character attained a large circulation, "commanding" liberal advertising from thin skinned and vulnerable people until the paper was making a thousand dollars a month for its editors. By libel suits instituted by aggrieved persons the questionable methods of the then editors were exposed, the power of the paper broken down, and its

patronage driven off. It is now published by Mr. C. H. Clute as a legitimate enterprise.

SUBURBAN JOURNALS.

The Milwaukie Record, Milwaukie, Col. Jas. P. Shaw, editor and proprietor.  
 Mount Scott News, Arleta, H. F. Pfeifer, editor.  
 Mount Scott Tribune, Lents, Byron E. Crawford, editor.  
 Sellwood Bee, Sellwood, Charles I. Price, editor.  
 St. John's Review, St. Johns.

THE DAILY PRESS.

The following is a summary of the Daily Press of 1910.

Circulation of Daily Oregonian .....	50,000
Circulation of Sunday Oregonian .....	60,000

STAFF OF THE OREGONIAN, SEPT. 28, 1910.

Managing owner, H. L. Pittock.  
 Asst. manager, C. A. Morden.  
 Managing editor, Edgar B. Piper.  
 City editor, O. C. Leiter.  
 Sunday editor, N. J. Levinson.  
 Night editor, Paul R. Kelty.  
 Weekly editor, W. J. Cuddy.  
 Telegraph editor, L. K. Hodges.  
 Markets editor, J. M. Lownsdale.  
 Advertising manager, W. J. Hoffman.  
 Circulation manager, A. K. Slocum.  
 Superintendent mechanical departments, David Foulkes.

This seems to be the proper place to insert such mention of Harvey Whitefield Scott, who was for forty-three years editor of the Daily Oregonian, as I am capable of making. I first met Mr. Scott in the editorial room of the old Oregon Statesman in 1866. He had come to Salem to call on the young lady he afterwards married. And as he entered the old sanctum he towered above the surroundings as a giant. His stature and strength were prepossessing. I was then the editor of the Statesman, which had a larger weekly circulation than the Oregonian, of which Mr. Scott was the editor. He was then as ever afterwards as positive in his political views, and as ready to express them, as at any time in his life; and we soon got into a warm argument over the respective merits of the then "greenback" currency, and the strictly gold and silver currency, the advocacy of which distinguished Mr. Scott's editorial career. But from that time we remained friends throughout life, although often differing widely about men and measures.

The main characteristics of Harvey W. Scott were his great capacity for work; for long continued strenuous mental combat for what he deemed right, and against what he deemed wrong; for his courageous advocacy of his opinions; for his great comprehension of all the factors influencing the progress of society and the welfare of mankind; for his intimate knowledge of the history of peoples and governments; and his ability to enlighten his readers on a vast number of subjects. Other men might surpass him on one thing or another; but on the whole curricula of human knowledge, opinion and philosophy he never had his equal in Oregon, or among his contemporaries in the United States.

Many persons have thought him to have been unsympathetic. But there never was a greater mistake. Under the bluff exterior the tender heart was there; and all that was needed to arouse its instant action was the honest purpose; the meritorious object.

I personally know of an instance where an innocent man was sent to the states prison on a charge of which he was not guilty; and after great efforts by George H. Williams and many of the leading citizens had failed to secure a pardon, the facts were stated to Mr. Scott. He took an active interest in the man at once—a poor man without money or position—and wrote such a letter to the governor as secured immediate action and prompt pardon. Many other instances of real sympathy and prompt assistance might be given.

Harvey Whitefield Scott was the greatest mental, moral and political force the state of Oregon, or the Pacific coast ever produced.

The annual meeting of the Oregon Historical society adopted the following memorial of Mr. Scott, December 17, 1910:

"August 7, 1910, Harvey Whitefield Scott died at a hospital in Baltimore, Maryland, as the result of a surgical operation. As he was the first president of this society, and was re-elected twice, thus serving for three years, it is fitting that something more than a mere reference to him should be inscribed upon our records.

"Mr. Scott was born in Tazewell County, Illinois, February 1, 1838, hence was 72 years, six months and seven days old at the time of his death. He started to Oregon with his parents a few weeks after he was 14 years old, and had the great misfortune to lose his mother, who was buried in a nameless grave midway across the continent. Upon arrival here the usual experiences of pioneer life confronted him. All conditions of this character were met resolutely and with a cheerful spirit. That was the habit of the great majority of pioneers. Those disposed to shirk or complain did not get here.

#### DETERMINED SPIRIT WINS.

"During the years that he worked at manual labor upon the farm, and the months that he was in the volunteer service fighting Indians, the desire to acquire a classical education was uppermost in his mind. This he secured at Pacific university, without aid other than that afforded by his own strong arms, supported by a determined spirit. After graduation he studied law and was admitted to the bar. The practice of law, however, was not to his liking. The opportunity to enter the profession of journalism presented itself. It was seized, and in the forty years of his connection with The Oregonians that paper has achieved an eminence second to no other in our nation.

"Mr. Scott's unusual knowledge of world history—he was always a student—enabled him to reason from cause to effect in such a way that led many to regard him as utterly dogmatic, when the fact was that he simply reproduced in concrete form the experience of the past and placed the same before the people of his time. He was essentially a leader, yet unconsciously so for the most part.

"In his death his family, this city, the Pacific coast, and particularly this society, has sustained a great and irreparable loss. In his example, however, there are many compensations. His industry as a lad, his willingness to do with all his might whatever he found to do, his determination to secure an education within himself, his belief in the gospel of hard work as the principal stepping-stone to success—so well exemplified in his own experience—his devotion to principle as he understood it, his loyalty to his adopted state—all these qualities and many more deserve emulation in the highest degree by the young people of the present day."

Three other daily papers are now printed in the city; but their managers were found indisposed to give out any information for record in this history.

The Evening Telegram, already referred to and published by the Oregonian Publishing Company, has been issued regularly for a quarter of a century, and is firmly established. Circulation unknown.

The Daily Evening Journal was started nine years ago by Mr. C. S. Jackson, who came to Portland from Pendleton, Oregon, with some money, some news-

paper experience, and a large equipment of energy and persistence. Mr. Jackson has been successful in establishing his paper in the face of the active competition of the Telegram; and it has now a circulation of 40,000 copies of the daily edition, and a large and growing circulation of the weekly and Sunday issues.

The Daily Evening Press, the latest venture in a daily—was started three years ago as a penny paper, and has steadily increased its circulation and advertising, especially among the working classes; and seems to be firmly established.

#### A REBEL SYMPATHIZER AND MOB VIOLENCE.

An editor and his paper, which attracted much attention and criticism in their day in Portland, but which have now practically disappeared from the remembrance of men and the thoughts of this day, was Beriah Brown, the second editor of the Daily Herald of Portland. Mr. Brown was an amiable, kind hearted, Christian gentleman of the old school; but nevertheless so conscientiously (some people would say, so much of a bigot) attached to his political principles as to be willing to die as a martyr if need be.

Mr. Brown secured his malodorous fame in San Francisco where he published a paper before coming to Portland. He did not believe in prosecuting the war to suppress the rebellion of the southern slaveholders; and in his San Francisco paper he openly said so, and to the full extent of his ability and the circulation of his paper opposed the war and bitterly assailed President Lincoln. This did not suit the hot-blooded patriots of the Golden Gate city, and they gathered in mass, stormed his printing office, wrecked the whole concern and threw his type and press into the street. Thoroughly alarmed for his life, Brown fled to Mexico where he remained for a year; and then came to Oregon and took editorial charge of the Herald.

True to his religious and temperamental disposition Mr. Brown took his loss and public condemnation with more fortitude and equanimity than those would have taken it that had destroyed his property.

#### THE WEST SHORE.

The first illustrated paper published west of the Rocky mountains, was started in the city of Portland in the year 1875, by L. Samuel. It was a risky enterprise at that age of the city; and was made a success only by the most intense energy, untiring persistence, and rare qualifications for the work possessed by Mr. Samuel. At that day, illustrations for magazine articles had to be engraved on stone, which was a very slow and expensive work as compared with the half-tone engraving of the present day. But the work on "The West Shore" was well executed, and some of Mr. Samuels old pictures are serving as copies for illustrations of this book.

"The West Shore" was the first publication to attract attention to the grand natural scenery of Oregon, and advertise the great resources of this country; and in this respect rendered a service to Oregon which cannot be estimated in dollars or thousands of dollars. The magazine was published continuously for fifteen years and attained a circulation of 15,000 copies on regular issue.

But the large expenses involved for good illustrations, and good paper, with the limited advertising, the city could, or would then give, limited the net income to an amount that did not recompense the labor, brains and push necessary to keep the journal up to the high standard of excellence the publisher aimed at. And so Mr. Samuel made a milestone of his magazine foundling, on his journey through life; went into the life insurance business, and founded the Oregon Life Insurance Company, which has proved a great financial success, and given the erstwhile magazine publisher a larger field to do good to his fellowmen.

#### THE HISTORICAL QUARTERLY.

The historical magazine entitled, "Quarterly of the Oregon Historical Society," is the outgrowth of the Oregon Pioneer Association and the Oregon His-

torical Society. The Pioneer Association took definite shape in the year 1873, and thereafter the address delivered at the annually recurring meetings of the association formed the ground work from which the historical society and its literature proceeded.

The Historical Quarterly has already accomplished a great work in securing and preserving the original facts and old records of the history of the northwest, as well as the history of Oregon. Ten volumes of the work has already been issued, making the most interesting and instructive reading that any person interested in this country can obtain. Prof. F. G. Young, professor of history in the State University is also secretary of the Historical Society and editor of the Historical Quarterly, and has rendered most efficient and invaluable service to the state, and especially to the rising generation, in his management of this very important branch of popular education.

And in this connection the services of Mr. Geo. H. Himes, the assistant secretary of the Historical Society, and the secretary of the Pioneer Association for twenty-five years, cannot be overlooked. It is no more than justice to say that Mr. Himes has not only done more than any other one person, but he has done more than all other persons (leaving out the work of Mrs. Victor) to gather up and preserve the history of Oregon. He was an accumulator of historical facts, a gleaner of material, long before any other persons thought of, or at least before they took action to preserve the history of Oregon, for the use of the state. And upon Mr. Himes' work was prepared the history of the Willamette valley, published in 1885 and edited by H. O. Lang.

H. H. Bancroft of San Francisco copyrighted his history of Oregon in 1884. But Bancroft is not entitled to the slightest credit for it. Mrs. F. F. Victor had been gathering up material for a history of Oregon long before Bancroft conceived the idea of his series of histories of the Pacific coast. But when he found Mrs. Victor had this material, he offered her employment on his works, on condition that she turn over her material to him; with the hint, that if she did not do so, he would forestall her proposed history of Oregon with one of his own. And being a poor woman, she was forced to give up her brains and literary property to the selfish demands of a wealthy publisher.

#### THE PACIFIC MONTHLY.

Many efforts to establish a monthly magazine on the Pacific coast have been made, and no small amount of capital lost in such ventures. The "Overland" monthly of San Francisco was the most protracted effort in that line, but when the day of profuse and expensive illustration came in, the Overland fell behind. The two leading monthlies on the coast now published are the Pacific Monthly of Portland, Oregon, and the "Sunset Magazine" of San Francisco. "The Sunset" has the advantage of unlimited capital if necessary, furnished by its owner, the Southern Pacific Railroad Company; while the Portland monthly has won whatever of success it has achieved by dint of the energy, push, and talents of its founders and owners.

The founding of the Pacific Monthly was a work of evolution, commencing in a limited way, and gradually growing up on the labors of love of the founders. The first work in this direction commenced in July, 1897, and took the shape of an announcement through the press, and by means of a circular letter to the public from the promoters, that a periodical would be issued at an early date "which should be the literary expression of the Pacific northwest." The name of the proposed monthly was to be "Drift," the first number of which was to be issued September 1, 1897, and the following persons to be the interested sponsors therefor: C. E. S. Wood, John Gill, B. B. Beekman, Luella Clay Carson, Frances Gotshall and Lischen M. Miller.

But for various reasons the publication of "Drift" was deferred until the next year; and in the meantime Mrs. Miller and Miss Catherine Cogswell (now

Mrs. Frederic Thorne of Tacoma) became the editors and owners of the one-time suffrage paper, "The Pacific Empire." After a brief period, Miss Cogswell resigned her interest in the weekly paper, and Miss Gotshall took her place in the publication. The Pacific Empire, however, was at no time after passing under Mrs. Miller's control, the organ of the suffragists, the last number of which was issued on July 7, 1898; and in September of the same year, the first number of "Drift" was published.

During this same period mentioned, Mr. William Bittle Wells had been planning to issue a monthly magazine to be called "The Pacific Monthly"; and for which he had been raising means and making arrangements for advertising to support the same. And on the appearance of "Drift" he proposed to the proprietors thereof that good business policy for all interested, suggested that they combine their efforts in one single publication. And after careful consideration, Mrs. Miller on behalf of "Drift," agreed to Mr. Wells' proposition and joined him in the work of founding the Pacific Monthly, and rendered editorial services thereon from 1898 until she went to Alaska in 1901. Mr. Wells having the business management and outside push to the venture.

The magazine was not established without long-continued and very exacting labors, and it was exceedingly fortunate to have a man with the temperament, business ability, perseverance and energy of William Bittle Wells to carry it along for years through all the stress of a scanty magazine reading population, and an advertising support that had to be educated up to the point of believing Oregon could support a first-class magazine, and display costly advertising to a wealthy subscription list able to buy the most costly merchandise. To Mr. Wells is due the credit of establishing the Pacific Monthly on prosperous foundations and making it the first of first-class magazines on the Pacific Coast, and the equal of any illustrated magazine in the whole country.



## CHAPTER XXIV.

1859—1910.

*Pioneers Days, Legal Tender—The Great Gold Discovery—The Beaver Money Mint—The First Bank and Banker—The Vicissitudes of the Banks—The Present Banks—The Foreign Banks—Financial Institutions—The Financial Situation.*

The monetary and financial affairs of Oregon began to take shape in the year 1845. Prior to that time the Hudson's Bay Company had controlled all trade, commerce, barter and sale of products. And the only produce, if such it could be called, was the furry skins of wild animals. The beaver pelt was taken as the basis of standards of values, and everything was rated at so many beaver skins, or so much of something for one beaver skin. But when the people of the territory organized their provisional government in 1843, they set to work to enlarge the circulating medium so as to put an end to beaver pelt money, and prevent the fur company from cornering "the legal tender money of the realm." Our pioneer founders and starters of things in this part of the world may not have been scientific financiers, but they managed to get along somehow, and "make both ends meet"; and were quite as comfortable in their ability to pay taxes and a great deal more independent than their successors in these parts nowadays.

At the regular session of the house of representatives of the provisional government of Oregon, commencing December 2, 1845, a law was passed regulating the currency, in which gold, silver, treasury drafts, approved orders on solvent merchants, and good merchantable wheat delivered at places where the people were accustomed to receive wheat, was declared to be a lawful tender for taxes and payment of judgments rendered by the courts of Oregon. The sections of the law on exemptions from sale included nearly everything, and no property could be sold for less than two-thirds of its value.

Another act was passed on August 19, 1845, regulating the legal tender of which the following is a copy:

"Be it enacted by the house of representatives of Oregon territory as follows: That cash, or the following articles at their current value, shall be a lawful tender in the payment of all demands in this territory, where no special contract had been made between the parties, viz., available orders, wheat, hides, tallow, beef, pork, butter, lard, peas, lumber, or other articles of export of this territory; provided the same be delivered at such points on the navigable streams, or such other places as may be established as depots of such articles. This act to take effect and be in force from and after its passage."

### THE GREAT GOLD DISCOVERY.

The greatest event in the first one hundred years after the American revolution was the discovery of gold in California. At first thought this seems to be

a very unfounded statement. But a careful survey of the whole field of enterprise, the commerce of the world, and the standard of living throughout the United States, will show that the discovery of gold wrought a greater change in the United States and the financial relations of this country to other nations, than any other one fact or any other one hundred facts, subsequent to the independence of these states.

Up to the year 1848 the United States had possessed a very narrow metallic base for a circulating medium. And what the country did possess was mostly silver coin. Gold coin, the delight of kings and the sceptre of millionaires, was exceedingly scarce in the United States; and on this account the financial standing of this country and the rating of its securities were practically at the mercy of the Bank of England and the house of Rothschilds, which financial institutions either possessed or controlled the great bulk of the gold coin of the world. When the mines of California commenced to pour out their great flood of gold, every line of business in the whole of the United States took on new life. And within five years after this great discovery, there were more manufacturing establishments started in the United States than had been for a generation before that event. The banking institutions took on a new phase altogether. From securing circulating notes with deposits of states bonds, which were not payable in gold, and of doubtful specie value on any liquidation of assets, the banks began to accumulate gold. Gold begot confidence as nothing else ever had before, and people more freely deposited their savings in banks. From a starving little near-to-shore business, the banks were enabled to extend accommodations to manufacturers and producers of wealth. And railroads that had been for twenty years creeping out slowly from Atlantic seaports to the Alleghany mountains, found sale for their securities, pushed on over the mountains and out into the great Mississippi valley, and on across the continent reaching Portland, Oregon, a quarter of a century before they had expected to get to Chicago under the old paper money financiering days before the discovery of the gold. The flood of gold changed the whole face of affairs, put new life into all business and commercial undertakings, brought all the states and communities together under one single standard of values, and pushed the United States to the front as the greatest wealth-producing nation on the face of the earth.

And here Oregon comes to the front again. The discovery which lifted America above all the nations, was made by an Oregonian. James W. Marshall, the discoverer of gold in California was an Oregonian. He came to Oregon in the immigration of 1844, and not finding much to do here, went down to California the next year. He was a handy sort of a man, could build a house, run a sawmill or keep store. In California he made himself useful to the old pioneer, Capt. Sutter, and was taken into Sutter's business as a partner, and sent up from Sacramento into the Sierra Nevada mountains to select a site and build a sawmill. He selected the point at Coloma, on the south fork of the American river, and built the mill. After turning the water on his mill wheel, he had occasion to go and look at the tail-race, and there on the 19th of January, 1848, discovered the shining particles of gold in the tail-race where the water had washed the gold from the sand. Two other Oregonians who had been employed by Marshall to help build the mill—Charles Bennett, and Stephen Staats of Polk county—were there at the mill at the time, and were called to look at the gold in the water and confirm the discovery.

The discovery spread like wildfire and Californians rushed in from all quarters. But it was not known in Oregon until seven months after the discovery. And then the Oregonians went wild. Everybody that could get away, rushed to California, and nobody was left but old men, boys and the women folks. Two-thirds of the Oregon men started for California. Only five men were left in Salem, and only a few women, children and some Indians were left at Oregon City. Pack trains were the first means to get to the gold fields; and after that a train of fifty wagons started. The first account of the gold received here in

Portland was on July 31, 1848. The little schooner Honolulu from San Francisco sailed in over the Columbia bar and slowly beat her way up the river, and finally tied up to an oak tree where the west end of the steel railroad bridge now stands. The captain of the schooner was in a hurry to discharge cargo and get away. He made haste to load up with all the meat and flour his ship would carry, and then bought up all the picks, pans, and shovels he could find in town. And when he had got everything aboard, he made known the news—and it spread as if by the wireless telegraph of sixty years later.

#### THE OREGON MINT AND BEAVER MONEY.

The gold discovery was put in here to show how the Oregon mint and beaver money was evolved therefrom. Marshall's discovery was purely an accident. No evolution in that. But Oregon is wholly an evolution from pre-existing forces and influences. It started that way, and is today proceeding on to its great future as a purely evolutionary growth from fundamental causes to reasonable results.

The Oregon rush to California for gold resulted in bringing back within a year unimaginable wealth. From poverty the Oregonians had leaped to great riches at a single bound. The miners not only returned loaded down with gold dust, but the few people that had remained in Oregon had got rich in shipping down to the mines their flour, beans, bacon and lumber. From a legal tender currency of beaver skins and bacon sides, Oregonians were struggling with a currency of gold dust. An ounce of gold dust was practically worth \$16, but the Oregon merchants would not take it for goods, for more than \$11, while the Hudson's Bay Company, having some coined money, was buying up gold dust at \$10 an ounce and shipping it to the mint in London. This condition of affairs caused the circulation of a petition to the Oregon provisional government, setting forth that in consequence of the neglect of the United States government, the people must combine against the greed of the merchants; and the provisional government must at once set up an Oregon mint to coin the gold dust into legal tender money. It was represented as a basis of action that there was then in February, 1849, \$2,000,000 worth of gold dust ready to be coined. That was about six times as much money per capita of the population as there is now, or ever has been since 1852. And prices of everything went up accordingly. Beef was ten to twelve cents a pound on the block; pork sixteen to twenty cents; butter sixty-two to seventy-five cents—nearly double what it is today; flour was \$14 per barrel; potatoes \$2.50 a bushel, and apples \$10 a bushel.

The petition for the mint was favorably considered by the provisional legislature, and a bill was passed to authorize it and to coin money. Two members of the legislature—Medorum Crawford and W. J. Martin—voted against the measure on the grounds that it was inexpedient and a violation of the constitution of the United States. The acts provided for an assayer, melter and coiner, and an alloy was forbidden in the money. Two pieces only were to be coined—one to weigh five pennyweights, and one ten pennyweights, and both to be pure gold. The coins were to be stamped on one side with the Roman figure for the smaller coin, and the other with the figure ten on one side. And on the reserve sides the words "Oregon territory" with the date of the year around the face, with the arms of Oregon in the center. The officers of this mint were James Taylor, director, Truman P. Powers, treasurer, W. H. Willson, melter and coiner, and George L. Curry, assayer. The mint succeeded in coining \$50,000 of these coins before Governor Joseph Lane reached Oregon and closed it up. Nobody was ever prosecuted for issuing this money, although it was a clear violation of the constitution and laws of the United States.

But Governor Lane did not stop the coining of gold dust. Although the territorial mint was closed up, the need of a currency of certain value still remained. And to supply that, a partnership was formed, called the "Oregon Exchange Company," which at once proceeded to coin gold on its own responsibility. The

members of that company were: W. K. Kilborne, Theophilus Magruder, James Taylor, George Abernethy, W. H. Willson, W. H. Rector, J. G. Campbell and Noyes Smith. Rector made the stamps and dyes. The engraving was done by Campbell. Rector acted as coiner, and no assaying was done. This company coined about \$55,000 worth of gold into two pieces to circulate as tokens of five and ten dollars, respectively. This coinage raised the price of gold dust from twelve to sixteen dollars an ounce, and saved a vast amount of money to the honest miners. Engravings of the "beaver money," as this last coinage was called, are shown on another page.

The general effect of the wealth of gold brought back from California was beneficial to Oregon; yet in all too many instances it proved the ruin of many men whose sudden rise to riches induced habits of profligacy and dissipation from which they never recovered. Many men brought back as much as thirty or forty thousand dollars washed out of the California streams within a year or two; and then threw it all away on idle dissipation, and had to start in again at the bottom of the ladder encumbered with bad habits and remorseful regrets.

#### THE FIRST BANK AND BANKER.

The first bank opened in Portland was the joint venture of William S. Ladd and Charles E. Tilton. Mr. Ladd came to Portland from Vermont in the year 1850, and engaged as a salesman in a grocery and liquor house. He was energetic and attentive to business, and soon rose from salesman to owner of the establishment. He pushed his business with energy and assiduous industry, rapidly accumulating money out of the gold dust laden miners returning from California. He was the first man to risk money in more substantial improvements, and built the first brick house—a business house—on Front street in Portland.

In 1859, in partnership with Charles E. Tilton of New York, they started the first bank in Portland, it being the first bank doing regular business on the Pacific coast. Interest was 2 per cent a month in those days; times were flush, and the bank made money from the very first day with great rapidity, being a veritable gold mine. And as it had no competition until the organization of the First National in 1866, the bank was a power from the start, and cleared up half a million dollars on its original capital of twenty-five thousand before the First National got into the field. Mr. Ladd was not only a shrewd and successful banker, but he had a keen insight to the future of the city, and never took cash when he could get land adjoining East or West Portland for old debts. These early investments proved enormously profitable. One of them, 400 acres, costing \$4,000, now platted as "Laurelhurst," is being harvested at a profit of \$4,000,000.

The first bankers in the state had a rich harvest field for their financial talents. Money in 1865 was about as plentiful as today; and the opportunities to use it profitably were upon every hand. In southern Oregon the rate of interest was 2 per cent a month, while at Portland and in the Willamette valley it commanded about 18 per cent per annum. And those who had money to buy up "greenbacks"—U. S. treasury notes—at forty cents on the dollar, made even more than the current high rate of interest. For a while it was very risky business to loan out gold coin at interest; for as the greenbacks were an absolute legal tender, the borrower, if so disposed, could pay off a loan made in gold with the greenbacks not costing half the value of gold. Not many men took advantage of the law to pay gold obligations in notes, and those that did so were thereafter marked as dishonorable men. To avoid the contingency of being paid in greenbacks, a bill was introduced in the legislature in 1865 or '66 called the "Specific Contract Act," and which was passed into a law, authorizing the courts to specifically enforce contracts payable in gold; and providing that the courts should include in judgments and decrees, founded on such contracts, an order to the sheriff to sell property on execution for such debts, for gold coin only.

There was a great fight over the measure in the legislature while under consideration; a large minority of the members taking the position that the act was a violation of the constitution of the United States, and disloyal and dishonorable in the extreme, inasmuch as the greenbacks had been used only under dire necessity by President Lincoln to support the army and put down the secession rebellion. No argument was tolerated against the last objection to the proposition, but as to its constitutionality there was reasonable difference of opinion. A similar measure had been adopted in California, and held good by the supreme court of that state. The friends of the proposed measure had procured a copy of the California decision and read it in support of the proposed Oregon law. It was read not only once, but by four or five members of the legislature anxious to distinguish their speeches in that way. Finally the California argument got to be a bore, when Col. I. R. Moores of Salem, put it out of commission by rising in his seat and gravely moving that the decision of the supreme court of California be considered engrossed, read the third time and put upon final passage now. That ended the argument.

#### THE PANIC OF 1893.

The city of Portland has been fortunate in that it has never suffered but a single financial panic that has wrought any very great hardships to the people in general or seriously injured current business transactions. But in the panic of 1893, the city of Portland was not an exception. It suffered in common with many other business centers of the United States; showing that the underlying causes of that great disaster were not local but widespread and national. However, in the case of this city there was one local influence that greatly aggravated the general disturbance. The general and national trouble was the free coinage of silver. All the great trust companies and the bondholding creditor class of every community looked upon free silver coinage with exactly the same eyes and motives as did the Oregon money lender upon depreciated greenback currency. There was a possibility that existing obligations might be paid off with silver coin intrinsically worth only half as much as gold coin. The creditor wanted all he could collect on his claim against his debtor. The silver mines of Mexico, Peru, Colorado, Nevada, Utah, Montana, Idaho and other regions had been for a long time pouring out on the business world a great flood of silver. Its utility value, like that of gold, was not large. It had for hundreds of years been almost the only standard of values on account of the limited supply of gold. But finally the increased supply of gold from California, Australia and South Africa, had so far turned the scale between the two metals as to attract the world-wide attention of business men. The purchaser of long bonds was the first to scent the danger ahead. He was also the man most able to make trouble. He stopped buying bonds. That stopped construction of public improvements. That curtailed the purchasing power of the laboring classes. That reduced the price of wheat in eastern Oregon to thirty cents a bushel. That cut off the ability of the farmer to buy the comforts of life and the means to improve his land or harvest more crops—and down went everything to a general smashup. Seven Portland banks closed their doors in one day. The foreign branch banks, the First National, Merchants' National, and Ladd & Tilton weathered the storm, and paid out gold coin until every depositor was satisfied, although not all the depositors demanded their money. J. Lowenberg was then at the head of the Merchants' National, and although its resources were ample, it did not have coin enough, but its president, with unflinching courage, put up his entire private fortune to the last dollar to get the coin—and saved his bank. The other two banks with still larger resources, were short of cash to meet every demand that might be made; when a friendly telegram sent to San Francisco brought a special train whizzing through seven hundred miles of space with half a million dollars in gold from the Bank of California. All day long the calm and kindly face of Henry W. Corbett stood behind his cashier witnessing the fearful drain of gold, and seeing hundreds of

men whom he had helped over many a trying place, come up and demand the last penny due them. At the Ladd & Tilton Bank a man of different fiber took command. He, too, stood behind the cashier to see the rush of gold deplete the coffers of that first bank that had never delayed any demand. Confident, unmoved, stern, if not defiant, Theodore Wilcox stood off the raging storm to protect the honor of his deceased friend, and closed the bank at night after an all-day attack, with every demand paid in full. And there are hundreds of men who persist in believing to this day that it was the nerve and courage of Wilcox that saved the bank quite as much as the coin.

Of course such a storm and shock could not be repaired in a day. Of the seven banking institutions that were closed by that panic, only one of them ever opened again for business. They were wound up either by the courts or the government. As a result of that panic, there were a vast number of foreclosures of mortgages as well as actions and judgments; and it has been estimated that about one-half the real property in the county changed hands in consequence of such foreclosures and sheriffs sales. And the city was nearly seven years in recovering from the losses and general disarrangement inflicted on property holders and business men.

It is necessary to state here that "The Portland Trust Company of Oregon," founded by Benjamin I. Cohen, of which Henry L. Pittock is now president, was also one of the financial institutions which did not close its doors during the panic of 1893. Although not at that time doing a large banking business, yet it was doing considerable, and it paid every demand in full as fast as presented.

#### THE SQUEEZE OF 1907.

About the month of September, 1907, some retail banker away back at Wall Street, New York, started the story that there was just about to be a financial cataclysm in the shape of a panic wherein the curbstone brokers along the said street would not be able to borrow any more money to keep their honest industry of speculating in stocks going. That was enough. The story was started; and within twelve hours, it was wired all over the United States and spread broadcast over the whole country through the columns of millions of sheets of daily newspapers. Everybody stopped from the Atlantic to the Pacific to inquire about it, and would not move another peg until they found out whether there was anything in it for them. This stopping for even twenty-four hours, sent the cold chills streaming up and down the backs of several millions of men who had all sorts of schemes afloat, or owed debts, or wanted to borrow money. And so there was a very mild sort of a panic. There was no cause for it. Business was good all over the United States, and especially good in Portland, Oregon. But the lies and insinuations and the ever present suspicions and fears soon locked up the hoards of the timid and the millions of the capitalist. It was known that a couple of savings banks in town had been skyrocketing with other people's money in telephone bonds, irrigation bonds and timber land speculations. But all that, and all the noise that such concerns could make, would not have made as much dust as the fly on the cartwheel. But when a retrospective view is taken, the denouement of the scare looks amusing if not farcical. A section of an Oregon statute authorizes the governor of Oregon to designate and proclaim legal holidays. And on legal holidays nobody can transact any lawful business. So the banks arranged with the governor of Oregon to proclaim holidays from day to day until the said banks were prepared to meet their depositors and do business. And under the arrangement, the banks could receive deposits, but they were not under obligations to pay out deposits, or pay anything. This was chapter No. 1.

Now we come to chapter No. 2. After securing the holidays, the clearing house banks proceeded to create and issue some fiat money. Any member of the Clearing House Association that needed more circulation, would take

a bundle of their promissory notes to the clearing house committee and get an allotment of clearing house certificates, which bore on their face the statement that the said bank had deposited with the said clearing house committee securities to redeem the said certificates, and that the said committee would guarantee that the holders of such certificates would be paid out of the said securities. These certificates were then paid out to the customers of the bank in the course of business, or loaned to them if desired. Many thousand dollars of this sort of paper was issued and passed into all the channels of trade all over the state, although none of the banks outside of Portland went into the scheme, or applied for any of the certificate money. The certificates were based on the paper due the banks; the paper due the banks was based on fish, wheat, lumber, wool, hops, fruit, manufactured goods, etc. And the grangers who proposed fifteen years before to have the U. S. government lend the farmers paper money on wheat, cotton, wool, etc., were now able to take front seats in finance, and sit at the head of the table with the most exclusive of Portland millionaires. The certificates were all faithfully redeemed within six months.

Oregon banks and Oregon business is now on a stable and prosperous foundation. Probably no other state in the union can make as good a financial showing for the size of its population as Oregon.

Another great stride in the commercial growth of the state of Oregon is marked by the report of the state bank examiner, showing the condition of Oregon banks on September 1, 1910, and their condition a year ago. The increase for the year in total resources of the banks of Oregon has been more than \$20,000,000, and the total deposits are now greater than \$100,000,000. The number of banks has increased during the same period from 204 to 232. There has been an increase of 23 state banks and five national banks. There are now in Oregon 17 national banks and 155 state banks. Loans and discounts of Oregon banks a year ago were \$56,175,507.28, while on September 1, 1910, they equalled \$71,944,594.63, an increase for the year of \$15,768,887.35, and an increase since September 23, 1908, of \$22,136,513.67. The deposits have increased correspondingly. On September 1, 1910, total deposits in all Oregon banks equalled \$100,852,445.40. The increase since September, 1909, is \$14,760,583.87. Total resources of all Oregon banks now equals \$142,670,514.57, an increase in a year of \$20,698,666.90. The capital stock of Oregon banks has increased during the year \$3,074,375.40. It now equals \$15,121,125.40. Surplus funds in Oregon banks on September 1st, were \$4,798,663.88, an increase since September 1, 1909, of \$230,435.03.

Two-thirds of the sum total of Oregon bank capital and bank transactions is to be credited to the city of Portland. Portland's bank clearances have more than doubled in five years. Since 1904 each year has shown a gain over the preceding year, with the exception of 1908. Until this year, 1907 held the record-breaking total, but was followed by a period of financial unrest which showed its effect until late in 1908. In 1908 the clearances fell \$40,000,000 below those of 1907, but in 1909 every month showed an increase until at the close of the year, the total aggregates more than \$391,000,000, as against \$189,051,469.92 in 1904. The following table gives the bank clearances for the last six years:

1904 .....	\$189,051,469.92
1905 .....	228,402,712.69
1906 .....	281,170,796.26
1907 .....	350,888,630.97
1908 .....	310,656,512.69
1909 .....	391,479,724.89

Reports for the year 1910 are not available when this chapter was prepared; but estimating from known increases of business Portland's bank clearings for the year 1910, will not fall short of five hundred million dollars. Upon this

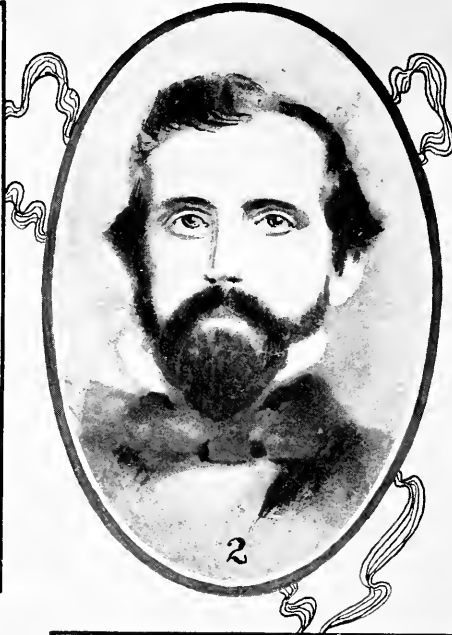
date (October 1, 1910), Portland leads all important cities in bank clearings for the past week with a gain of 27.1 per cent. Among Pacific coast cities, San Francisco is next with 23 per cent, Tacoma 7.7, Los Angeles 2, while Seattle shows a loss of 12.7.

The last complete condensed statement of the twenty-three national, state and private banks of Portland that has been available for this work is dated November 15, 1910, and is as follows:

	Loans and Discounts		Cash on Hand		Total, Including all Other Items	
	1909	1910	1909	1910	1909	1910
<b>Resources—</b>						
First National	\$ 5,891,586.12	\$ 7,795,526.68	\$ 3,256,540.39	\$ 2,637,735.57	\$15,101,800.20	\$17,000,160.87
United States National	1,435,028.08	6,787,852.92	1,723,262.30	2,797,994.52	10,529,579.84	13,996,167.51
Lumbermens National	2,213,867.49	9,213,867.49	4,791,115.02	6,888,119.01	2,883,517.97	3,811,256.46
Merchants National	1,784,172.59	1,574,224.69	630,612.77	528,008.64	4,012,151.11	3,702,300.72
Bank of California, N. A.	3,749,598.04	3,749,604.88	462,185.61	927,897.53	4,371,101.14	4,640,502.11
Ladd & Tilton Bank	2,582,885.53	6,640,504.97	1,841,873.38	1,704,209.02	14,673,881.10	14,772,347.89
Security Savings & Trust Company	4,092,598.43	4,490,819.58	612,022.70	1,977,068.53	7,010,080.81	7,933,780.01
Canadian Bank of Commerce	1,972,127.79	1,907,930.04	386,123.77	296,154.31	3,906,731.89	4,036,435.76
Portland Trust Company	829,561.70	1,290,935.99	129,478.82	347,125.19	1,594,541.13	2,030,539.04
Hibernia Savings Bank	405,278.26	1,200,123.72	137,474.35	124,811.04	1,470,598.74	1,956,133.35
George W. Bates & Co.	409,216.63	641,103.63	46,637.73	124,511.04	870,807.08	1,219,494.76
Scandinavian-American	317,415.23	465,223.51	43,889.73	53,064.08	522,680.65	695,927.78
Citizens Bank	370,515.11	567,473.35	28,661.23	53,064.08	521,639.51	625,971.05
Merchants Savings & Trust Company	182,719.75	235,908.32	38,170.73	97,908.15	323,303.80	425,249.58
East Side Bank	167,850.83	243,506.32	30,865.14	50,409.09	432,375.86	525,249.58
American Bank & Trust Company	197,944.79	203,278.52	34,124.38	51,021.98	412,791.28	441,173.60
German-American	114,243.57	108,816.77	91,651.33	45,980.98	402,151.45	416,669.95
Hartman & Thompson	109,039.39	175,239.28	30,108.63	40,567.22	257,860.93	315,056.31
Ashley & Rumelton	146,586.31	137,742.39	20,035.91	23,127.70	204,304.60	241,878.39
Bank of Sellwood	26,536.00	128,108.43	.....	26,062.37	.....	229,448.92
Bank of Kenton	.....	126,024.43	8,151.76	5,379.22	57,495.15	187,301.25
<b>Totals</b> .....	<b>\$33,276,718.22</b>	<b>\$40,184,309.68</b>	<b>\$ 9,993,924.39</b>	<b>\$11,660,823.72</b>	<b>\$69,751,360.85</b>	<b>\$79,651,437.84</b>
<b>Liabilities—</b>						
First National	\$ 500,000.00	\$ 1,500,000.00	\$ 1,190,039.81	\$ 970,981.83	\$12,911,760.39	\$13,916,166.04
United States National	500,000.00	1,000,000.00	697,274.73	846,571.94	8,836,505.11	11,370,338.57
Lumbermens National	250,000.00	250,000.00	40,756.53	68,162.05	2,942,761.44	2,993,094.41
Merchants National	250,000.00	250,000.00	259,667.56	166,895.38	3,252,463.55	3,035,405.34
Bank of California, N. A.*	250,000.00	250,000.00	18,379.74	18,379.74	4,102,721.40	3,864,784.95
Ladd & Tilton Bank	1,000,000.00	1,000,000.00	692,209.27	698,143.50	13,071,671.83	13,074,204.59
Security Savings & Trust Company	500,000.00	500,000.00	447,618.97	600,804.13	6,062,461.84	6,932,975.88
Canadian Bank of Commerce	200,000.00	200,000.00	13,177.86	16,558.34	3,693,574.03	3,819,877.42
Portland Trust Company	300,000.00	300,000.00	60,866.07	71,565.11	1,203,673.06	1,658,993.93
Hibernia Savings Bank	100,000.00	200,000.00	48,727.32	56,221.23	1,291,875.02	1,899,982.12
Geo. W. Bates & Co.	150,000.00	100,000.00	61,538.39	13,894.63	1,750,268.69	1,955,600.13
Scandinavian-American	150,000.00	100,000.00	4,442.09	14,098.75	348,247.56	660,388.48
Citizens Bank	150,000.00	150,000.00	9,335.51	13,257.72	345,594.00	632,700.06
Merchants Savings & Trust Company	150,000.00	150,000.00	47,979.01	40,556.62	329,323.70	431,115.02
East Side Bank	150,000.00	150,000.00	16,538.14	5,364.82	362,780.31	469,705.06
American Bank & Trust Company	200,000.00	200,000.00	14,098.44	19,984.00	258,700.97	261,189.60
German-American	200,000.00	200,000.00	8,196.61	.....	253,333.31	216,686.05
Hartman & Thompson	50,000.00	100,000.00	24,773.05	28,686.75	223,085.27	286,298.56
Ashley & Rumelton	50,000.00	100,000.00	4,831.11	3,630.17	149,473.39	150,238.02
Bank of Sellwood	.....	50,000.00	.....	3,821.42	.....	175,624.10
Bank of Kenton	29,900.00	50,000.00	196.85	1,814.99	27,398.80	135,486.26
<b>Totals</b> .....	<b>\$ 4,729,900.00</b>	<b>\$ 6,550,000.00</b>	<b>\$ 3,564,662.39</b>	<b>\$ 3,553,213.09</b>	<b>\$59,960,998.46</b>	<b>\$66,880,207.59</b>







FOUNDERS OF PORTLAND BANKS

1—Benjamin I. Cohen—Portland Trust Company. 2—William S. Ladd (portrait of 1851)—Ladd and Tilton Bank. 3—Julius Lowenberg—Merchant's National Bank. 4—Henry Failing—First National Bank.

Total deposits in the banks of Portland, as shown by the reports filed are \$67,199,067.39. This is an increase of \$7,238,068.93 over a year ago.

The figures presented in the accompanying table do not include the deposits of the First National Bank of St. Johns and the Peninsula Bank of St. Johns, which have \$161,178.52 and \$157,681.28, respectively.

## THE STATEMENTS OF INDIVIDUAL BANKS.

The First National of Portland, the oldest national bank on the Pacific coast, having now the largest capital and business, and having had an open history from its original organization, naturally stands first in point of interest. It was organized on July 4, 1865, and commenced business in a little room in the second story of the brick house on the west side of Front street three doors south of Stark street. Its growth and strength is typical of the growth of Portland. The following list covers the names of the original stockholders, and the first and succeeding officers down to the present time.

## FIRST NATIONAL BANK.

Organization July 1, 1865.

Stockholders and Organizers—A. M. Starr, L. M. Starr, H. W. Eddy, Alex. P. Ankeny, Phil Wasserman.

First Officers—A. M. Starr, president; Amory Holbrook, cashier. January 10, 1866—L. M. Starr, president. March 17, 1866—James Steel, cashier. August 11, 1869—Henry Failing, president. January 13, 1875—H. W. Corbett, vice-president. January 9, 1883—Henry Failing, president; H. W. Corbett, vice-president; G. E. Withington, cashier. January 10, 1899—H. W. Corbett, president; G. E. Withington, cashier. January 8, 1901—H. W. Corbett, president; A. L. Mills, vice-president; G. E. Withington, cashier. April 9, 1903—A. L. Mills, president; G. E. Withington, cashier. January 10, 1905—A. L. Mills, president; J. W. Newkirk, cashier. March 31, 1909—H. L. Corbett, vice-president.

The statement of the First National Bank for the first month ending December 31, 1866:

Loans .....	\$ 29,385.22	Capital stock .....	\$100,000.00
U. S. bonds .....	150,000.00	Circulations .....	88,130.00
Premium on bonds .....	1,312.50	Deposits .....	257,827.03
Due from bonds .....	27,720.23	P. & L. ....	1,586.08
Furniture, etc. ....	2,050.00		
Treas. U. S. redemption...	192.10		
Cash .....	237,183.06		
	<hr/>		<hr/>
	\$450,843.11		\$450,843.11

Statements at close of business on September 1, 1910:

Loans and discounts .....	\$ 6,986,946.06
U. S. bonds at par .....	2,200,000.00
Other bonds .....	997,648.69
Bank premises .....	70,000.00
Due from U. S. treasurer.....	\$ 25,000.00
Due from other banks .....	1,768,030.49
Due from reserve agents .....	1,240,556.88
Cash on hand .....	2,918,479.60
	<hr/>
Total resources .....	\$16,206,661.72

Capital stock .....	\$ 1,500,000.00	
Surplus and undivided profits .....	965,531.79	
Circulation .....	487,000.00	
Deposits, individual .....	\$9,139,527.94	
Banks .....	4,114,601.99	13,254,129.93

## THE MERCHANTS' NATIONAL BANK.

The Merchants' National Bank was organized as a savings bank under the name of "The Willamette Savings Bank" on July 19, 1886; it was reorganized and incorporated as a national bank with the following first board of directors: J. Frank Watson, J. Lowenberg, H. L. Hoyt, James Steel, J. A. Macrum, W. C. Johnson and J. K. Gill. The charter was renewed in 1906. The bank is the next oldest national bank in Oregon after the First National, noticed above; and the following are the present officers: R. L. Durham, president; M. L. Holbrook, vice-president; George W. Hoyt, cashier, and S. C. Catching, assistant cashier.

Statement of condition of bank at close of business on September 1, 1910:

*Resources.*

Loans and discounts .....	\$1,783,903.55	
U. S. bonds to secure circulation.....	250,000.00	
U. S. bonds to secure government deposits.....	150,000.00	
Stocks and warrants .....	97,230.63	
Furniture and fixtures .....	8,000.00	
U. S. and other bonds .....	\$756,069.36	
Cash and due from banks .....	747,805.04	1,503,874.40

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\$3,793,008.58

*Liabilities.*

Capital stock .....	\$ 250,000.00	
Surplus and undivided profits .....	154,984.44	
National bank notes outstanding .....	250,000.00	
Dividends unpaid .....	365.50	
Deposits .....	3,137,658.64	

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\$3,793,008.58

## MERCHANTS' SAVINGS AND TRUST COMPANY.

This bank was incorporated in April, 1901, but did not enter active business until July, 1906. Capitalization is \$150,000, and its first directors were J. Frank Watson, R. L. Durham and R. W. Hoyt. Its officers then were J. Frank Watson, president; R. L. Durham, vice-president; George W. Hoyt, secretary, and S. C. Catching, assistant secretary.

In the present organization the capital remains the same, the directors are J. Frank Watson, R. L. Durham, R. W. Hoyt, W. H. Fear, Geo. W. Hoyt; and the present officers are as follows: J. Frank Watson, president; R. L. Durham, vice-president; W. H. Fear, secretary; S. C. Catching, assistant secretary.

*Savings Department.*

Deposits received from \$1 up, on which interest is paid. Interest-bearing certificates, six and twelve months, fixed time, and ninety days' demand, issued as required.

*Trust Department.*

This company acts as trustee in bond issues, trustee of estates, individuals, syndicates and corporations. Also as registrar and transfer agent of corpora-

tions. J. Frank Watson, president; R. L. Durham, vice-president; W. H. Fear, secretary; S. C. Catching, assistant secretary; O. W. T. Muellhaupt, cashier.

Statement of conditions at close of business September 1, 1910:

*Resources.*

Loans and discounts .....	\$282,758.84
Overdrafts .....	None
Bonds and securities .....	174,597.54
Real estate .....	32,854.25
Cash and due from banks .....	198,332.10
	<hr/>
	\$688,522.73

*Liabilities.*

Capital .....	\$150,000.00
Undivided profits .....	42,574.35
Deposits .....	495,948.38
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	\$688,522.73

UNITED STATES NATIONAL BANK.

The United States National Bank has grown out of the Ainsworth National Bank, organized October 27, 1885, by John C. Ainsworth, L. L. Hawkins, L. F. Grover, W. K. Smith, and Preston G. Smith, with L. L. Hawkins, president, and J. P. Marshall, cashier.

The bank was named in honor of Capt. J. C. Ainsworth, founder of and always president of the Oregon Steam Navigation Company noticed at length in chapter XV; and continued under the management of Mr. Hawkins from 1885 until January, 1896, when J. C. Ainsworth was made president.

On October 31, 1902, the bank was amalgamated with the United States National Bank, which carried the business of both the former institutions down to the present writing.

The United States National Bank was organized January 5, 1891, by Donald MacLeay, Jacob Kamm, J. E. Haseltine, Rufus Mallory, Kenneth MacLeay, F. C. Miller and George W. E. Griffith, with Donald MacLeay for president, J. E. Haseltine, vice-president and F. C. Miller cashier. The bank continued under practically the same management, Tyler Woodward serving as president for a term, until October 31, 1902, when it was amalgamated with the Ainsworth National Bank, the controlling interest therein being at that date purchased by Mr. J. C. Ainsworth and his associates; and on the same date Mr. Ainsworth was elected president; W. B. Ayer, vice-president; F. C. Miller, cashier. On January 20, 1903, Mr. Miller resigned as cashier, and Mr. R. W. Schmeer was appointed in his place, and has continued to serve as such officer until the present writing. The president of this bank is a son of Capt. Ainsworth.

On May 31, 1905, the business of the Portland branch of Wells, Fargo & Co.'s Bank was absorbed by the United States National, and the following officers elected: J. C. Ainsworth, president; R. Lee Barnes, vice-president; R. W. Schmeer, cashier; A. M. Wright and W. A. Holt, assistant cashiers, which are the officers at present.

Statement of business at close of day, September 1, 1910:

*Assets.*

Loans and discounts .....	\$ 6,672,650.54
United States bonds at par .....	1,054,100.00
Municipal and railway bonds .....	946,802.10

## THE CITY OF PORTLAND

Bank building .....	125,000.00
Cash and exchange .....	4,429,046.65
Total .....	\$13,227,599.29

*Liabilities.*

Capital .....	\$ 1,000,000.00
Surplus .....	500,000.00
Undivided profits .....	320,973.12
Circulation .....	798,050.00
Deposits .....	10,227,599.29
Total .....	\$13,227,599.29

## SECURITY SAVINGS AND TRUST COMPANY.

The Security Savings and Trust Company of Portland, was incorporated in 1890. The first board of directors was composed of Henry Failing, C. H. Lewis, C. A. Dolph, Joseph Simon, A. L. Mills and C. F. Adams. The present officers are: C. F. Adams, president; A. L. Mills, vice-president; C. A. Lewis, vice-president; E. A. Wyld, vice-president; R. G. Jubitz, secretary.

Statement at close of business March 29, 1910:

Loans .....	\$4,325,204.55
Bonds, warrants .....	1,228,142.46
Customers' liability, under letters of credit.....	16,727.82
Cash and due from correspondents .....	2,128,760.09
Total .....	\$7,698,834.92
Capital .....	\$ 500,000.00
Surplus and undivided profits .....	414,197.42
Letters of credit .....	27,587.91
Deposits .....	6,757,049.59
Total .....	\$7,698,834.92

## THE LADD &amp; TILTON BANK.

The bank founded by W. S. Ladd and C. E. Tilton continued as a partnership until 1908, when it was reorganized as a private corporation under the old name, and as such is now operated by the stockholders. The statement for September 1, 1910, shows:

*Resources.*

Loans and discounts .....	\$ 6,096,288.38
Overdrafts .....	24,313.53
Bonds and stocks .....	4,744,131.46
Bank premises .....	75,000.00
Cash on hand and due from banks.....	3,903,637.89
Total .....	\$14,843,371.26

*Liabilities.*

Capital stock, fully paid .....	\$ 1,000,000.00
Surplus and undivided profits .....	670,111.92
Demand deposits .....	\$7,261,972.94
Time and savings deposits .....	5,911,286.40
Total .....	\$14,843,371.26

## THE BANK OF CALIFORNIA.

The Portland branch of the Bank of California is the successor of the Portland branch of the London and San Francisco Bank. On February, 1905, the California Bank purchased the business on the Pacific coast of the London and San Francisco, in the cities of Portland, Seattle, Tacoma and San Francisco. William Mackintosh is the general manager of the business in these north Pacific branches, and William McRae is the manager of the Portland branch.

The following is the statement of the present bank at the close of business March 29, 1910:

<i>Resources.</i>	
Loans and discounts .....	\$24,926,114.04
Bank premises (San Francisco and branches).....	1,137,868.80
Customers' liability under letters of credit.....	1,416,821.21
Sundry bonds and stocks .....	4,660,620.47
United States bonds to secure circulation.....	4,113,898.62
Redemption fund with U. S. treasurer.....	114,500.00
Cash and sight exchange .....	11,999,125.73
	<b>\$48,368,948.87</b>
<i>Liabilities.</i>	
Capital paid in gold coin .....	\$ 4,000,000.00
Surplus and undivided profits .....	11,300,436.91
Circulation .....	3,424,020.00
Acceptances under letters of credit.....	1,518,214.24
Other liabilities .....	64,241.56
Deposits .....	28,062,036.16
	<b>\$48,368,948.87</b>

## CANADIAN BANK OF COMMERCE.

The Canadian Bank of Commerce is the successor of the Bank of British Columbia, which was the first foreign banking house opened in this city, being established here in July, 1864, and was always a popular and useful institution.

The Canadian Bank of Commerce opened for business in May, 1867, incorporated in the Dominion of Canada with an authorized capital of \$1,000,000. Afterward increased by successive steps to \$15,000,000, of which \$10,000,000 is paid up, while the reserve fund amounts to \$5,000,000. At the present time (June, 1910) the total assets of this great institution are \$147,446,957. Deposits, \$118,907,871, and loans \$103,524,587. The bank has 216 branches, to be found in every province in Canada, in the United States, in London, England, and in Mexico City.

In 1901, the Canadian Bank of Commerce amalgamated with the Bank of British Columbia, an English institution, with a capital of \$3,000,000. The Bank of British Columbia opened a branch in Portland in the year 1864 under the management of Mr. E. Russell, later succeeded by Mr. Frederick Townsend, who is still living in Portland. This branch, upon the amalgamation has, since January, 1901, transacted business under the name of The Canadian Bank of Commerce. In 1864, and the years immediately following, the Bank of British Columbia rendered very useful service to the community of Portland by making loans of considerable amounts to the school district pending the collection of taxes; and as soon as wool raising became an important industry in the state, followed by salmon packing, and in 1870 by wheat raising, the branch took its share in financing the requirements of the exporters.

The present president of The Canadian Bank of Commerce is Byron E. Walker, LL. D., and the general manager Alexander Laird, both of whom are well known in the financial districts of New York and Chicago. The present

manager of the Portland branch is F. C. Malpas, who first came to Portland in the year 1890, afterward proceeding in the services of the bank to British Columbia, returning to Portland in 1907.

PORTLAND TRUST COMPANY OF OREGON.

This is the oldest trust company in Oregon, and was founded on April 22, 1887, by Benjamin I. Cohen, who died a few months ago. The original incorporators of the company were Benjamin I. Cohen, Charles H. Woodward, Allen Noyes and William M. Gregory.

It was one of the banks that passed through the great panic of 1903 without closing its doors. And it is the only bank in town that has a lady superintendent of the woman's department of the bank. The present officers are: Henry L. Pittock, president; N. U. Carpenter, vice-president; A. S. Nichols, vice-president; B. Lee Paget, secretary; C. W. DeGraff, assistant secretary; G. W. Upshaw, assistant secretary; Harriet E. Moorehouse, superintendent woman's department. The following is the report at the close of business September 1, 1910:

*Resources.*

Secured by real estate mortgages .....	\$378,053.80	
Secured by stocks, bonds, etc.....	155,155.00	
Secured by deeds of trust .....	119,793.38	
Commercial paper, demand .....	39,675.00	
Commercial paper, trust .....	238,392.88	
Listed bonds .....	409,612.50	
Other bonds .....	85,970.00	
Overdrafts, secured and unsecured .....	646.06	\$1,427,298.62
<hr/>		
Banking house property (market value \$225,000)....	160,000.00	
Furniture and fixtures .....	11,000.00	171,000.00
<hr/>		
Due from approved reserve agents.....	242,468.71	
Exchanges for clearing house .....	35,048.22	
Cash on hand .....	114,356.72	391,873.65
<hr/>		
Total .....		\$1,990,172.27

*Liabilities.*

Capital stock paid in .....		\$ 300,000.00
Surplus fund .....		54,000.00
Undivided profits, less expenses and taxes paid.....		12,626.40
Individual deposits subject to check .....	\$993,970.17	
Demand certificates of deposit .....	22,310.31	
Time certificates of deposit .....	450,993.18	
Certified checks .....	4,231.41	
Cashier's checks outstanding .....	8,407.17	
Savings deposits .....	182,724.04	
Liabilities other than those above stated; individual credits .....	20,909.59	
Total deposits .....	1,623,545.87	
<hr/>		
Total .....		\$1,990,172.27

LUMBERMEN'S NATIONAL BANK.

The Lumbermen's National Bank of Portland, was organized as a state bank under the general incorporation laws of the state of Oregon, under the name of



Bankers' and Lumbermen's Bank, by articles of association, executed by D. C. Pelton, Robert T. Platt and John A. Keating, as incorporators, which articles were filed in the office of the secretary of state of the state of Oregon, on the 6th day of April, 1906. The members of the first board of directors were: D. C. Pelton, F. H. Rothchild, Dr. K. A. J. Mackenzie, John A. Keating, Robert T. Platt, Portland, Oregon; Edward C. Mears, H. D. Story, Portland, Oregon; and George C. Bingham, Salem, Oregon.

Lloyd J. Wentworth was elected a director June 5, 1906, and Charles S. Russell was elected a director September 4, 1906.

Bankers' and Lumbermen's Bank was converted into a national bank under the name of Lumbermen's National Bank, in June, 1908. The present officers of the bank are: President, G. K. Wentworth; vice-president, John A. Keating; cashier, H. D. Story. Statement of condition at close of business September 1, 1910:

*Resources.*

Loans and discounts .....	\$2,150,444.46	
Overdrafts .....	3,144.04	
U. S. bonds to secure circulation .....	250,000.00	
Other bonds and premiums .....	203,022.03	
Real estate .....	800.00	
Furniture and fixtures .....	27,000.00	
Customers' liabilities under letters of credit.....	437.80	
Due from U. S. treasury .....	\$ 12,500.00	
Cash and due from banks .....	923,596.77	936,095.77
		<hr/>
Total .....		\$3,570,943.90

*Liabilities.*

Capital .....	\$ 500,000.00	
Surplus and undivided profits .....	58,842.40	
Reserve for taxes .....	2,383.31	
Circulation .....	250,000.00	
Drafts accepted under letters of credit.....	437.60	
Dividends unpaid .....	78.00	
Deposits .....	2,761,202.59	
		<hr/>
Total .....		\$3,570,943.90

GEO. W. BATES & CO., BANKERS.

Geo. W. Bates & Co., Bankers, were incorporated April 14, 1894, by the following, who were the incorporators and stockholders: Geo. W. Bates, William Bates, C. F. Swigert, Ida H. Gorrill and Lee Hoffman. The first board of directors were: Geo. W. Bates, William Bates and C. F. Swigert. The capital stock was \$50,000, and the first place of business was at the corner of Albina avenue and Russell street. In 1896 a new banking house was built at the corner of Russell and Borthwick streets, which since has been the permanent home for the office of Geo. W. Bates & Co., Bankers. On May 24, 1907, a branch of the original bank of Geo. W. Bates & Co., Bankers, was opened at Williams avenue and Knott street. On January 24, 1910, an office was opened on the west side in the Henry building at Fourth and Oak streets, which was and is at this time the main office of Geo. W. Bates & Co., Bankers. The offices at Williams avenue and Knott street and at Russell and Borthwick streets, are known as the Williams Avenue branch and as the Russell Street branch, respectively, of Geo. W. Bates & Co., Bankers.

Following is a statement of the condition of Geo. W. Bates & Co., Bankers, at the close of business on Friday, May 20, 1910:

<i>Resources.</i>	
Loans and discounts .....	\$ 629,407.56
Bonds, securities, etc. ....	53,500.00
Banking houses, furniture and fixtures.....	64,430.45
Cash in vault, and due from banks.....	458,716.22
<b>Total .....</b>	<b>\$1,206,054.23</b>
<i>Liabilities.</i>	
Capital stock .....	\$ 150,000.00
Undivided profits .....	8,583.71
Deposits .....	1,047,470.52
<b>Total .....</b>	<b>\$1,206,054.23</b>

#### THE HIBERNIA SAVINGS BANK.

This bank was organized in 1898 for the special purpose of taking care of the financial interests of that large class of wage earners and business men suggested by its name. The founders of the bank were M. G. Munly, D. M. Dunne, John Kelly, Charles Malarkey, Mayor Mason, S. J. Gorman, P. Raleigh, James I. Barron, William Sheehy, E. C. Goddard, D. M. Crowley and Andrew C. Smith. Crowley was the first president for one year, and Dr. Smith has been president ever since—for ten years. The other officers at present are: Frank E. Dooly, vice-president, and Lansing Stout, cashier. The bank has been well managed from the start, and has secured a good business. Its present condition is shown by the following statement made September 1, 1910:

<i>Resources.</i>	
Loans and discounts .....	\$1,159,470.51
Real estate, banking houses, furniture and fixtures .....	46,453.43
Bonds and securities .....	55,575.12
U. S. government bonds, (at par) .....	\$ 50,000.00
Due from banks and exchange.....	291,186.56
Cash on hand .....	168,392.21
<b>Total .....</b>	<b>\$1,771,077.83</b>
<i>Liabilities.</i>	
Capital stock .....	\$ 200,000.00
Surplus and undivided profits, less expenses and taxes paid.....	44,099.38
Savings and time deposits .....	\$922,119.05
Demand deposits .....	604,859.40
<b>Total .....</b>	<b>\$1,171,077.83</b>

#### THE SCANDINAVIAN-AMERICAN BANK.

The Scandinavian-American Bank was opened for business in Portland January 11, 1908, with the following officers: C. F. Hendricksen, president; Sylvester Petersen, vice-president; Anthon Eckern, cashier.

<i>Statement.</i>	
Loans and discounts .....	\$374,117.57
Bonds and securities .....	5,500.00
Furniture and fixtures .....	9,000.00
Cash and due from banks .....	159,680.87
<b>Total .....</b>	<b>\$549,042.74</b>

Overdrafts .....	774.30
Capital stock .....	100,000.00
Undivided profits .....	7,331.56
Deposits .....	441,711.18
Total .....	\$549,042.74

## THE EQUITABLE SAVINGS &amp; LOAN ASSOCIATION.

The year 1889 brought to Portland two men from Minneapolis, Minnesota, C. B. Wadleigh and F. McKercher, the former representing a farm implement concern, the latter secretary of the Pacific Coast Elevator Company.

The promising field for, as well as the urgent need of, an association that should promote and stimulate the virtue of saving on the part of wage-earners impressed them so deeply that on December 30, 1890, they organized the Oregon Building & Loan Association.

The first officers were: S. B. Willey, president; H. R. Lewis, vice-president; F. McKercher, secretary and C. B. Wadleigh, manager; and F. McKercher is the real founder of the association.

The growth of the association was phenomenal from its start, and in 1892 the secretary was compelled to give to the association his undivided time and attention. The manager was then transferred to Philadelphia that the money of the east might be brought into service in the development of a new land and to share in the better interest earnings of the great west. While this proved an advantageous and most promising measure the association continued to develop at home both as to increase of membership and as a factor of home building.

When, after however, to the minds of the association's officers, it had passed all experimental stages of development, assumed most satisfactory proportions as to membership, assets and loans, and to their optimistic senses it stood upon the threshold of a greatness of service,—then came the crash of 1893.

Then began a long and painful period of liquidation, during which more than one-half of the membership withdrew and received their cash, (and many are the men and women who received it with tears, declaring that otherwise they were hopelessly stranded), much property taken over; much of which it carried for years, unable to sell, in many cases for a long time unable even to rent; changes of officers, except its secretary, who like the captain of a sinking ship, seemed tied to the interests of an institution, which at such a time, passes beyond and above the realm of mere business and become sacred; all the changes, too many and too painful to record, incident to the adjustment to new and trying conditions of an institution which held the earnings of the masses and sought to conserve them through that heart breaking, soul stirring period of tempest and storm.

The spring of 1899 showed such a promising rift in the clouds that the association was re-organized; electing officers, all of whom retain their positions to this day, and none of whom except the secretary and assistant secretary, are on the salary list.

The association was enabled to pass through the recent panic of 1907 unscathed, and with the exception of the suspension of loans for a period of four months, conducted its business on a moral basis; the surprisingly few withdrawals being promptly paid; loans then in process of payment promptly financed; able to meet every demand made upon it except for those limitations. Its present officers are: Theodore B. Wilcox, president; F. McKercher, secretary; M. M. Johnson, assistant secretary.

It has conserved and loaned the savings of over 18,500 wage-earners; loaned on homes over \$5,728,000.00, and thus assisted in building more than 5,250 American homes—those institutions so potent for patriotism and good citizenship, and has returned to investors more than \$2,200,000.00. It now has:

Loans in force .....	\$2,230,000.00
Secured by homes worth over .....	5,500,000.00
And a reserve fund (guaranty against loss) .....	100,000.00

## THE AMERICAN BANK AND TRUST COMPANY.

This is one of the newer banks, and although starting in a modest and unpretentious way, has executed many important financial transactions resulting in the development of the resources of the state; and notably the financing of the Mt. Hood Railway. The founders of the bank were Samuel Connell, G. L. MacGibbon, Charles W. Miller and G. W. Waterbury. Its present officers are Samuel Connell, president and G. L. MacGibbon, cashier.

The following statement shows its condition on September 1, 1910:

<i>Assets.</i>	
Loans and discounts .....	\$217,160.00
Stocks and securities .....	133,000.00
Real estate, furniture and fixtures .....	35,820.00
Cash and exchange .....	75,280.00
<b>Total .....</b>	<b>\$461,260.00</b>
<i>Liabilities.</i>	
Capital stock .....	150,000.00
Surplus and undivided profits .....	28,450.00
Deposits .....	282,810.00
<b>Total .....</b>	<b>\$461,260.00</b>

## THE HARTMAN &amp; THOMPSON BANK.

This is a private partnership bank formed by J. L. Hartman and E. T. Thompson in the year 1906. Both men have had large experience in banking, brokerage, real estate and other financial undertakings and are regarded as energetic business men.

The following shows the condition of their bank on September 1, 1910:

<i>Resources.</i>	
Loans and discounts .....	\$140,289.18
Stocks and bonds .....	115,132.00
Real estate .....	21,400.75
Furniture and fixtures .....	8,620.00
Cash on hand and due from banks .....	123,369.73
<b>Total .....</b>	<b>\$408,811.66</b>
<i>Liabilities.</i>	
Capital .....	\$100,000.00
Surplus and undivided profits .....	28,135.21
Deposits .....	280,676.45
	<b>\$408,811.66</b>

## THE OREGON MORTGAGE COMPANY

This company, through its manager, Robert Livingston, contributes the following:

The pioneer in the investment of foreign capital in real estate mortgages in Oregon, is William Reid. He came to Portland from Dundee, Scotland, in the

year 1875. He came as the agent for a Dundee investment company known as the Oregon & Washington Mortgage Savings Bank. That was merged later into a company known as the Dundee Mortgage Company, which was finally merged into the Alliance Trust Company, Limited, now represented here by Mr. William MacMaster.

William Reid also succeeded in getting his friends in Scotland to finance the Oregonian Railway Company, Limited, which built the railway known as the Narrow Gauge Line, with its terminus in Portland at the foot of Jefferson street. This is now part of the Southern Pacific system.

Mr. Reid's connection with the Dundee company terminated in 1882, but he informed other people in Scotland of the merits of Oregon as a field for investment, and The Oregon Mortgage Company Limited was formed in Edinburgh, in 1883, with Mr. Reid as its Oregon representative. His connection with this company ceased two years later, when Robert Livingston became the resident agent of the company in Portland.

Other financial companies, with headquarters in Scotland and England, have done business here for many years. Some are represented by Messrs. Balfour, Guthrie & Co., of Portland, and some by Mr. Wm. MacMaster, and some by myself. The amount of capital brought to the northwest through these agencies has been large and has been an important factor in the development of the country.

P. S. The author of this book can add to the above statement of Mr. Livingston, that when William Reid came to Oregon, money commanded twelve to fifteen per cent on mortgage loans; and that the work of Reid in inducing foreign capitalists to lend money on Oregon farm security reduced the rate of interest to ten per cent.

THE EAST SIDE BANK.

The East Side Bank of Portland is the successor of the First National Bank of East Portland. The First National Bank of East Portland was established on the east side of the river in 1878, by the Breyman's & Sommerville; and retired as a National Bank in 1895. The East Side Bank of Portland took over their business November 1, 1895, and have conducted a successful and growing business since that date. For the first ten years it was conducted by H. H. Newhall as a private bank. When the state banking law took effect in 1906, the bank was incorporated. The directors are H. H. Newhall, L. Newhall, and Roger Newhall.

The bank is established in its own building on Grand avenue and East Washington street, Portland, Oregon, with a capital of \$50,000 and surplus \$15,000. Deposits \$400,000. It is known as a safe and conservative institution, and is owned and conducted entirely by the Newhalls.

Statement as close of business, March 29, 1910:

Loans and discounts .....		\$185,417.16	
Overdrafts, secured and unsecured .....		46.36	
Municipal bonds .....		20,000.00	
Banking house .....		25,000.00	
Furniture and fixtures .....		1,400.00	
Due from banks (not reserve banks) .....	\$ 69,205.52		
Due from approved reserve banks .....	112,023.53		
Exchanges for clearing house .....	4,521.77		
Cash on hand .....	28,442.64		214,193.46
			<hr/>
			\$446,056.62
<i>Liabilities.</i>			
Capital stock paid in .....			\$ 50,000.00
Surplus fund .....	\$ 5,000.00		
Undivided profits, less expenses and taxes paid.....	7,172.91		12,172.91

Individual deposits subject to check .....	319,481.24
Demand certificates of deposit .....	36,420.21
Time certificates of deposit .....	27,982.62
	<hr/>
	\$446,056.62

## THE CITIZENS BANK.

There is another bank on the east side known as the Citizens Bank, organized August 8, 1890, by J. H. Lambert, Cyrus Buckman, A. W. Lambert, W. W. Thayer, and E. M. Sargent. It furnishes no statement of its affairs, and the character and extent of its business is unknown.

## THE PENINSULA BANK.

The Peninsula Bank of St. Johns is the pioneer bank of that city, and of the large region known as "The Peninsula." It was established in 1905 with a capital of \$25,000, which was increased to \$50,000 in 1910. Many of the stockholders are interested in the lumber and timber interests of Oregon, although residents of Michigan; and this bank has been instrumental in bringing a large amount of capital to Oregon and investing it at St. Johns, and other points giving employment to large numbers of people. During the financial trouble of 1907 the bank carried itself and patrons through without closing its doors, without outside trouble, without "clearing house scrip," and without calling a loan. The officers are, J. W. Fordney, president; R. T. Platt, vice-president, and C. A. Wood, cashier.

Statements of condition of bank at close of business April 1, 1910:

Loans and discounts running for over 90 days .....	\$ 24,601.69
Loans and discounts running for 30 to 90 days .....	54,546.41
Loans and discounts convertible into cash on demand.....	106,724.08
Furniture and fixtures .....	3,036.45
Cash on hand and due from banks .....	59,470.53
	<hr/>
Total resources .....	\$248,379.16
	<i>Liabilities.</i>
Capital stock fully paid up .....	\$ 50,000.00
Surplus fund and undivided profits less all interest, expenses and taxes paid .....	7,209.69
Deposits .....	191,169.47
	<hr/>
Total liabilities .....	\$248,379.16

## THE FIRST NATIONAL BANK OF ST. JOHNS.

The charter for the First National Bank of St. Johns, was granted on February 28, 1908, same being No. 9,047.

The bank opened on March 9, 1908, with capital at \$25,000.00.

First board of directors was as follows: Henry W. Coe, Charles W. Sherman, Robert M. Tuttle, Willard S. Hauser, Frank P. Drinker.

We present herewith a condensed report of its financial standing at this date, May 25, 1910:

	<i>Assets.</i>
Loans and discounts .....	\$126,150.36
U. S. bonds .....	25,875.00

F. & F. ....	3,940.00
Cash and due from correspondents .....	48,773.26
Total .....	\$204,738.62

*Liabilities.*

Capital .....	\$ 25,000.00
Undivided profits .....	3,644.18
Credit letters .....	25,000.00
Deposits .....	151,094.44

Total .....\$204,738.62

The present officers of the bank are as follows: Henry W. Coe, president; A. R. Jobes, vice-president; F. P. Drinker, cashier.

BANK OF SELLWOOD.

This bank was incorporated December 26, 1907; Peter Hume, J. M. Nickum, Theo. Wolf, J. W. Campbell and D. M. Donough, being the incorporators. The present officers are: Peter Hume, president; D. M. Donough, vice-president; H. W. Tichnor, cashier; and Alice Hume, assistant cashier.

Statement of condition of its business on May 18, 1910:

*Liabilities.*

Capital stock .....	\$ 30,000.00
Surplus fund .....	660.00
Savings deposits .....	24,265.20
Due on certificates .....	26,785.59
Demand deposits .....	94,031.05
Certified checks .....	1,300.00
Interest, rents, etc., less expenses paid .....	1,009.34

Total .....\$178,051.18

*Resources.*

Cash and in banks .....	\$ 50,078.69
Bonds .....	6,164.87
Loans and discounts .....	102,499.53
Real estate, (bank bldg.) .....	16,924.79
Furniture and fixtures .....	2,312.68
Overdrafts .....	70.62

Total .....\$178,051.18

LIFE INSURANCE ASSOCIATIONS.

Life insurance developed and worked out on definite principles, in England and Holland, is several hundred years old. But nowhere in the world has it become so popular as in the United States; and here it has taken on in many instances the character of a speculative proposition. Vast sums have been gathered in from the confidence and desire of worthy people, to provide for those dependent on their lives and earning capacity, and diverted from their proper uses.

The rude shock that was given to millions of confiding policy-holders and their legatees by the exposures of the dishonesty and selfish scheming of the managers of the great life insurance companies in New York in the year 1905, most thoroughly exposed the dishonest and selfish managers, and vindicated the honest men in the business.

Acting upon the effects of that exposure, new companies were speedily organized all over the United States, which at once became competitors for the very profitable business of the reckless schemers, that had been exposed. It is stated that as many as one hundred and fifty of these new companies were organized in the United States within four years after the exposures referred to. Among these new companies are two here in Portland, Oregon, organized about the same time; and both projected and managed by responsible and trustworthy men. The Oregon Life was incorporated February 21, 1906.

From the fourth annual report dated March 1, 1910, is taken the following statement of the current business and condition of the Oregon Life.

"On December 31, 1909, the paid for business on our books after deducting all cancellations, was \$3,266,949.00, a gain over the year previous of \$1,004,582.00. Upon the same date our assets had increased to \$220,132.00; our surplus to policy holders had increased to \$116,537.00, and our premium income for the year had increased to \$118,303.00. Oregon Life has thus shown a healthy growth in every department, which must be gratifying alike to the guarantors, (stockholders) to the large body of policy-holders, who are the main beneficiaries by the company's prosperity, and also to those who have made the result possible—our energetic agency force. From all these sources has come the strength which enabled the Oregon Life in 1909 to do a larger business in Oregon, than any other life insurance company, notwithstanding the fact that Oregon Life writes no risk greater than \$10,000 on one life."

The officers of the company are: A. L. Mills, president; A. Wolf, vice-president; Geo. Sanford Smith, secretary; C. F. Adams, treasurer; A. J. Giesy, M. D. medical director; D. E. Galbraith, actuary; L. Samuel, general manager.

The articles of incorporation fix the capital stock at 100 shares of \$1,000 each; on which is to be paid from the business of the company, 7 per cent. per annum as dividends, and no more; and at any time after five years from the first day of March, 1906, the holders of the policies of insurance, issued by this company, and then in force and outstanding, shall, whenever it is determined so to do by the holders of a majority in amount of the policies of insurance issued by the company and then in force and outstanding, have the right to purchase, take over, hold and own for the benefit of the policy-holders of the company, all of the shares of the capital stock of this corporation; and each and every person at any time acquiring, holding or owning shares, of its capital stock, subscribes for, takes, accepts, receives and holds the same on the condition that the same may be so purchased, acquired and taken over for the benefit of the policy-holders of the company, and consents and agrees that the policy-holders may so purchase, acquire, and take over the capital stock. Should the laws of the state of Oregon so permit all of the capital stock of this corporation may at any time after five years from the first day of March, 1906, be retired, cancelled and redeemed by the company by paying to each holder of shares thereof, the par value of his share with interest thereon at the rate of 7 per centum per annum from the first day of March, 1906, until redeemed, less the amount of all dividends paid thereon by the company, so that this corporation shall have no capital stock, but shall be a purely mutual company, composed of its policy-holders, and in that event the management and control of the company shall thereupon become vested and thereafter belong exclusively to and be exercised by its policy-holders and such officers and agents as may be elected and appointed by them."

#### THE COLUMBIA LIFE AND TRUST COMPANY.

About the same date with the Oregon Life, was organized also the Columbia Life and Trust Company of Portland, Oregon. In their announcement the officers of the company state their object to be the formation of an organization that would furnish life insurance to our citizens on terms which would enable them to buy, in the Pacific northwest, better life insurance than it is possible to obtain



elsewhere. Two conditions peculiar to this region make this possible. First: In this new and developing country the opportunities for investment are such it is possible to obtain on invested funds, better rates of interest on perfectly safe mortgage loans, and with securities increasing in value. Second: It is a well-established fact that the number of deaths per thousand inhabitants in the Pacific northwest is less than in any other region of the United States.

State of the Columbia Life and Trust Company for the year 1909:

Premiums received .....	\$ 62,713.79
Interest received .....	13,655.27
Increase of capital stock .....	100,000.00
<b>Total .....</b>	<b>\$176,369.06</b>

*Disbursements, 1909.*

Death claims .....	\$ 4,000.00
Other payments to policy-holders .....	2,470.91
Agency expenses (commissions, etc.) .....	23,416.11
Medical examinations .....	3,043.10
Salaries of officers and office employees .....	7,378.43
Legal taxes .....	2,732.36
All other disbursements (rent, printing, advertising, stationery, postage, furniture, etc.) .....	10,502.05
<b>Total disbursements .....</b>	<b>\$53,542.96</b>

*Assets.*

First mortgage loans .....	\$147,945.51
Municipal bonds .....	21,019.70
Cash on hand and in bank .....	118,441.60
Loans on collateral .....	7,538.30
Other admitted assets .....	3,942.32
<b>Total admitted assets .....</b>	<b>\$298,887.43</b>

*Liabilities.*

Legal reserve on policies .....	\$ 56,391.34
All other liabilities .....	697.28
Capital stock .....	200,000.00
Unassigned funds .....	41,798.81
<b>Total .....</b>	<b>\$298,887.43</b>
New insurance written in 1909 .....	\$1,349,631.80
Insurance in force December 31, 1909 .....	\$2,435,231.80

The Columbia Life & Trust Company issues only non-participating insurance. Everything in this company's policies is guaranteed. There can be no disappointment among the policy-holders.

It not being the object of this record to criticise plans, but to state the facts of history, it can be freely stated that both of these life insurance companies have been successful from the start. Having wisely taken advantage of the errors of their predecessors in other parts of the country, and also availed themselves of the manifest advantages of investing capital in Oregon, where all the forces and activities of nature, as well as the energies of man, combine to produce profit on the investment of money, it required only good business management and common honesty to make life insurance not only an eminently successful investment, but one most highly to be commended.

And both of these home life insurance companies wisely chose to place the management in the hands of men who were not only known to have had extended and successful experience in life insurance in Oregon, but who were also possessed of that business standing and upright character that guaranteed honest administration and fair dealing to all. Mr. L. Samuel, the general manager of the Oregon Life, had been the trusted and successful manager of the Oregon and northwest business of one of the largest New York life insurance companies for more than twenty years. While Mr. S. P. Lockwood, the general manager of the Columbia Life had held a similar agency for the Northwestern Life Insurance Company of Milwaukie, one of the most popular companies that had been largely investing its capital in loans in this city, also for a period of about twenty years.

Believing that the time was ripe and the field ready to be occupied, and that Oregon men and Oregon capital could combine in the establishment of an Oregon fire insurance company, the Pacific States Fire Insurance Company, was organized May, 1910. It has its headquarters in Portland. Its officers are: F. E. Beach, president; E. G. Jones, vice-president; F. I. Fuller, second vice-president; A. H. Averill, third vice-president; William M. Cake, attorney.

Executive board—F. E. Beach, E. G. Jones, F. I. Fuller, A. H. Averill, L. G. Clarke, Dr. A. E. Rockey, Judge William M. Cake.

The enterprise is receiving much local encouragement. There is no apparent reason why a financially-sound fire insurance company made up of local men and well backed by local capital should not be a success.

#### THE FINANCIAL SITUATION OF PORTLAND.

The financial situation of Portland this 1st day of October, 1910, is exceedingly encouraging to every business man in the city. Summed up by the latest report of State Bank Examiner, it shows that the 151 state banks and 75 National banks for which statistics are presented have total deposits of more than \$115,000,000, with general resources in excess of \$124,000,000. The conservative policy of Oregon banks is reflected in a loan item which aggregates \$71,000,000, or but little more than half the deposits, although there was an increase of nearly \$4,000,000 in the two months ending June 30. In the same period there was an increase of about \$1,200,000 in deposits.

An encouraging feature of the report is a heavy increase in the amount of deposits in savings banks. These deposits now aggregate nearly \$12,000,000. And of this amount \$842,000 has been added within the past two months. To a much greater extent than commercial deposits, these savings deposits reflect the thrift and prosperity of the people. Commercial deposits are increased at times by large amounts of cash which have been brought in for use in handling big land deals, or financing industrial undertakings, but the savings deposits represent all that their names signify. They are the most certain and reliable financial barometers. This heavy increase in the tangible wealth of the state, as represented by actual cash, is an excellent testimonial to the character of immigration which Oregon has been receiving. It corroborates the news reports that have been drifting in from all parts of the state telling of real estate and industrial transactions in which newcomers have invested heavily in Oregon property and have paid the cash for it.

Timber has been one of the principal staples which has drawn eastern money to the state. While the individual transactions in this class have been greater than in any other line, it is in farm and orchard lands that the aggregate new investments have been the largest. Meanwhile the wool clip has brought about \$3,000,000 into the state. The salmon will bring in another \$3,000,000, possibly more.

The lumber sales for the year will run above \$10,000,000, and the grain crop will reach \$20,000,000.

New York and London buyers are already in the state buying the 1910 crop of Oregon matchless apples and there are many other good products that will be turned into cash before Christmas. The east may tremble over possible financial stringencies, but, so long as Oregon has such large quantities of staple products to sell our banks will be kept reasonably full of money.

## CHAPTER XXV.

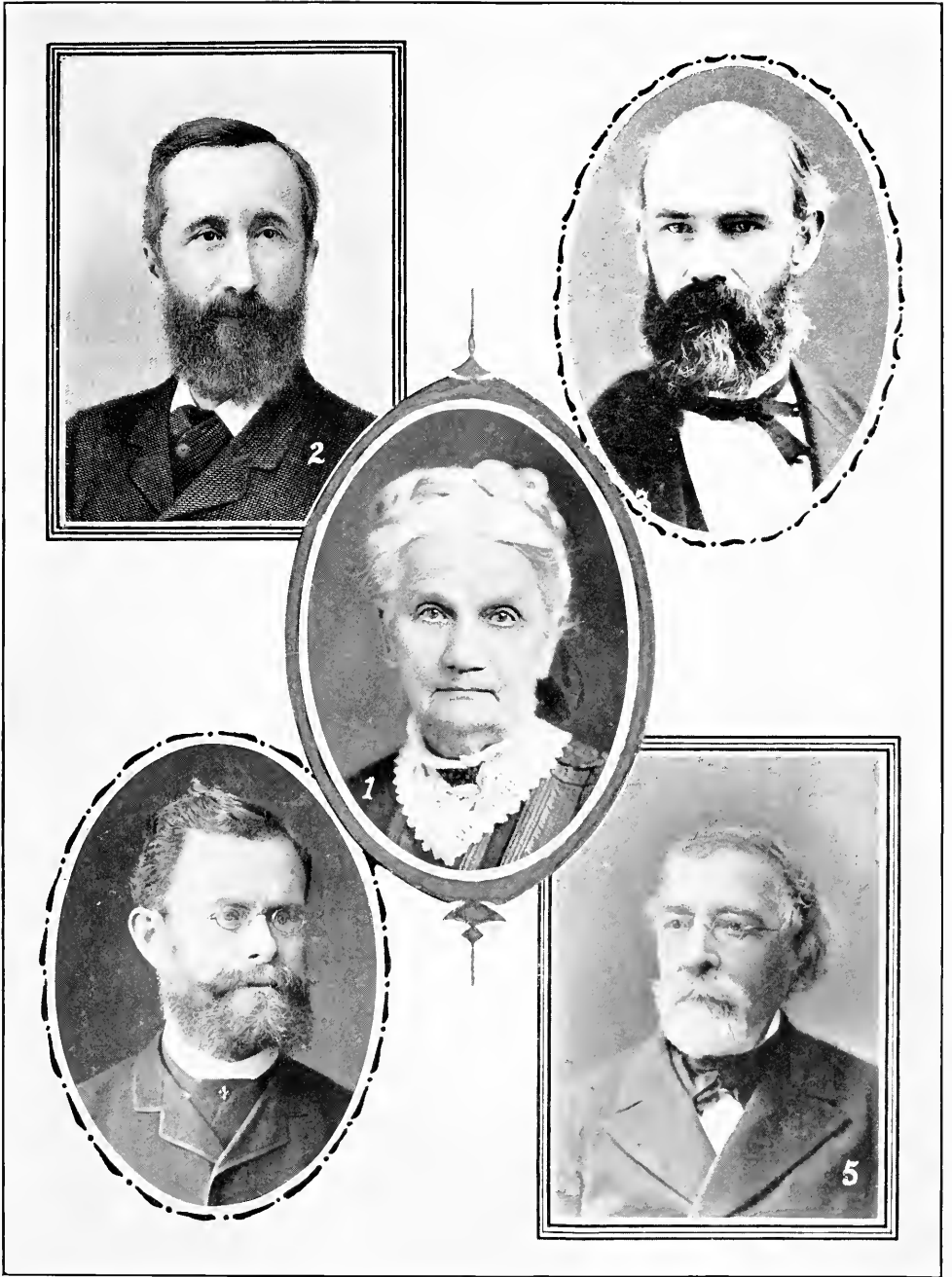
1850—1910.

### *Doctors and Medical Education—Dentists and Dental College—Sanitoriums—Health and Sanitation—Parks and Play Grounds.*

The first educated physician that came to Portland was Dr. Ralph Wilcox, who landed here in 1847; and finding no opportunity to practice his profession for want of any population, opened the first school for the city of Portland; a private school, taught in a little house at the foot of Taylor street.

Dr. Wilcox was born in Ontario County, New York, July 9, 1818. He graduated at Geneva Medical college in that state; moved to Missouri and practiced medicine in that state in 1845. In 1846 he joined the immigration to Oregon and landed here in 1847. The same year Governor Abernethy of the provisional government appointed him judge of Tualatin County (now Washington), and in the same year he was elected to the provisional legislature, and re-elected the next year. Besides being elected speaker of the provisional legislature, he was also lected speaker of the territorial legislature in 1850, and president of the council in 1853 and 4. During the years 1856 and 8 he was register of the U. S. land office at Oregon City, and in 1858 was elected county judge of Washington County (formerly Tualatin), and held that office until 1862 when he was again elected to the legislature. In 1865 he was appointed clerk of the U. S. district court for the district of Oregon, and held that office until his death on April 18, 1877. His widow and one son still resides in the city. Dr. Wilcox was a man of much more than ordinary talent, and ability; and while occupying public office throughout his whole career in the state, he lived a life of unimpeachable integrity.

Since Dr. Wilcox's day Portland has had many distinguished physicians and surgeons. The first man of distinguished ability in practice, and the first educated physician to settle in Portland and grow up with the city, and help build it was Robert Bruce Wilson, who was born in Portsmouth, Virginia, June 12, 1828, and received his collegiate and medical education at the University of Virginia. Dr. Wilson was attracted to the Pacific coast by the great gold discovery in California, coming around Cape Horn in a sailing vessel. On reaching San Francisco, he engaged in practice for six months and then took service as ship surgeon on the steamship Gold Hunter plying between San Francisco and the Columbia river, coming to Portland in December, 1850. Being firmly convinced that Portland was to be the great city, the officers of the ship so strongly advised Dr. Wilson to settle here, that he resigned his position on the steamer and cast anchor in Portland, Oregon. He got into a good practice immediately and stayed with the town to see it become a great city; and with the exception of a three years' visit to Europe in 1883, was never away from the city for thirty-seven years. He occupied the front rank in his profession, making an enviable record of a long



PIONEER PHYSICIANS

1—Dr. Mary Thompson, first woman physician at Portland. 2—Dr. R. B. Glisan. 3—Dr. William H. Watkins. 4—Dr. R. Glisan. 5—Dr. Henry McKinnell, first homeopath

1875

and successful career as a pioneer and builder of the institutions of the city. In 1854 he married Caroline E. Couch, daughter of Capt. John H. Couch, by whom he had a family of four daughters and three sons, two of whom—Holt C. and George Faye, are leading members of the medical profession; the last named being a member of the advisory board of this history.

Subsequent to Dr. R. B. Wilson, Drs. Watkins, Davenport, Chapman and Glisan were useful and distinguished members of the medical profession. Dr. Wm. H. Watkins was born in the state of New York, received an academic education, studied medicine with the distinguished practitioner, Dr. Austin Flint, and graduated at the Buffalo Medical college; came out to Oregon on the gold discovery immigration to the Pacific coast, and settled in the gold mines of Josephine County, and was elected a member of the convention to form a constitution for the state. After the close of the convention Dr. Watkins settled in Portland, where he practiced his profession until the day of his death, which took place at a prayer meeting in the old Taylor Street Methodist church, the doctor dropping dead on his feet while delivering an animated address in favor of missionary work. He was one of the founders of the Oregon Medical college, and the Portland hospital, a prominent and influential leader in his church, and had in his day a very large family practice; and devoted his life to the welfare of his fellow-man rather than to making money.

Dr. Glisan came in after Wilson and Watkins, and took a leading place in the profession, having been an army surgeon for years, and that gave him a ready entry to society and a good practice. He was a graduate of the University of Maryland, and had both literary ability and culture, as well as ability as a physician and surgeon. His book, "Journal of Army Life," is an interesting and instructive volume treating of frontier life from Fort Leavenworth, Kansas, to Portland, Oregon.

Dr. J. A. Chapman was born in Allegany County, New York, in 1821. He studied medicine and graduated at the Geneva Medical college in 1846. On the breaking out of the southern rebellion in 1861 he was appointed a surgeon in the U. S. army, and after serving through several campaigns, he was transferred to an overland expedition and came to Oregon as a U. S. surgeon with the rank of major in the army. He formed a partnership with Dr. Watkins, and was the chief surgeon in this vicinity under the old style practice. He was popular with the people and was three times elected mayor of the city.

Dr. Isaac A. Davenport was an educated man, a graduate of a London medical college, and considered by many people a very skillful physician. He was a man of energy and very positive with abrupt manners. He was never married; saved as much money as his somewhat irregular habits would permit; bought land that made many of his distant relatives rich; founded the Skidmore drug store on First street with Stephen Skidmore as salesman and manager for many years, gave it to Skidmore on his death on conditions that Skidmore should give it to somebody else on his death, which condition Skidmore (the builder of the Skidmore fountain) did on his death, giving it to his clerk, Mr. Charles E. Sitton.

Since the days of Wilson and Watkins, Portland has had many able and distinguished surgeons. Dr. John T. Wells, coming here from Virginia was the first man to introduce the modern practice of surgery. Wells performed many great operations and would have had a great career, but was cut off by tuberculosis in the prime of life.

Dr. Alfred Kinney of Astoria was a compeer of Dr. Wells, and both had their offices in the Union block on First street. Dr. Kinney was quite the equal of Wells in surgery, but at that day twenty-five years ago there was not enough surgical practice in Portland for more than one first-class operator; and so Kinney took himself off down to Astoria by the sounding seas where nobody ever gets sick, or meets with an accident worse than drowning in the river or ocean.

And about the same time that Wells and Kinney were attracting attention by superior surgical work Dr. A. D. Bevan opened an office in Portland. Bevan

was an up-to-date man in everything, and a man of fine native talents and personal attainments, with practical experience of great value. He soon concluded that Portland was too small a field for his ambition and went to Chicago, where he stands at the head of his profession.

The homeopathic school of medical thought and practice took a firm hold of Portland people very early in the history of the city; and its promotion was greatly aided by the character of Dr. H. McKinnell, one of the best men in the history of the medical profession in Portland. Dr. McKinnell, organized a medical college to teach and promote homeopathic ideas and practice of which college McKinnell was president. The college existed more as a society than a school; but it rapidly increased the believers in the school of medicine founded at Leipsic, Germany, in 1755 by Dr. C. F. S. Hahnemann; the fundamental principle of which is expressed by the Latin adage "Similia similibus curantur" (likes are cured by likes.)

Dr. Z. B. Nichols, who passed away in 1895 was also another founder of the homeopathic school in Portland. Dr. Nichols was a native of Vermont, a graduate of Dartmouth university and a physician of very extensive practice—twenty years at Fairbault, Minnesota, fifteen years at Walla Walla, and ten years in Portland. Drs. A. S. and Herbert Nichols, of Portland, and Dr. Clarence Nichols, of Hood River are sons of Dr. Z. B. Nichols.

#### THE WOMAN PHYSICIAN.

The woman physician had a long and stubbornly contested battle to secure recognition as a practitioner of medicine. But she won the victory over prejudice, selfishness and society ridicule, and today has a certain fixed and useful position in this most useful of the learned professions. Rachel Perry Gaston, the grandmother of the author of this book, was probably the first woman in general practice of medicine and surgery in the United States; although she was not the first woman graduate of a medical college, or a graduate at all. Elizabeth Blackwell was the first graduate of a medical college, after making a fight for many years to obtain the privilege of entering a medical college.

Rachel Perry Gaston studied medicine with her husband, Dr. Alexander Gaston of Morristown, Belmont County, Ohio, where she was rearing a family of eight children, two of whom became physicians—Dr. Ephraim Gaston of Morristown, Ohio, and Dr. Joseph Gaston of Lloydsville, Ohio. For ten years before the death of her husband in 1825, Mrs. Gaston took charge of the greater portion of his practice, and attended to calls to the sick in a greater part of the county, riding horseback as far as thirty miles from her home, riding astride, enveloped in a fur coat, that being long before the invention of rubber coverings from the storm.

Dr. Mary Thompson, still in good health in Portland, was the first woman practitioner of medicine in the city; and well and faithfully discharged every duty laid upon her as such by all the ethics and obligations of the medical profession. Aside from her standing in the profession, Dr. Thompson has been a leader and maker of wholesome public opinion on all the moral and civic questions of the day as they affected the rights and privileges of women, or influenced the well being of the rising generation. Her character and record in the building of the city, doing everything possible within her opportunities and means to accomplish results, is a credit to the medical profession and an honor to herself. There are now about twenty woman physicians in regular practice in Portland; and all of them doing a fairly good business alongside the male members of the profession. And the total number of physicians and surgeons of all schools of belief and practice now practicing in the city amounts to two hundred and fifty, or something more than one doctor to each one thousand people.

#### MEDICAL EDUCATION.

For a time Portland had two medical colleges. The first was the medical college of the Willamette university, removed from Salem to Portland, in 1878.



For some time the sessions of the college were held in a building near the intersection of Fourth and Morrison streets. But in 1885, Dr. W. K. Smith donated a lot at the corner of 15th and Couch streets, and the Methodist church people raised \$25,000 and erected thereon a regularly equipped medical college building, in which the college professors held their sessions and delivered their lectures. The first faculty of this college consisted of Dr. L. L. Rowland of Salem, Professor of Physiology and Microscopy; Dr. Abram Sharples of Corvallis, Professor of Surgery; Dr. D. Payton of Salem, Psychology and Psychological medicine; Dr. W. H. Watkins of Portland, Theory and Practical Medicine, Dr. R. Glisan, of Portland, Obstetrics; Dr. P. Harvey, Diseases of Women and Children; Dr. O. P. S. Plummer, Materia Medica; Dr. S. E. Josephi of Portland, Surgical Anatomy; Dr. Rex, Portland, Organic Chemistry; Judge Matthew P. Deady, Medical Jurisprudence; Dr. E. P. Frazer of Portland, Hygiene; Dr. Holt Wilson, Portland, Eye, Ear and Throat Diseases. After running for a few years this college was moved to Salem, and its place in Portland taken by the medical department of the State university.

The first faculty under the management of the State university were all Portland men as follows:

Judge Matthew P. Deady, president of the board of regents and lecturer on Medical Jurisprudence.

Dr. S. E. Josephi, Dean of the Faculty and Chair of Obstetrics.

Dr. Curtis Strong, Secy. of Faculty and Chair of Gynaecology.

Dr. Holt C. Wilson, Principles and Practice of Surgery.

Dr. Otto S. Binswanger, Chemistry and Toxicology.

Dr. K. A. J. Mackenzie, Theory and Practice of Medicine.

Dr. A. C. Panton, General and Descriptive Anatomy.

Dr. J. F. Bell, Materia Medica and Therapeutics.

Dr. M. A. Flinn, Professor of Physiology.

Dr. G. M. Wells, Diseases of Children.

Dr. Henry E. Jones, Gynaecology.

Dr. W. H. Saylor, Clinical and Urinary Surgery.

Dr. A. J. Giesy, Dermatology and Hygiene.

Dr. T. B. Eaton, Diseases of Eye, Ear, Nose and Throat.

Dr. Wm. Jones, Clinical Surgery.

Dr. Richard Nunn, Demonstrator of Anatomy.

The college was first located in the Good Samaritan hospital, where lectures were delivered in 1887. Since then a college building with all the accessories of lecture rooms, dissecting gallery, chemical and optical apparatus, has been erected and is now occupied across the street from the hospital. This college is more fully noticed in the chapter on schools and colleges.

#### IN PUBLIC AFFAIRS.

The medical profession in Portland has always taken an active and influential part in public interests. The services of Dr. Chapman as mayor to the city for three terms has already been mentioned; and it is no more than justice to add that Dr. Chapman gave his services to the city without salary, as at that day it was considered an honor to render useful service to the city, without fees or hope of reward. Henry Failing and other citizens have done the same thing, and it is questionable whether the city has had better service from the mayors who have drawn large salaries for their services. Dr. Harry Lane has also served the city as mayor with notable usefulness, and as a reformer in many departments of the public service.

In the matter of the health of sanitation of the city the medical profession has taken the leading and effective part in bringing about needed reform; and

much patient, persistent and hard work has been demanded and freely given on the questions of destroying the garbage, securing pure water and pure milk, eradicating tuberculosis from dairy herds, providing sanitary school buildings, expurgating contagious diseases from the school children, destroying the fountain heads of typhoid, organizing a state board of health, providing for a city physician and board of health, and the insistence of proper drainage of all parts of the city. No class of citizens have persistently advocated and insisted upon these reforms with higher motives and less selfishness than the doctors of Portland; and the consequence is that Portland, Oregon, is about the healthiest place to live in the United States; and the doctors should have due credit for it.

And without making preferential notice the public services of some of these men may be mentioned. Dr. Andrew Smith has in addition to an extensive practice so well discharged his duty as a state senator as to become the favorite of a large portion of the republican party for the office of governor; although in no way seeking such favor or desiring such office. Dr. Smith undoubtedly stands high in the estimation of the political party he is affiliated with, and if called to serve the public in high station would be found faithful to his trust and zealous for justice and good government.

DR. GEO. F. WILSON.

Another man in the profession not called to public office, has rendered distinguished service in another field of great public interest. After faithfully serving the United States as an army surgeon for nearly ten years, Dr. George F. Wilson was directed by the secretary of war to accompany Lieut. Schwatka, in his second expedition to the Arctic regions. This was a severe trial of physical strength and endurance on the part of every man in the expedition, and especially on the surgeon, as he had to look out for the welfare and health of all others in the party to make sure they would get safe back to civilization from the hyperborean regions of Alaska. Secretary Seward had bought Alaska of the Russians for the United States, and handed over seven million dollars in gold for an unknown region supposed to be eternal ice and snow, and absolutely worthless. To find out where it was, and what it was, the government organized a reconnoissance into the depths of Alaska. Frederick Schwatka, an Oregon boy from Salem, a graduate of West Point with a lieutenant's shoulder straps, was given command of the party because he had gone up into and beyond the furthest limit of former explorations into the far north; had found and recovered the remains of the long lost Sir John Franklin, and safely returned with all his men and the relics of Franklin's ill-fated expedition. Here then were two Oregon boys, native sons; one from Salem, and one from Portland, that were entrusted with the perilous duty of finding out whether Alaska was worth anything, or whether the Muscovite had sold Uncle Sam a "gold brick."

The party, consisting of the commander, surgeon, and seven picked men from the infantry service left Fort Vancouver in April, 1889, and sailed for Chilcoot inlet on the west coast of Alaska. Here they left the ship and took to the snow fields and mountains with two Indians and dog sledges to transport provisions. From Chilcoot the party struck directly east, crossing over the extreme north-west extension of the Rocky mountain range on to the headwaters of the Yukon. From that inland point the party worked slowly down the Yukon valley until they reached St. Michaels at the mouth of the great river, from whence they sailed on their return trip safely home without the loss of a man, being absent five months. The party composed the first white men to penetrate that unknown region, make reliable maps of it, and describe its character, geography and resources, giving names to everything but the Yukon river, and Mt. St. Elias. And while they did not discover the great coal, copper and gold fields of that region, they

did find out that the government had made a first-class real estate deal in purchasing Alaska for seven million dollars.

#### DR. WOODS HUTCHINSON.

Another name familiar to the profession in Portland, and now attracting the attention of thousands of readers in all parts of the United States, got his first boost in this city. Dr. Woods Hutchinson started on his upward career to national fame in Portland, Oregon. He had received all the advantages of home and foreign education in the greatest hospitals, and schools of England, and America, and came here to practice the art or science of healing the sick. Hutchinson's brain and disposition was not cast in the ordinary mould. It may not be superior to other brains, but it is a whole lot different. Hutchinson said that all diseases were set going by infinitesimal bugs or germs. And all the other doctors assented to the proposition and suggested that his ideas were not strictly original. "Well but," quoth the said Hutchinson, "no matter if they are not new, let's get after them and kill them. Do you see that fly on the wall. He is worse than any fly in the ointment. He is a peddler of diphtheria, scarletina, typhoid, tuberculosis—everything bad. He lights down on a sick man, picks up on his toes the disease germs and trails around upon the cooking utensils, food, supplies and food stuffs until he infects the whole house with disease. And I can prove that one fly will start one million, more or less, points of disease in twenty-four hours. We must get after him and utterly destroy him, and all his chances for doing business."

All the doctors, theoretically knew all about disease germs as much as Dr. Hutchinson, but the theoretical facts did not strike them the same way, or with such practical force. Hutchinson took up the idea and wrote it up in the papers and journals. He agitated for a state board of health in Oregon and Portland, and for an appointed physician that should have for the city authority to investigate foods, diseases, and persons, to ascertain the location of and the means of destroying the sources of disease at the fountain head, and before they had infected innocent persons and healthy surroundings. His articles written in his old office in the Marquam building attracted the attention of the colleges and health officers of New York city, and he was offered a large salary to go there and teach. He went; and has prospered in the great city, of the continent; and his articles on public health questions command enormous prices from the great magazine publishing houses. This paragraph is not written to exploit Dr. Hutchinson. He will probably never see it, or hear of it. But it is to the credit of the city, that it has sent out reformers, and men who can and do mould the public sentiment of a great nation.

#### DENTISTS AND THEIR SCHOOLS AND ETHICS.

The first dentist to settle in Portland was Dr. E. H. Griffin; he practiced his profession here for many years and then removed to Albany in Linn County, where he died a few years ago.

The next member of the dental profession to locate in Portland was Dr. J. R. Cardwell, who is still here in good health and with his office still open for business. Dr. Cardwell was born in the state of Illinois in 1830 and emigrated to Portland in 1852, and engaged in the practice of his profession, taking high rank as a careful and successful operator. First and last he made a large fortune in the practice of his profession, and spent the most of it in promoting the cultivation of rare and valuable fruits, importing many different varieties from foreign countries. He was chairman of the state board of dental examiners for many years, and aided largely in raising the standard of excellence in the profession, and of professional honor among its members. He expended a large sum of money in the importation of the woods, bark and blooms of the prunes raised

in France and Germany, so as to verify the fact that Oregon prunes are for the same varieties, the same as those of France and Germany. He also expended money freely on remedies for the diseases of fruit trees. He was for fourteen years the president of the Oregon Horticultural Society, and twice president of the Oregon Dental Society, as well as professor of Dental Jurisprudence and Ethics in the Northwestern Dental College of this city.

Of the early dental practitioners, the best remembered are Drs. Hatch, Glenn and Barber. Dr. Hatch held the leading position for many years, and then removed to San Francisco, Dr. S. J. Barber succeeding to his practice and holding the same by attention to business and excellence of dental work. Dr. Glenn was eminently a good citizen, and a good neighbor, but cared but little for money or professional reputation. For years Dr. Norris Cox not only maintained the reputation and good name of Glenn dental office, but by his excellent social qualities as well as his superior dental work, added largely to the patronage and income of both men.

Fifty years ago the dentists styled themselves "dental surgeons," and asserted and maintained the same code of ethics as the medical profession. It was then a very profitable profession, although the dentists had not one-tenth the facilities for doing good work as today. They all got their porcelain teeth from one factory in old Philadelphia, made their own gold plates from U. S. coin, or block tin, and attached the teeth with platinum rivets. The first tooth pulling operation the writer of this book witnessed was sixty years ago; and the operator pulled the tooth with a "turnkey," which operated on precisely the same principle as the "peavey" used to roll logs in a logging camp—and there was no chloroform used then. The first set of "false teeth" I ever saw were owned by Dr. Robert Morrison of Morristown, Ohio; and they were teeth selected from the mouth of a sheep, mounted on plates of block tin, held in place by spiral springs, and made and worn by the doctor himself—his first job.

Afterward Dr. Morrison went to Pittsburgh and learned something of dentistry, and after that traveled a circuit of towns and villages in central Ohio, and gave satisfaction to his customers. Most of the dentists sixty years ago were traveling dentists.

#### DENTAL ETHICS.

Fifty years ago dentists did not advertise their business any more than members of the medical profession. It was considered unprofessional to do so. But in these later times a large section of the dental profession has taken on a decidedly commercial flavor. There are incorporated dentists, Yale dentists, New York dentists, Chicago dentists, Harvard dentists, with advertised prices, sign boards and column advertising equal to a department store. What will it be in the next fifty years?

#### DENTAL EDUCATION.

With great energy, public spirit and liberality, the dentists of Portland have succeeded in establishing a dental college equal to anything in the United States. And their efforts in this respect have been highly appreciated, and the college has been liberally patronized from its first opening.

The course of study in this college covers a period of three years, or four years, as the students may decide.

The students are graded into freshmen, junior and senior classes, these with but few exceptions having separate and distinct courses of study. In the operative and prosthetic clinics the teaching is directed to the individual pupil, and adapted to his particular needs.

#### NORTH PACIFIC COLLEGE OF DENTISTRY.

Board of Directors—Herbert C. Miller, president and treasurer; James R. Cardwell, vice-president; Louis J. Fitzpatrick, secretary.

## NORTH PACIFIC COLLEGE OF PHARMACY.

Under practically the same management a school of pharmacy has been established at Portland to meet the demands of government and people alike for men qualified to compound and sell drugs and medicines in conformity to the recent legislation of congress and the several state legislatures.

The enactment of "the pure food and drug act" by congress, and of similar legislation by many of the states has placed an importance upon pharmacy and pharmaceutical chemistry greater than it has ever before enjoyed in this country. The demand for educated pharmacists was never so great as it is today. Not only are salaries for this class higher than ever before, but there are more opportunities for advancement. The demand is for good men, those having business capacity and a good pharmaceutical education. There is no likelihood that there will be any material change in this report, unless it be to intensify the present demand for the kind of pharmacists now most needed. Employers are looking for men who have a college education, and the supply is not equal to the demand.

## SANITORIUMS.

The sanitorium is the smaller and more exclusive form of the hospital, and is an evolution of medical practice which has been made possible in America by the increase of wealth, the development of specialists in medical practice, and the desire for more exclusive and better service. Portland has already a large number of these institutions, and all seemingly well patronized. There are two at Mt. Tabor, one in Holladay's addition, one in southeast Portland, and two in old west side Portland. They are all private enterprises, the city and state governments exercising no control over them further than to send the grand jury to investigate complaints of improper treatment or management of insane patients at one of them.

## HEALTH AND SANITATION.

The city, county and state authorities have each devoted much time and expense to the subject of public health. The city maintains a crematory to burn garbage—at an annual expense of \$23,000, and a street cleaning department at an annual expense of \$164,000. The health department is highly commended for its efficient service by the mayor who states in his annual report for January 5, 1910, that the mortality of the city is only 7.04 per 1,000 of the population, which is probably better than any other city of its size could show. The officials in charge of the public health are: city physician, health officer, three assistant health officers, market inspector, milk inspector, bacteriologist, four medical inspectors of schools, school nurse and pest house nurse.

## PARKS AND PLAYGROUNDS.

As a part of the equipment of a modern city to maintain the public health, parks, and playgrounds for children are now in all civilized countries deemed a necessity. The scenic and geographical capabilities of Portland favor the disposition and development of this factor of the public health in a high degree. And the park board have bestowed much care and thought to this subject, so that the foundations have already been laid for a large and beautiful system of parks and boulevards. First meeting of the board of park commissioners was held on October 20, 1900, in office of mayor.

Members of First Board of Park Commissioners, 1900—Mayor H. S. Rowe, Gen. Charles F. Beebe, Rev. Thomas L. Eliot, Mr. Henry Fleckenstein, Colonel L. L. Hawkins, Hon. Rufus Mallory, and City Engineer W. B. Chase.

The board of park commissioners for the year 1910 are: The mayor, Joseph Simon, I. Lang, Ion Lewis, Dr. J. R. Wetherbee and Dr. E. G. Clarke.

Parks and park grounds already acquired are:

Name.	Cost.
Columbia park—30 acre strip on west side.....	Donated
Chapman & Lownsdale squares—1.8 acres.....	Donated
City park—40 acres .....	\$32,800.00
Forestry building—2 acres .....	14,000.00
Fulton park—30 acres .....	Donated
Holladay park—5 acres .....	Donated
Kenilworth park—9 acres .....	15,300.00
Ladd park (Laurelhurst)—30.1 acres .....	92,482.10
Ladd's squares and circle—1.5 acres .....	Donated
Lincoln park—1 block .....	11,200.00
Macleay park—130.2 acres .....	Donated
Mt. Tabor park—about 120 acres.....	219,726.00
North parkway—2.5 acres .....	Donated
Peninsula park—17.4 acres .....	60,000.00
Pennoyer park—6 acres .....	Donated
Sellwood park—20.6 acres .....	47,850.00
South parkway—5 acres .....	Donated
Terwilliger park—5 acres .....	Donated
Total, 457 acres. Total cost.....	\$487,000.00

## CHAPTER XXVI.

1845—1910.

### *The Lawyers that Laid Foundations—The Laws They Made—Their Services to the State—Legislation by the People.*

Government and laws took root and were established and enforced in the organization of society in Oregon without the aid of lawyers. There was not a single lawyer in the convention that decided in favor of and organized the provisional government which is described at length in chapter VII of this book. The first intimation of laws, authority or courts in the vast district west of the Rocky mountains was an act of the British parliament extending to English subjects on the Pacific coast the protection of the laws of Great Britain; and under which three justices of the peace—all British subjects—were appointed. The British had in fact no sovereignty of the country authorizing such action; but the act did not pretend to include in either its protection or control, citizens of the United States.

The first movement of American citizens to provide the protection of law, or of judicial action, was a public meeting of the American settlers in the Willamette valley held at the American mission house in the prairie seven or eight miles north of where the state capital is now built. This meeting was held on the 18th day of February, 1841; and at which meeting I. L. Babcock was chosen and elected by the settlers to fill the office of "supreme judge," and instructed to exercise the powers of a probate judge. Detailing the history of this meeting, W. H. Gray in his history of Oregon says that Babcock "was lawmaker, judge, jury and executioner, as much as John McLoughlin was to the Hudson's Bay Company." I. L. Babcock was not a lawyer, but is recorded in the history of that day as a doctor.

Politics, scheming for advancement and advantages, seems to be almost universally associated in the American mind with government. And this first meeting of two or three dozen scattered settlers to set up a government to rule the whole of Oregon, was no exception to the rule. The first act of the meeting and the first proposition for adoption was the appointment of a committee to form a constitution and draft a code of laws. It could hardly be said that the convention was packed, "for there were not enough people all told to make a pack." But the initial step had been prepared before the settlers got together, and came up in the form of a resolution designating the men to compose the committee on constitution and laws. This first committee to form a government was to be Rev. F. N. Blanchet, Rev. Jason Lee, and Rev. Gustavus Hines. This was too many preachers for the farmer settlers, and they bolted the proposition and finally got on another preacher—Rev. J. L. Parish—and five farmers: D. Donpierre, M. Charlevo, Robert Moore, Etienne Lucier and William Johnson.

That was the first effort at lawmaking in Oregon. But it fell as a dead letter on the settlements. The Hudson's Bay Company and Catholic priest influence discouraged the movement; and the Americans were not yet ready for it. Judge

Babcock never held any courts. A small "tempest in a teapot" was raised over the office of governor. Mr. Gray, in his history, reports that there were four candidates for the office of governor; Rev. David Leslie, Rev. Gustavus Hines, and Doctors Babcock and Bailey. Hines was the prominent candidate, and the first to enter the field. The office of governor was the leading question. Bailey could not be trusted, and Hines could not be elected. Bailey nominated himself and disgusted the meeting; and then, by common consent, the office of governor was discarded. And so this first effort at lawmaking failed because of personal and selfish interests and ambitions. There were no lawyers in the country and no law books, although the settlers' meeting had instructed their doctor, Judge Babcock, to administer law according to the statutes of the state of New York.

As might easily be concluded from this brief statement, the attempt to form a government in 1841 failed. The next attempt to organize a bona fide government with laws and officials to enforce its authority, took place at Champoege on the east bank of the Willamette river, twenty miles or so above Oregon City. Here the settlers met in pursuance of previous notice, and after organizing the meeting of 102 men, they took a vote by dividing off into two lines, to decide whether they would organize a government or not. Organization was opposed by the Catholics and the employes of the Hudson's Bay Company under the lead of the Rev. F. N. Blanchet, and favored by the Methodist missionaries and American settlers and a few members of the Catholic church. On the final vote the proposition to organize was carried by the close vote of only two majority; the vote for organization being 52, and against organization 50. The details of the organization of this provisional government is given fully in chapter VII of this book, to which the reader is referred.

The first judge under the provisional government was A. E. Wilson selected to act as supreme judge of Oregon. Mr. Wilson was not a lawyer, but was an intelligent business man who did not seek the high office. He came to this distant region from Boston, Massachusetts, on the ship *Chenamus* with Capt. John H. Couch in the year 1842, and was left here by Captain Couch to sell out a stock of merchandise brought out by that ship; and he was at Oregon City representing the Boston owners of the goods when he was appointed supreme judge in 1843. But whether Judge Wilson ever performed any judicial service or held a court, is not mentioned in the record.

In May, 1844, Dr. Judge Babcock comes to the front again as a candidate before the people at a general election for officers in that year, for the office of supreme judge; and in the contest before the three or four hundred voters, defeated J. W. Nesmith, Peter H. Burnett, P. G. Stewart, Osborn Russell and O. Johnson for the office. Babcock must have been quite a "vote getter" to have defeated Nesmith and Burnett. There were no political parties, direct primaries, conventions or assemblies in those days, and Babcock may have won on the tactics of "divide and conquer." He, however, did not wear his judicial robes very long, for in six months after his election he resigned the office and J. W. Nesmith was appointed. Nesmith held the first term of his court at Oregon City, in April, 1875; which was probably the first formal term of a court held west of the Rocky mountains. From this day on the courts of the provisional government were regularly held, and judicial functions regularly and duly exercised with all due solemnities of the law.

James W. Nesmith, although not a lawyer, may properly be considered the first judge actually exercising judicial functions in all the regions west of the Rocky mountains, and north of old Mexico. Other men were called judges before the date of his first term at Oregon City, but there is no evidence that any of them tried or decided any cases or exercised the ordinary functions of a court of record. There were justices of the peace at that time who disposed of all the disputes or offences coming within the purview of petty courts; but even of their proceedings there is now no record to show what they did.



Judge Nesmith was a man of great natural ability and native force; and withal, a man in official position possessed of the dignities befitting his position. Off the bench and among his intimate friends he was a free joker and hale fellow well met with the man he liked. A warm friend and active partisan, he made both friends and enemies. But his principles and his character were above reproach; and his integrity in office, and in his private relations in society, was unquestioned and unquestionable. He rose to be a powerful leader in the political life of the state. He served the people in the Indian wars with courage and honor; and when promoted to the highest office the people could give him, he maintained the honor of his state and the integrity of the national union with that fidelity and ability that has rarely been equaled.

#### THE FIRST LAWYER.

The first lawyer to take a part in the affairs of Oregon was Asa Lawrence Lovejoy, who came to Oregon from Missouri in 1842. Mr. Lovejoy was born in Boston, Massachusetts, in 1811, just one hundred years ago. He went to Missouri in 1840, but his health failing there he joined the emigrant train of Dr. White and came to Oregon. While carving his name on Independence rock near the Oregon trail, he was captured by the Sioux Indians, came near losing his scalp, and was only saved by some plainsmen rushing to his rescue and buying his life with a few trinkets. His first employment in Oregon was in the service of Dr. McLoughlin, acting as the agent of McLoughlin in his dealings with the Americans. The most important act in his quarter of a century of activity in Oregon affairs, and one that will perpetuate his name for all future time, is the founding of the city of Portland. It was Lovejoy that acquired from the original claimant the land on which to found the city; and it was Lovejoy who first proposed and decided that a town should be built here, and commenced the surveys for it; and it was Lovejoy agreeing with Pettygrove that named the town "Portland." General Lovejoy, as he was called, was active in the formation of the provisional government; and under it he was loan commissioner, adjutant general of the militia, member of the legislature, supreme judge, speaker of the house, school trustee, member of the council, postal agent of the United States, member of the constitutional convention, and a director of the East Side Railroad.

The next lawyer coming in after Lovejoy was Peter H. Burnett, who came in the emigration of 1843, from Weston, Missouri. Burnett had been district attorney in Missouri, had considerable property and was a man of large influence among his neighbors, both in Missouri and Oregon. And on the organization of the emigrant train of 1843, Burnett was chosen captain, and Nesmith orderly sergeant. Burnett was chosen supreme judge of Oregon under the provisional government in 1846; and when he opened his court at Oregon City on June 2 of that year, three attorneys were admitted to the bar—W. G. T'Vault, A. L. Lovejoy and Cyrus Olney, being the first lawyers admitted to the bar of Oregon. Judge Burnett did not pretend to live by the law or office holding, but devoted his time to his farm in Yamhill county. But notwithstanding this fact, when congress organized the territorial government Judge Burnett was appointed one of the first U. S. judges for the territory. But having made up his mind to go to California, he declined the federal judgeship, went to California and was elected governor of that state, and finished his career as president of a San Francisco bank and died in 1882.

#### THE EVOLUTION OF STATUTORY LAW IN OREGON.

The three gentlemen above mentioned—Lovejoy, Nesmith and Burnett—were the leaders of the lawmaking department of the provisional government. There were other leading men of ability, too, other than these three who took

an active and influential part in the government, but the shaping of the law was practically left to the men named.

And it is a most interesting study to go over this early history of the country, and see how these thoughtful and patriotic men evolved a system of laws and government out of the chaos and opposition that environed them, and perfectly adapted the system to the safety and well being of the infant state. Much was proposed, and sometimes enacted, that was crude and impracticable. And this had to be cut away, little by little, and the method or the principle adopted, which their new and original experience had found to be necessary. And in this way, and by this lamp of experience, these pioneer founders of the state of Oregon carefully and almost painfully steadily groped their way from the position of no law and no organization, to the sure and immovable foundation of a well organized government.

There was not only no law, but there were no law books in Oregon when the pioneers organized their government. And the very first act to provide for laws, rules of action, adopted by the legislative committee on June 27, 1844, shows the extreme care and the profound wisdom, also, of those men of slight education in taking the first step to lay down rules to bind themselves and their neighbors. Article III of section I of the judiciary act, provides: "that all the statute law of Iowa territory passed at the first session of the legislative assembly of said territory, and not of a local character, and not incompatible with the condition and circumstances of the country shall be the law of the government unless otherwise modified; and the common law of England and principles of equity not modified by the statutes of Iowa or of this government, and not incompatible with its principles, shall constitute a part of the law of the land."

Neither Lycurgus or John Marshall could have improved on that. Our pioneers were exceedingly careful that no one should misunderstand as to what was the law. The first declaration of the law was prepared by what was called the "legislative committee," appointed by the public meeting of the settlers at Cham-poeg, on May 2, 1843. This committee was composed of David Hill, Robert Shortess, Robert Newell, Alanson Beers, T. J. Hubbard, Wm. H. Gray, James O'Neil and Robert Moore; and not a lawyer on the list. Their report to the subsequent public meeting of the settlers was adopted by the people—the *first example of direct legislation in Oregon and the United States*. But when a regularly elected legislature was convened two years later, to cure any doubt that the laws thus prepared by the legislative committee and adopted by the people were not of binding force, the legislature on August 12, 1845, passed an act re-enacting the laws that had been prepared by the legislative committee.

And thus matters stood until the first session of the legislature after the organization of the territory by congress held at Oregon City, July 16, 1849, when on September 29th, an act was passed "to enact and cause to be published a code of laws." This code consisted of seventy-two acts selected from "the revised laws of Iowa of 1843," with some modifications, together with the original acts passed at the same session. The provision for its publication failed. In the spring of 1850 the newly arrived U. S. district attorney (Amory Holbrook) pronounced the act making the selections from the Iowa statutes void because it embraced more than one subject contrary to section 6 of the organic act of August 14, 1848; and to stigmatize the law and make his charge of multifariousness stick, he named it the "Steamboat Code"; it carried a miscellaneous cargo.

Then the question arose whether the Iowa laws of 1839 or those of 1843 were the laws of Oregon. Neither of them were ever published in Oregon, for want of a printing press. Some new copies of the laws existed, having been brought from Iowa. Both volumes of the different laws were bound in blue pasteboards, and as the 1839 book was smaller than the 1843 book, they came to be known and called the "big" and the "little" blue books. The disputes as to what was the law entered into politics, and the controversy raged from one end of Oregon to the other. Finally, the United States judges, Matthew P. Deady and Wil-

liams and Olney, the latter two being from Iowa, settled the matter with a pro forma decision declaring the "big blue book" to be the statute law of Oregon. As to the common law, the pioneers brought that across the plains with their families and wagons, just as their forefathers brought it across the ocean from England in ships; and they made the statute law themselves after they got here.

To put at rest the question whether our pioneers had established a real government the legality and binding force of the acts of the provisional government came up in the courts. U. S. District Judge Deady held, in the case of *Lownsdale vs. City of Portland*, decided in 1861: "It is well known that at the time of the organization of Oregon territory, an anomalous state of things existed here. The country was extensively settled and the people were living under an independent government established by themselves. They were a community in the full sense of the word, engaged in agriculture, trade, commerce, and the mechanic arts; had built towns, opened and improved farms, established highways, passed revenue laws and collected taxes, made war and concluded peace." And this language of Justice Deady was subsequently, in the case of *Stark vs. Starrs*, quoted and approved by the supreme court of the United States. And again when the same question was raised in the territorial supreme court in the case of *Baldrá vs. Tolmie*, reported in 1st Oregon Reports, p. 178, Chief Justice George H. Williams said: "Confessedly the provisional government of this territory was a government de facto; and if it be admitted that governments derive their just powers from the consent of the governed, then it was a government de jure."

This question has been gone into in detail for the reason that the lawful existence of the provisional government, or of any government in Oregon, was disputed by the British ministry in making the final treaty establishing the boundary line west of the Rocky mountains. The lordly Briton could not conceive of anybody anywhere on the face of the earth having any rights that were not handed out by a king. They had not forgotten Yorktown and New Orleans; and were not in any temper to concede anything to the Missourians in Oregon.

#### LAWS AND JUDGES AT PORTLAND.

There were no courts held at Portland or within the present boundaries of the city during the rule of the provisional government. And only in a single instance was the provisional government recognized at Portland. The people of Portland were busily engaged in building a city, and had neither cause or inclination to call for intervention of courts to settle disputes. But the provisional government recognized the settlement at Portland; an act having been passed by the legislature in December, 1845, providing for the election of a justice of the peace in the eastern district of Tuality county. Tuality was the first name of Washington county, and that county then included the town of Portland. Under the act named, a citizen of Portland named A. H. Prior was elected a justice of the peace and duly commissioned on October 7, 1846, to discharge the duties of that office. Mr. Prior was therefore the first judicial officer or official of any kind to be recognized as such in the history of Portland.

In 1851 Portland was given a charter by the territorial legislature, and that charter provided for a recorder with the same jurisdiction as a justice of the peace in the collection of debts, and of offences against the laws of the territory, and exclusive jurisdiction of offences against municipal ordinances. And under that charter W. S. Caldwell was elected the first recorder, and making him the first judicial officer under the authority of the city.

The court and jurisdiction of the recorder was maintained until 1870; and the office was filled by successive elections of the following persons until 1890 to wit: S. S. Slater, 1852; A. C. Bonnell, 1853; A. P. Dennison, 1854; L. Lamerick, 1855; Anthony L. Davis, 1856-7; Alonzo Leland, 1858; Noah Huber, 1859; Oliver Risley, 1861; J. F. McCoy, 1862-5; J. J. Hoffman, 1866-8; Oliver Risley,

1869; Levi Anderson, 1870. The city charter was then amended by substituting the office of police judge for that of recorder with the same jurisdiction—being a change in name only; and under that title the following named judges of the police court have held office, to-wit: David C. Lewis, 1871; Owen N. Denny, 1872-5; William H. Adams, 1876-9; Loyal B. Stearns, 1880-2; Samuel A. Moreland, 1883-5; Ralph M. Dement, 1885-6; Albert H. Tanner, 1889.

In addition to the police judges there was provided by an amendment to the city charter in 1864 the office of city attorney, which has been filled by successive elections or appointments by the following officials: Joseph N. Dolph, in 1865-6; W. W. Upton, 1867; David Freidenrich, 1868; William F. Trimble, 1869; Cyrus A. Dolph, 1870-1; Charles A. Ball, 1872; Marion F. Mulkey, 1873-4; Addison C. Gibbs, 1875; John M. Gearin, 1876-7; Julius C. Moreland, 1878-82; Samuel W. Rice, 1883; R. M. Dement, 1884; Albert H. Tanner, 1885-7; William H. Adams, 1887.

There were also justices of the peace always in Portland from the time of A. H. Prior, elected in 1846, down to the present; and for many years the office was eagerly sought for. Away back in the seventies and eighties there were some celebrated dispensers of justice in the ancient and honorable office of "esquire" in Portland. No one, certainly not the news reporters, will soon forget "Judge" Aaron Bushwiler who dispensed justice in Couch precinct, and settled all the family quarrels in that litigious section of the city for more than a dozen years. And there is "Bob Bybee," not to be forgotten, either. Bybee would not permit any familiarity with his cognomen, and insisted he was only plain "Bob" Bybee; and always carried his precinct for the democratic party. Judge Bybee was something of a "sport," owned and ran fast horses for the gate money, and when the first velocipede was brought to the city he was by common consent selected to try its paces. The trial took place on First street after 7 o'clock in the evening in front of the old Western Hotel. A thousand men and boys were there to see the thing go; and the yelling and cheering at Bybee's falls from the machine might have been heard as far away as Mt. Tabor. This has not much to do with courts and judges; but it shows the kind of men that the people liked for these offices thirty years ago. There were men of different tastes, character and accomplishments filling these petty judgments in other parts of the city. Levi Anderson, a sedate, serious man of high character, a devout Catholic, an intimate friend of the great General Sherman from boyhood, held the office of justice of the peace in Portland for eighteen years. Squire Anderson accumulated quite a fortune, and his name will be preserved for all time by the noble charity to which he devoted his wealth. Squire Davis (H. W. Davis) held forth as justice on the northwest corner of Fourth and Taylor streets for fourteen years, a model of judicial deportment, prompt and decisive in the despatch of business.

As long as the provisional government was in power the town of Portland was a part of Tuality (Washington) county, and for some years the law business of Portland, requiring the decision of courts, had to be transacted at Hillsboro, the county seat of the county, which included Portland. But in 1854 the county of Multnomah was created by the territorial legislature, and Portland made the county seat. At that date the leading attorneys at Portland were W. W. Chapman, Aaron E. Wait, Amory Holbrook, Edward Hamilton, David Logan and Alexander Campbell. Matthew P. Deady and Reuben P. Boise, who rose to distinction afterward, were not a part of the permanent residents of Portland at that time. Orville C. Pratt who figures in the history of those times, and was a judge under the provisional government, was never a citizen of Portland. A well educated man, a good lawyer, and possessed of great mental force and ability, he was nevertheless arbitrary, aristocratic, if not tyrannical, and the temper of the people of Oregon being incompatible with his disposition, he took himself off to California, where he became a millionaire. Campbell was also a man of large ability, went to San Francisco and built up a large and profitable





DAVID LOGAN

Great Advocate—Brilliant Lawyer—"Master of the Twelve"

practice. Mr. Campbell was a lawyer of the old school, and had the reputation of knowing Chitty's Pleadings by heart.

But of all the lawyers of Oregon of that time, or since, no man was the equal of David Logan in trying a cause, in everyday work in the court room, in readiness for every emergency, and for matchless ability in an appeal to the jury of twelve men. Logan's temperament prohibited his success in the political field. He had led the forlorn hope of the republican party in its infancy in this state, in three efforts to be elected to congress, and was beaten each time, after which he retired to his farm in Yamhill county, where he quietly passed away in 1873, at the age of 49 years. Logan was the son of a great lawyer, Judge Logan of Springfield, Illinois, who was the intimate friend of Abraham Lincoln. Lincoln knew both father and son intimately, and many of Lincoln's friends in Oregon felt that the great president ought to have extended a friendly hand to his friend's son in distant Oregon. Logan was sincere and honest to the core. He could not tolerate deceit. He could not beg favors or solicit votes—and for that he did not succeed in Oregon politics.

William H. Farrar was a lawyer of note in the early days of the city; but he was more of a politician than a lawyer; and although a popular man, and hail fellow well met with everybody, he never attained the success in politics that some men of less ability and less honesty secured not long after his day.

Amory Holbrook took a prominent part in everything going on in and about Portland in 1851-9. Not the equal of Logan in ability and natural qualifications, and beset with inborn enemies, yet Holbrook was a man of great ability and influence in the community, and was highly respected to the last day of his life. He was at one time editor of the Daily Oregonian; he was state agent for the U. S. commission, which greatly supported the union armies in the war to suppress the southern rebellion by furnishing hospital supplies to the armies, and aid to the families of private soldiers in the field; and he was United States district attorney.

Col. W. W. Chapman was a lawyer of ability and large personal influence in Portland always. Becoming interested in the Portland townsite before there was much law practice for anybody, his time and services were largely devoted to the city rather than to the law. But there was no man at the bar in the early days who for so many years held the attention of the people, the judges, and his fellow lawyers with such undiminished respect and confidence as W. W. Chapman. He was a native of West Virginia, and was for several terms a member of the Oregon legislature. Col. Chapman was also the first surveyor-general of the state of Iowa, and its first delegate to congress. His chief service to the state was with his partner, General Coffin, buying the steamship Gold Hunter, which decided the contest for Portland against all its rivals; and also his labors in promoting the construction of the Portland, Dalles & Salt Lake Railroad, which, but for the opposition of the Oregon Steam Navigation Company and Ben Holladay he would have made a success. He lived to see his railroad scheme made successful by Henry Villard—dying in 1884.

Judge Wait was another man who for a long term of years enjoyed the confidence and respect of judges, juries and lawyers without exception. He was not a brilliant lawyer at the forum, but he always quoted an authority that suited his cause. He was known to all the profession throughout the state as the lawyer that made no mistakes. He was a little slow, but always sure. He was elected at the first state election as one of the justices of the supreme court, and was the first chief justice of the supreme court of Oregon.

Subsequently to these men above mentioned George H. Williams, L. F. Grover, Cyrus Olney, P. A. Marquam, and Gov. A. C. Gibbs, took leading parts in the legal profession. Both Williams and Olney came to Oregon with commissions from President Franklin Pierce, as associate justices of the territorial supreme court, and but for these appointments might not have come at all. But justice requires the record to say, that they were intentionally both as true and

loyal citizens to all the interests of Oregon, from the day they landed here until death called them hence, as the state ever possessed. Both of these men had been circuit judges in the state of Iowa, both became circuit and supreme judges of Oregon, both were members of the constitutional convention of Oregon, and Olney twice a member of the legislature; so that Iowa not only contributed to Oregon its first code of laws, but also three of its leading lawmakers—Chapman, Williams and Olney.

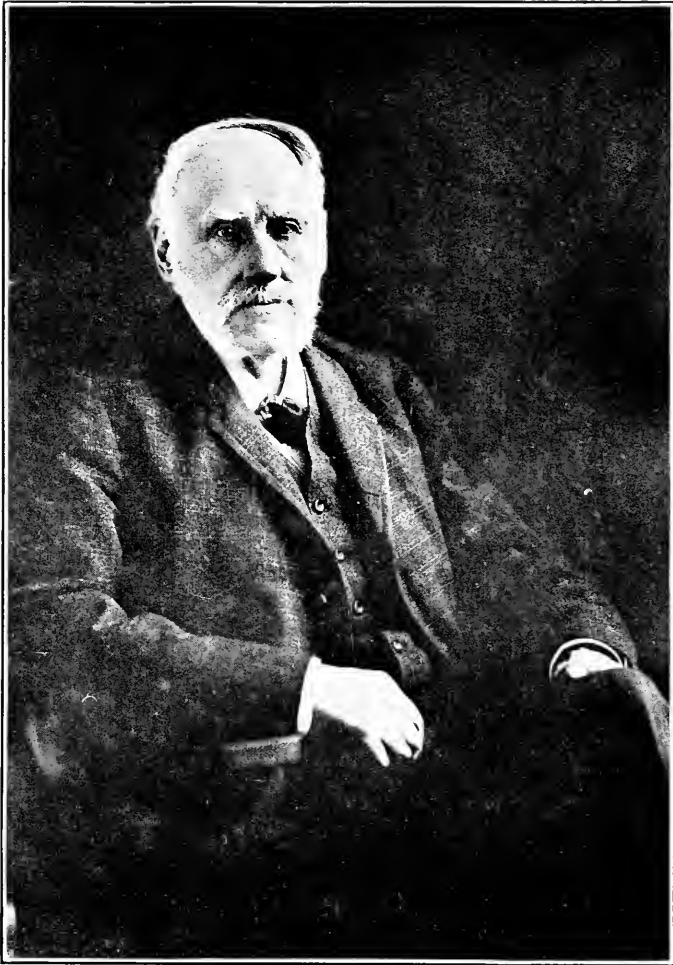
Of the work of Judge Williams, it is impossible to speak at length in the editorial part of this work. His biography will appear in another volume. It is sufficient to say that he was the most distinguished citizen of the state, holding more official positions of honor than any other man—chief justice of territorial supreme court, member of the constitutional convention, U. S. senator in congress, attorney-general of the United States, and member of the high joint commission to settle disputes between the United States and Great Britain, and presidential nominee for the office of chief justice of the supreme court of the United States.

Cotemporary with Williams and Olney was Reuben P. Boise, who was for a brief period a practicing attorney in Portland. But removing soon to Salem he became one of the justices of the state supreme court, under the first election for state officers, and for almost a whole lifetime remained on the bench either as supreme judge, or as a circuit judge after the judges of the circuit and supreme courts were elected in separate classes. Judge Boise was always esteemed as an independent, fearless and just judge. Outside of his official duties he took a leading part in the development of agricultural interests, the building of woolen factories, and of the establishment of the Order of Patrons of Husbandry, of which he was for many years the highest officer in the state—master of the state grange.

Lafayette Grover came to Oregon in 1851 on the advice of Oregon's first delegate to congress—Thurston, who promised to take Grover into partnership in Oregon. But Thurston, dying, Grover had to introduce himself, which he did with success, and had a long career in public and political life. Governor Grover was born at Bethel in the state of Maine, in 1823, and is now 87 years of age, in a fair state of health, residing in this city. On reaching Oregon he went first to Salem, and afterward came to Portland and engaged in the practice of the law in this city. He was entrusted with many public duties. He was appointed by the legislature of 1853 to gather up, compile and print all the statutes of the provisional and territorial governments, and the records of the provisional government; and but for his industry in this matter, the people would have been without authentic records of the first laws and legislatures. He also prepared and published a book entitled "Public Life in Oregon," which is an authority on the early days, and especially of the character and career of the leading men, all of whom are treated therein with justice and life-like sketches. Governor Grover was a member of the constitutional convention, state legislature, prosecuting attorney, member of congress, governor of the state and United States senator. After taking his seat in the senate, Ben Holladay, inspired by his inability to control Grover while governor, worked up a charge before the senate that Senator Grover had been elected by improper influences. The spectacle of Ben Holladay objecting to anything that was improper in politics or religion, was simply appalling. But Grover's friends promptly demanded an investigation. A senatorial commission was sent to Portland to investigate the matter, of which Oliver P. Morton, who was known as the war governor of Indiana, was chairman. The commission held its sessions in a little "shack" that stood at the southeast corner of Third and Morrison streets. Grover's enemies were invited to bring in their evidence; and after about a week's investigation of idle rumors that had no foundation but the malignity of Holladay and his henchmen, Morton closed the investigation in disgust, and made a report to the senate that completely vindicated the character and conduct of Lafayette Grover as United States senator. One of the persons who had stirred up the false reports against







GEORGE H. WILLIAMS  
Mayor, Judge, Senator, United States Attorney General



WILLIAM STRONG  
Justice of the Supreme Courts of Oregon and Washington



Senator Grover afterward became U. S. senator from Oregon himself; and was also investigated by U. S. officials, but sad to say, he did not come out with the vindication Grover received.

Judge Philip A. Marquam was also one of the early members of the Portland bar; and one of the most influential. Getting his title from long service to the county as county judge, during which time he laid the foundations of nearly all the public works of the county, he has always held a high place in the confidence and esteem of the people. Nearly all the public highways outside of the city were laid out during Judge Marquam's long administration; and in hundreds of other ways he contributed to the public welfare and built up the city. Marquam hill, south of the city was one of his first purchases of real estate, and will for all time commemorate his life and work for Portland and his fellow citizens. Judge Marquam was born near Baltimore, Maryland, and while yet a lad the family removed to Indiana, settled on wild land out of which young Philip helped carve a farm. He earned the money for his own education, attended a law school at Bloomington, Indiana, and commenced practice in Indiana. Attracted to California by the gold fever, he settled in Yolo county, where he was elected county judge. In 1851 he concluded to return again to the old home in Indiana, and came up to Portland to visit a brother before going east; and seeing Portland and Oregon, concluded to stay. Judge Marquam is yet hale and hearty at 87 years of age, residing on the heights overlooking the city he has done so much to build.

Another influential pioneer lawyer was Edward Hamilton, more generally known as General Hamilton. In early life he was in partnership at Wheeling, Virginia (now West Virginia) with Daniel Peck, in the practice of the law. The writer of this book married a sister of Peck's wife. Peck was afterward a law partner of Wilson Shannon, a brother of George Shannon, who came to Oregon in 1805 with Lewis and Clark; and who also was at one time a business associate of Jacob P. Lease, who came to California while it was Mexican territory, and brought the first flock of sheep to Oregon. From these associations something of the early history of Oregon was picked up before coming to Oregon.

But to return to Hamilton, we find that President Zachary Taylor sent General Hamilton to Oregon as secretary of the territory in 1849, coming here with Major John P. Gaines, of Kentucky, as governor. The old hero of Buena Vista did not forget his old comrades in arms.

Addison C. Gibbs, a member of the Portland bar from 1858 to 1885 was more than a lawyer, he was a most useful citizen, a faithful public servant in high station and a most reliable and trusty friend. A self made man in every respect, he worked for his own education, and for his legal training, came to Oregon in 1850, taking up a donation land claim where the town of Gardner now stands in Douglas county. From that county he was sent to the legislature in 1851; settled in Portland in 1858, forming a law partnership with Judge George H. Williams. Was nominated and elected the first republican governor in 1862, and was known as the "war governor," as he raised the troops to protect Oregon and Washington from the Indians during the southern rebellion.

He took an active part in helping elect Williams to the United States senate, and was himself the caucus nominee of his party for United States senator in 1864, and came within one vote of an election, being defeated by the treason of party friends selling themselves for coin or promises of office for another aspirant. He was afterward U. S. district attorney, and always a forceful man. He died in London, England, while on a business trip to Europe; and as a special honor, the legislature had his remains returned to Oregon and committed to Riverview cemetery at the expense of the state he had faithfully served.

The name of William Strong is indissolubly connected with the history of the two states of Oregon and Washington. Appointed to the office of associate justice of the supreme court of Oregon Territory by President Zachary Taylor,

when Oregon included everything American west of the Rocky mountains. Judge Strong made a permanent impression on the laws and juris-prudence of both states. And after an honorable and useful career on the bench he took up private practice of the law and became the first great authority on corporation law in Oregon; and his ability in that field has never been surpassed since. Judge Strong was born at St. Albans, Vermont; came to Oregon in 1850; served as associate justice of Oregon and Washington for eight years; and died in this city in April 1887.

Another man of mark, highly prized and greatly honored, trusted and venerated by all who knew him, was Erasmus D. Shattuck, who for a quarter of a century served the people of Oregon as circuit or supreme judge. Judge Shattuck was not ranked as a great lawyer, or a great judge, or as even an average advocate; he was a man of practical common sense, with an extensive knowledge on so many subjects affecting the rights, interests and welfare of men, as to make him an unusually useful man on the bench and universally acceptable and satisfactory to busy lawyers. His general equipment of knowledge, information and learning so prepared him to hear, try and decide the great mass of causes affecting the great mass of people, that he did not have to be educated on any case. To all this was added the universal confidence of lawyers, juries, and litigants that the man was absolutely fair and just, without respect to rank, wealth, politics or position; and that the poorest and humblest would get justice just as surely and certainly as the highest and richest man in the state. And as a mark of respect and honor, the Multnomah County Bar Association had a life-like and elegant oil painting portrait executed of the veteran jurist, and hung in the court room where he so long presided.

Judge Shattuck was born in Vermont in 1824, and educated in that state. Taught school for some time and was admitted to the bar in 1852. Came to Oregon in 1853, and became professor of Latin and Greek in the Forest Grove College. Was county judge of Washington county, member of the constitutional convention, member of the legislature, and elected a circuit and supreme judge in 1862; and reelected for four terms, and died in office.

No history of the attorneys of Portland could overlook Joseph S. Smith. Mr. Smith did not pursue the law steadily throughout his active career, but when he did appear in the courts he was one of its most conspicuous characters. The old adage "that the law is a jealous mistress," did not seem to apply to him. He always had the best of clients whenever and wherever he opened an office. He arrived at Oregon City in 1845, and commenced studying law soon after his arrival, supporting himself by teaching school and manual labor. He was the first law student in Oregon. After being admitted to the bar he went to Puget Sound and for a period served as prosecuting attorney, and was afterward by President Buchanan appointed to that office for Washington territory. In 1858 Mr. Smith returned to Oregon and practiced law at Salem, until his removal to Portland in 1870, and was for a number of years a member of the law firm of Grover, Smith & Page; and at the same time he was promoting the manufacture of wool in Oregon, and held large interests at Salem and Ellendale. In 1868 he was elected to congress, and it was to his efforts, and especially to his able advocacy in the house, that congress passed the act granting lands to build a railroad from Astoria to Forest Grove and McMinnville. And at the same session of congress, while the Northern Pacific land grant was before the house for amendment, Mr. Smith drew up and had attached to the grant an amendment requiring the company to build its main line down the Columbia river to the city of Portland, and thus establishing the fact that Joseph S. Smith was the original "North Bank" railroad man, antedating Mr. James J. Hill just forty years.

W. W. Page, who was a partner of Smith & Grover, was also an able lawyer and a very dangerous opponent in the trial of a cause. Of rather a pugnacious disposition, he went into a trial before a jury with such vim and determination



ERASMUS D. SILATTUCK

A greatly honored and trusted judge for twenty-five years





as to catch and hold the attention of jurymen. He could quote law on all sides of a case, and always quoted enough on his own side to show the jury that the other lawyer had no case at all. If there was ever a man at the Portland bar who could make "the worse appear the better cause," it was W. W. Page. But like Logan, he was his own worst enemy; pursued his profession in a desultory way, and while he was made a circuit judge for a brief term, he never made a permanent impression on the life of the city. His best client was the Bank of British Columbia, and when Edwin Russell, the manager of the bank, laid out the town of Albina in 1874, he named it in honor of Page's wife, a most estimable lady—"Albina V. Page."

Another attorney of the early days was Cornelius Beal. Beal's great distinction was that of a divorce lawyer. He was a thorough believer in peace in the family circle; and if it could not be had in any other way, then divorce the parties. He kept a list of the divorces he had obtained for unhappy couples, and at the last count before he died it was over five hundred. He was also the first apostle of temperance legislation in Oregon to regulate the saloons. He was for many years at the head of the order of Good Templars, and canvassed the whole state several times in the interest of more drastic laws to control the liquor traffic. He was a hard-headed, broad-shouldered, powerful man physically, and not afraid of a grizzly bear in a fight. In or about 1872, Beal undertook to put an end to a bunch of street fights one night, the result of a bitterly contested election; when a saloonkeeper that he had prosecuted, thought he saw his chance to put an end to Beal slipped up behind him and struck him a powerful blow with a club, enough to knock a bull down, and then ran. It made no impression, and Beal went on slinging the fighters right and left as if toys. But after it was all over, and while describing the fighting to the late Ellis G. Hughes, he suddenly removed his hat and rubbing his head, said with surprise, "Why, I believe somebody must have hit me!"

Mr. Beal was the discoverer, so to speak, of "Council Crest." He bought that tract of forty acres from the original donation claimant, built a road up to it, planted an orchard and erected a house and lived there for many years; and always said that some day the city would buy it for a park, and that it would become known all over the world. There have been poorer prophets than Cornelius Beal. Good bye, brave man, true friend, kind heart—Good bye.

Ellis G. Hughes, referred to above, was one of the lawyers that made a great success in a financial way. He was methodical, exact, and always safe in the transaction of business. He was the first lawyer in Portland to reduce the real estate abstract to the terms of an exact science. He got his cue on this business from the Scotch lawyers who safeguarded the first investment of foreign capital in Oregon real estate loans. These loans were first passed on by the firm of Gibbs & Hughes, and afterward by Hughes, the attorney for William Reid's Dundee Company. And in the management of this very large business, Mr. Hughes got opportunities for investment which the growth of Portland so appreciated as to make him a comfortable fortune. He was also the attorney for William Reid's railroad enterprises in Oregon.

One of the most popular and attractive personalities in the recent history of the legal profession of Portland was that of Lewis B. Cox. His death in the midst of his usefulness, and in middle life and with all his great humanities reaching out to help his fellow man, was most pathetic; and was suffered and regretted by not only the entire profession, but by all who knew him as a great loss to the city. He was not only a leading attorney with a large business, and a leading citizen taking even more than his share in the duties of citizenship, but he was carrying great responsibilities in the moral and civic life of the city. He was active in hospital development, the sanatorium for consumptives, and in his church. His brother attorneys extended their sympathies in his last sickness as never before to any other case. And when he felt he must fall before the great destroyer, his message to his friends and professional brethren

for larger sympathies and greater help to those who need, should be recorded in gold.

Some weeks before his death, Mr. Cox asked for paper and pencil and wrote a farewell message to his friends. He was very weak at the time and said: "That is very poor, I am afraid, but it is the best I can do now. Maybe I can change it when I am stronger." It was suggested that a number of copies be made and sent to friends, to which he made reply: "No, that is not what I want. I do not want it to reach just those friends who have been in to inquire for me, or send me flowers, but to all of my acquaintances in every walk of life. I want it published with my funeral notice or mention of my death in 'The Oregonian,' " Here is the message:

"To my friends: A little more than 21 years ago I came to Oregon, without acquaintances, without experience in my profession and without means. I am now lying on a sick bed, of which death can be the only termination. During the intervening weeks and days there has come to me one unvarying story of love and sympathy from every walk in life, and every stage of acquaintanceship. So sweet a spirit of peace and joy has filled my room that I cannot go without giving some feeble expression to it. I am overwhelmed with the human sympathy which has reached out to me from so many different directions; but I must take it only as a manifestation of an inexhaustible well-spring of love which can refresh and inspire the whole world.

Let me pray that not to me only, but to all others, your loving tenderness may be shown; not to those in sickness only, but as well to those in health. Give a helping hand and a word of comfort and hope to your struggling brother; clear his path of difficulties, rather than beset it with obstructions; help him to be a better man, and by so doing you will help yourselves to be better men.

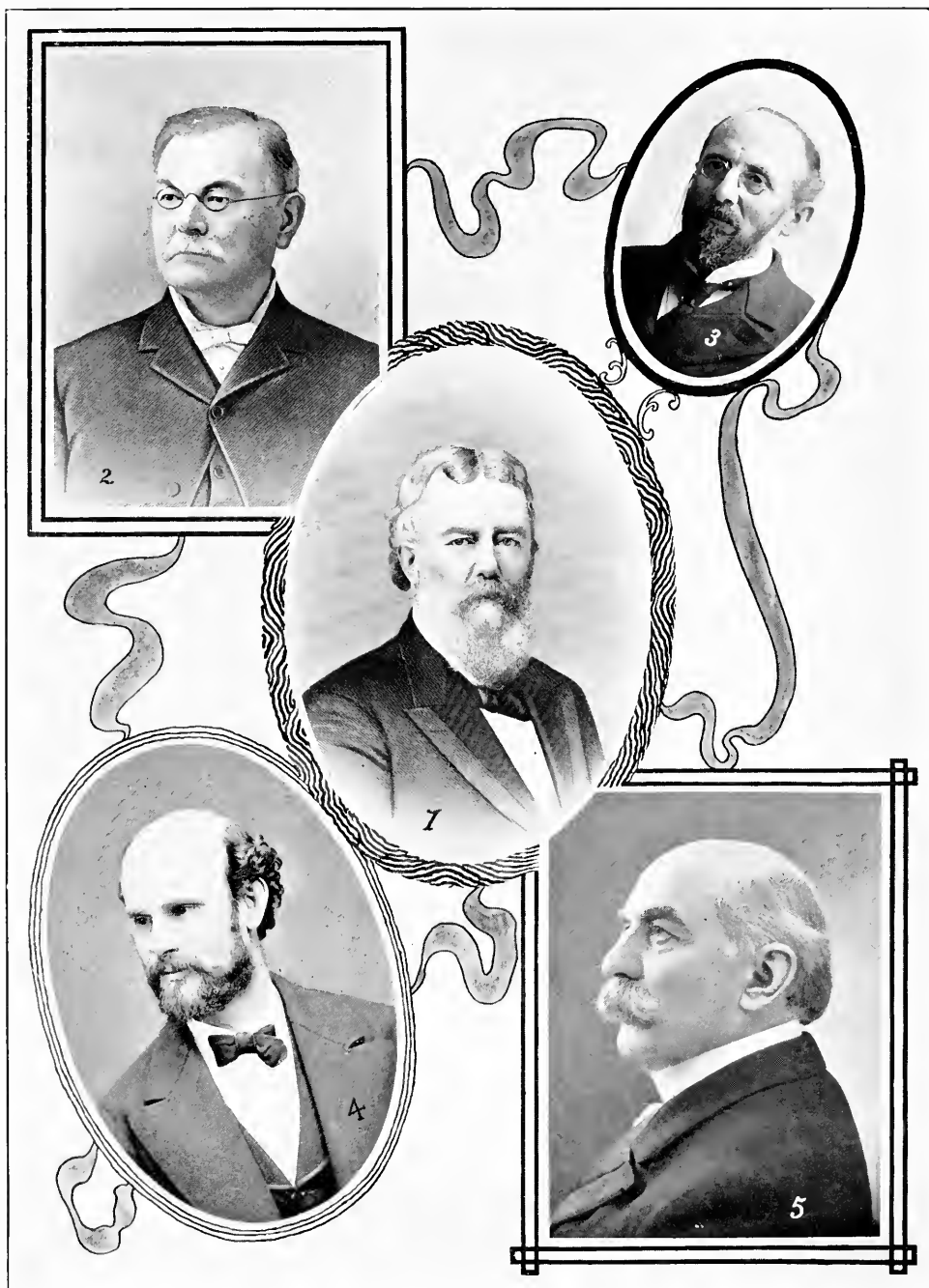
It cannot be that all the love you have shown me comes from perishable life. I cannot believe that it will pass away with my consciousness and be lost. We shall meet again in a land where love will reign supreme, and where in eternal sunshine all clouds will have passed away.

L. B. Cox."

Lewis Berkley Cox was born at Berleith, D. C., in 1856, moved to Virginia, graduated at Washington and Lee universities, in 1878; came to Oregon in 1880; practiced law at Pendleton, and came to Portland in 1886, and practiced with W. W. Cotton and Wirt Minor until 1898. Died April 12, 1901.

One of the most forceful lawyers of the Portland bar, was Joseph N. Dolph, the first partner of John H. Mitchell. Of rather an austere temperament, Mr. Dolph did not make acquaintances as fast as Mitchell; but he was a much better business man, and while Mitchell spent money as fast as he made it, Dolph was carefully husbanding his resources for the future. On Mitchell's election to the senate, Dolph became the head of the firm and chief counsel to all the railroad companies then in Oregon. And after accumulating a fortune, he was elected to the senate himself, defeating his old partner in 1882. He served twelve years in the senate, a part of the time Mitchell was his colleague. His career was distinguished as an advocate of the single gold standard for circulating money.

It is somewhat remarkable that the law firm founded by Mitchell and Dolph should have furnished so many U. S. senators—Mitchell, 22 years in the senate, Dolph 12 years, Mr. Simon 4 years, and John M. Gearin 2 years. One law firm serving forty years in the aggregate in the U. S. senate, and having now in the firm Cyrus A. Dolph, as good a lawyer as Mitchell or J. N. Dolph; Rufus Malloy, ex-member of congress, lawyer and statesman—the oldest practicing lawyer in Oregon, the honored nestor of the legal profession in Oregon in 1910; Joseph Simon, ex-U. S. senator and mayor of the city; and John M. Gearin, ex-U. S.



THE CODE MAKERS

1—Matthew P. Deady. 2—James K. Kelly. 3—Charles Byron Bellinger. 4—William Lair Hill. 5—William P. Lord



senator and leading advocate—John M. Gearin, former U. S. senator by appointment.

## THE LAWMAKERS.

Notice has been taken of bygone practicing lawyers and early judges. Let us now consider the men who made laws, and some of the men who administered them. At the head of this list, or of any list of Oregon's great judges, must always stand the name of Matthew P. Deady. Judge Deady was called to the bench so early in his career in Oregon that no estimate of his ability as a practicing lawyer can be made. He studied law in St. Clairsville, Ohio, the county seat of Belmont county, when that county contained the ablest lawyers not only in Ohio, but in all the country west of the Alleghany mountains. His preceptor was William Kennon, who had been a member of congress, a justice of the supreme court, and one of the three commissioners that prepared the first Ohio code, being the second state code in the United States to abolish the common law forms of pleading inherited from England. At the same bar was practicing Wilson Shannon, twice governor of Ohio, territorial governor of Kansas, member of congress, minister to Mexico, and a promising democratic candidate for the presidency; and as has been already stated, a brother of George Shannon of the Lewis and Clark expedition. And members of the same bar were Daniel Peck, the most eminent chancery lawyer in the west, the chairman of the judiciary committees in the conventions that made the constitutions of both Ohio and West Virginia; and Benjamin F. Cowen, a distinguished judge, and member of congress with an intimate friend of Abraham Lincoln. Young Deady was also frequently brought in contact with Edward M. Stanton who appeared at the same county town in big cases, and who was afterward attorney-general under President Buchanan, secretary of war under Lincoln, and associate justice of the supreme court of the United States. In addition to Deady's native talents, and his natural and acquired qualifications for the law, he had the example and the teachings of these greatest lawyers in the nation; and he made the most of his opportunities. His biography will appear in detail in another volume of this work.

Judge Deady's life work was on the bench of the United States district court. He had been honored by offices before going on the bench; notably that of the presidency of the constitutional convention; but it is the work he performed as a judge, and as a maker of the statutes of Oregon, which establishes his fame for all time. He was appointed a judge by President Franklin Pierce in 1853, at the same time Judge Williams was appointed, and continued to serve as a U. S. judge until the day of his death in 1893, making a longer term of service on the bench than any other federal judge on the bench at that time. During this long term of service all manner of questions and causes were brought before him for decision. And the volume of his decisions, containing decisions in the most important cases, is unquestioned authority in all the courts, state and national, in the United States. The condition of the country and its system of laws brought before him many new questions which had to be solved and decided from the original principles of justice in a republican form of government; and on these cases he made a notable record. He was the first judge to decide in either England or America that one corporation could not be allowed to incorporate in the name of another corporation. In statute law he revised and rewrote all the laws relating to the Code of Civil Procedure, making an entirely new code, as code commissioner for the state, which was adopted by the legislature of 1862; and also the Code of Criminal Procedure, in 1864. He also, afterward, by authority to the legislature, collected, revised and rearranged the laws of Oregon with notes and references, which were published in book form in 1874. Many of the important statutes of Oregon are wholly the work of Judge Deady's brain, notably that providing for the formation of private corporations; the Oregon statute on this subject being the first law in the United

States or England to authorize three private persons to form a private corporation without special charter authority from a legislative assembly. All this work, and a vast amount more which cannot be enumerated here, has qualified and entitled Matthew P. Deady to be regarded as the greatest man and greatest lawyer of the legal profession west of the Rocky mountains.

#### OTHER CODES AND BOOKS.

The next work of codifying the laws of Oregon was that of William Lair Hill. Mr. Hill is still a practicing lawyer at Oakland, in the state of California, and his code takes him out of the category of those that cannot be noticed in history until they are dead. Hill's code was commenced as an independent enterprise of his own, but was afterward recognized, indorsed and purchased by the legislature of the state. Coming in after Justice Deady's work, and after most of the states of the union had adopted the reformed practice and had created codes of civil procedure, Mr. Hill had the advantage of a large body of material to draw upon in preparing his work for the Oregon legal profession. And being well equipped, both from education, literary attainment, professional study and large practice, he was enabled to and did produce a very valuable work entitled, "Hill's Annotated Statutes of Oregon," which was published in 1887. Many of the young lawyers in Oregon have started in practice without much more of a library than Hill's book, and done good work in the profession; Hill's citations being very full and always to the point. Mr. Hill's work remained the authority on statute law for about fifteen years, and entitles the author to a high place and permanent fame among the lawgivers of Oregon. Mr. Hill also prepared a code of the laws of the state of Washington, which was adopted by the legislature of that state, making him the only lawyer preparing codes for two separate states.

Judge Deady was succeeded on the bench by Charles Byron Bellinger, a member of the law firm of Dolph, Mallory, Simon and Bellinger. As it was a great dignity, high honor, and life position, there was a scramble for the office among the democratic lawyers, Grover Cleveland being president. Bellinger was always a protege of the banker, Asahel Bush of Salem. Bush was personally acquainted with the president, and was the sort of a man that could get the presidential ear. So that in this contingency, Banker Bush wasted no time in making a visit to Washington to see the president and recommend a man for U. S. judge of the district of Oregon. It is also supposed that the two United States senators from Oregon—Mitchell and Dolph—did not fail to support the man who was a member of the law firm they had erected. And so Mr. Bellinger was appointed U. S. judge.

The most notable and useful service Judge Bellinger performed while on the bench was the preparation of a new edition or code of the laws of Oregon; which he did prepare in connection with Attorney W. W. Cotton. This work was commenced about the year 1898, and completed soon after; and was approved and purchased by the legislature and used by the profession and the courts. Judge Bellinger took great pride in and bestowed great labor on this work. It is very much larger than any former edition of the laws of Oregon; and the vast number of decisions of the supreme court of the state requiring far greater time and study to apply them to the interpretation of the statutes placed upon Judge Bellinger a load of care and labor that told heavily on his physical strength, and possibly hastened the breakdown which resulted in his death May 9, 1905.

Judge Bellinger had for a short time filled the office of circuit judge for the district of Multnomah County. He was quick, bright and alert in the practice of his profession, with a great fund of humor that made him a delightful companion and universally popular with his professional brethren; and his demise was greatly mourned by all who knew him.

The work of Mr. W. W. Cotton on the "B & C." code as it is now cited, was very considerable. His very extensive practice, robust constitution and great





JOHN H. MITCHELL

Twenty-two years in United States Senate from Oregon



capacity for hard work enabled him to accomplish more work than Judge Bellinger and in less time, and with less wear and tear of body and soul. Unlike Bellinger, Cotton had never wasted any time on politics, but had been, ever since his admission to the bar, continuously storing away mental capital in the form of fundamental principles of law and leading precedents of judicial decisions. With this equipment, his part of making the great code was not a laborious job.

Another edition of the code of the Oregon statutes has been authorized by the legislature. An act was passed authorizing the supreme court to select a suitable person to revise the laws, arrange it in the form of a code and superintend its publication, and William P. Lord selected by the court to do that work.

William Paris Lord was born at Dover, Delaware, in 1838, a graduate of Fairfield College, N. Y., and a graduate of the Albany law school, 1866. Joined the union army on the breaking out of the southern rebellion, and served as major in the Delaware cavalry under Gen. Lew Wallace; and after the war at Forts Alcatraz and Steilacoom, and in Alaska. Resigned his commission in 1868, and commenced practicing law at Salem, Oregon. Member of state senate in 1878; member of supreme court in 1880—served twelve years; elected governor of the state, served four years; and was then appointed by President McKinley as minister to the Argentine republic; served four years, and is now code commissioner of the state of Oregon.

#### THE LAWYER-POLITICIAN.

Oregon has, like every other state, had a full supply of the lawyers who essayed political distinction. From the earliest times, the majority of public men have been taken from the ranks of the lawyers. This statement holds good from the presidency down through congress; cabinet ministers, governors, foreign ministers and legislatures east of the Alleghany mountains. The Oregon legislatures have always had a majority of farmers and tradesmen. Of the thirty-six men who have represented Oregon in congress, thirty have been members of the legal profession. Of the governors under the territorial government none of them were lawyers; but of the governors under the state organization, seven have been lawyers, two farmers, one merchant and one sawmill man. It is not intended to go into the record of any living lawyer of Portland who has made politics the main object of his ambition. And of those deceased, the greatest of them have already been noticed. But as this book is written to not only tell the facts of life and progress or decay, as affecting this community and this city, it is necessary to refer to at least one, and that one the most remarkable career that has ever transpired in any American state.

And there could be no justification in referring to the life of John H. Mitchell if it did not teach a great lesson. And while charity should spread its mantle over the faults of him that has fallen, justice to all and the safety of society requires that those who supported and contributed to the corrupt system, or tamely surrendered to the vicious public opinion that made Mitchell's career possible, should be shown the evil of their own guilty part. The misfortune of it all in this world is, that we love the evil we do until we suffer from it; and that the evil we do does not die with us. If we could see the end from the beginning, we might, as Shakespeare says:

"Gather honey from the weed,  
And make a moral of the devil himself."

For forty years it was an open secret that Mitchell's political ethics justified any means that would win the battle. And he could not have succeeded in the face of all the bitter opposition to him if the majority of the electors in the state were not either openly in favor of his style of politics or silently consenting to it. He was seven times a candidate for United States senator before the Oregon legislature and won in four of the contests; and if he had lived to serve

out his time in the senate, would have served twenty-four years in the senate—twice as long as any other senator from Oregon.

Mitchell was not a great orator; he was not a profound reasoner; he was not a statesman; he was not consistent in anything but his personal desires for public office. But he accomplished more for the state, and had more influence and success in the senate, and satisfied more people by his public service than any other man Oregon ever sent to the senate. He was handicapped by changing his name; he was kept poor by the political leeches that fed upon his bounty and threatened his ruin unless they were fed; he was bitterly opposed by men of great wealth; and by men in his party of great power and influence, and by newspapers read by all the people; and over and against all of it he triumphed against all odds and against opposition that would have destroyed any other man. When republicans rebelled at his leadership and repudiated his acts, he called in democrats and beat down his own party leaders with the club of their political opponents. What was the secret of it all? A kind heart, a generous disposition, a friendly sympathetic handshake, untiring industry and sleepless vigilance and persistence. He has imitators, and some of them are succeeding with precisely the same tactics. But not for long. There was but one Mitchell, and there won't be another for a hundred years.

John H. Mitchell was born in Washington County, Pennsylvania, June 23, 1835, and baptized in the name of John Mitchell Hipple. He was admitted to the bar in Butler County, Pennsylvania, in 1857; came to Oregon in 1860, quickly secured a large law practice; was elected to the U. S. senate in 1872, and had his name legally changed by the county court to John H. Mitchell in 1874, although passing under that name from the time he came to the state.

The best sketch ever made of Mitchell's political career was that made by Mr. Scott of the advisory board of this history, and which is hereto appended:

"It would perhaps be difficult in all the history of American politics to find a man whose political career equaled that of Senator John H. Mitchell. Men whose political careers have been as full of turmoil and strife as that of the dead senator have sprung before the nation's eye, but they only bloomed and flourished for a brief time, and their names became forgotten with the flight of time. Not so with Senator Mitchell. He became a factor in Oregon politics when the '60s were young, and almost from the day on which he was elected state senator, his name has been one to conjure with in the history of things political in Oregon.

When Senator Mitchell first made his hand felt in Oregon politics, he entered a tempestuous conflict. How he weathered those storms that repeatedly broke around him, how he persistently fought and overcame the apparently overwhelming political tides which ever threatened to destroy him, made men marvel for almost half a century. Beginning with the famous bolting caucus of September, 1866, Senator Mitchell has been an issue in Oregon politics to this day. But a handful of men who mixed and mingled in the political strife at that time are alive today. Only a few of the men whose names are at present on the political horizon are familiar with that part of Oregon's political history. Mitchell had been elected state senator, had served one term. That was the beginning. It was in 1862. In 1864, just two years after he was elected president of the senate. Even as early as this, Senator Mitchell had his political star directed to the United States senate. His political aspirations were in the nature of a whirlwind, and the harvest of that whirlwind was reaped when he was finally elected to the upper house of congress. Before his ambitions were gratified came the tempestuous days of the legislature, which met in September, 1866.

#### BOLT DEFEATS GIBBS.

Salem, then as now, was the center of all political storms. Addison C. Gibbs was then governor, and the avowed candidate for senator. It was claimed that

Governor Gibbs was the choice of forty-five republicans, and this was borne out when he was nominated at the caucus. Mitchell was also a candidate, and he was charged with having engineered the bolt which followed the nomination of Governor Gibbs at this caucus. Not only that, but from that day to this, certain republicans have followed this lead, and have never felt bound to follow out the mandates of a caucus. Mitchell's plan of overriding the wishes of that republican caucus was unique. Mitchell, who was charged with having manipulated the primaries of Multnomah County, had elected the men he had nominated. It is a matter of record that Multnomah delegates voted straight through the caucus for Mitchell. In joint conventions four men—all Mitchell's supporters—bolted. Two of these were from Multnomah.

It was suspected that Mitchell was behind a revolt, and a trap was laid to catch him. A deal was made with two democrats with the understanding that if Governor Gibbs received enough votes to elect him, their votes were not to count. Again the vote was taken. W. W. Upton, a prominent Multnomah County lawyer in those days, was the last to vote. He voted blank, and it was found that Governor Gibbs was short one vote. The story of that day had it that Senator Mitchell gathered around him seventeen faithful adherents. It was agreed that all but five would remain silent, and that five were to stand outside and that if there was a defection among the five, one of the silent twelve was to step into the breach. It was this which caused the political pot to boil over, and with this incident began the factional fights in the republican ranks which have never been healed. The result of the "bolting" was the election of Senator Corbett.

The campaign of 1872 saw Senator Mitchell and Senator Corbett the principal figures of one of the most bitter political fights in the history of the state. The factions were lined up for deadly combat. At that time, and for that matter, for many years previous, Ben Holladay was Oregon's railroad king. Holladay was behind Mitchell. Mitchell was the issue of this battle. The Holladay crowd charged Corbett with having opposed certain railroad measures. Corbett's friends disputed this with might and main, and declared that Mitchell was tied hard and fast to Holladay. Then the Corbett followers, as a campaign slogan, quoted an utterance made by Mitchell which was, "Whatever is Ben Holladay's politics, is my politics, and whatever Ben Holladay wants, I want."

#### MITCHELL DEFEATS CORBETT.

In spite of this Mitchell was elected to the senate and Senator Corbett was defeated. This was the beginning of his long senatorial career. His term expired in 1878. Here the political map of Oregon was changed, and the democrats went into power. Mitchell was a candidate, but the toga went to James H. Slater, a democrat. In 1880 there was no session and the battle was stilled until 1882. Once more the candidacy of Senator Mitchell was an issue in Oregon politics. The struggle between the Mitchell faction and the Corbett followers was bitter, but the contest which followed in 1882 caused that memorable event to pale into insignificance. Many republicans opposed to the candidacy of Senator Mitchell were elected, but Mitchell had the majority of republicans. The solid eighteen was born, nine of them came from Marion County. Neither side would give or take, and the battle waged throughout the entire session of the legislature. It took forty-six to elect, and Mitchell started out with forty votes, and held them with hardly a single loss.

The result was that Mitchell went down to defeat, and J. N. Dolph was elected. When it came time for the next senatorial election, the time of the meeting of the legislature had been changed. January was set for the time of holding the election in the odd year, so the 1885 election took place in January instead of September. Senator Mitchell was not a candidate, but he held a political hand that was formidable. He rallied his forces for Sol. Hirsch. Here

followed another struggle. So determined and unyielding was the character of the fight that the session adjourned without electing a senator.

#### DEMOCRATS VOTE FOR MITCHELL.

The following fall Governor Moody called a special election and right early in the session the politicians being weary of the protracted turmoil, Senator Mitchell was elected by a combined republican and democratic vote, some seventeen democrats casting their ballot for him. In 1891 Senator Mitchell was returned to the senate without opposition. Then followed the free silver craze. Senator Mitchell became a conspicuous and persistent advocate for the white metal and another schism in the republican party followed. In 1897 the legislature met. A caucus was assembled and nominated Mitchell for senator. But the gold republicans joined with the democrats and populists in a refusal to organize the lower house, and what was called the famous legislative hold-up came into being. There was no election of senator from Oregon.

In the special session called in 1898, Mitchell was not a candidate. Joseph Simon was elected by the gold wing of the party. In 1901 G. W. McBride, an ally of Senator Mitchell's, was a candidate for reelection. He was supported by Senator Mitchell, but he was defeated, and he turned his strength to Mitchell. The session lasted forty days, and Senator Mitchell was elected at the last hour. He was serving this term when he died. Four times he was elected to the senate, thrice he was unsuccessful. In all of his contests but one, there was much strife and acrimony.

#### IMPORTANT LEGISLATION ORIGINATING AT PORTLAND— AUSTRALIAN BALLOT LAW.

A large number of new propositions in law making and government have got their start in the United States, at Portland, Oregon. The corruption of the ballot box by the open purchase of votes of irresponsible and corruptible electors had obtained such a degree of scandal and criminality by the year 1890 that reform at the ballot box was loudly demanded. As a sample of corrupt practices, at elections, prior to that time when electors voted by handing a printed ticket to an election judge, folded up, which was then dropped in a box, long lines of purchased voters might have been seen proceeding to the ballot box conspicuously holding up in the right hand a ballot that had been given them by a party or candidate agent. If the ballot was faithfully kept in sight of the "spotter" until it was dropped in the box, then the "honest voter" could go around the corner to the saloon and get two dollars and a half. At that time ward bullies herded up voters like cattle at the round-ups to be branded, and sold by them at so much per head. And an instance is recollected when seventy-five "honest voters" were "rounded up" in a basement saloon at the corner of Front and Morrison streets, the whole of one election day waiting for the highest bidder to take them. The business was rather nauseating to the average American citizen, and Jacob Stitzel, an old time sheriff, and on that day the captain general in rallying the republicans to the polls, decided to teach the vote sellers a lesson, and told the vote herder to safely keep his men in the cellar, and not let one of them get away, for they would be needed surely about six o'clock p. m., at five dollars a head. By this strategy Stitzel kept the opposition from getting hold of the "cattle" until it was too late in the day to vote them; and then when he went around and told the "boss" that he did not need them. The panic was terrible—no cash, no whisky, and dead beat at their own game.

To remedy this corruption of the ballot box a league was formed to agitate and promote the adoption of the system of election voting then recently adopted in the British colony of Australia; which is the system now used in all the states in the union. It was first adopted in Oregon, and the reform was brought

about by this Australian ballot league formed here in Portland; and of which Edward Bingham, an attorney here, and Charles H. Woodward, a druggist, and afterwards a state senator, were the active promoters—Woodward giving money as well as time.

*Non-Partizan Judges.* Now in this year of 1910 the bar association of Portland, Oregon, has launched the proposition that Oregon ought to have a non-partisan judiciary composed of republicans and democrats, and nominated and elected without respect to politics. The democratic party being in the minority has of course approved of this proposition; and the nominees by the bar association for judges of the supreme court at the late election comprised two democrats—William Rufus King and James T. Slater—both being members of the supreme court by appointment of a democratic governor, and one republican, Thomas A. McBride, also at present a member of the supreme court by appointment of the acting governor, secretary of state, Benson. Judge Martin L. Pipes, a prominent lawyer in practice having been put forward by the bar association to advocate the non-partisan judges, Mr. C. S. Jackson, of Roseburg, replies to Judge Pipes as follows, which is a sample of current discussion:

“Judge Pipes gives as another reason why political judicial selections should not be made, ‘that it narrows down the judicial timber from which judges are selected, to a mere clump.’ I do not so view it. His suggested system of nominations destroys competition and allows but one selection from the whole available timber. As it now is, we have two, and perhaps three or more ‘clumps’ to select from, and each one of these ‘clumps’ are represented before the people in the choicest selections. If the majority ‘clump’ selects a rotten or ‘punk’ piece of timber, the people are gratified to know there is sound timber on the market, and available. But if there is but one ‘stick’ chosen from one ‘clump’ as a whole, and the persons making the selection are dealing largely in ‘punk,’ what show has the common people to accept, but ‘punk?’ The woods may be full of good, sound timber, but under such a system as suggested, of what use would it be?”

#### DIRECT LEGISLATION BY THE PEOPLE.

Next after the provisional government organized by the pioneers in 1843, in point of importance in the history of legislation and government in the state of Oregon, comes the agitation in favor of and final adoption of what is known in general terms, “Direct Legislation by the People.” This movement, commenced in 1892 and agitated and discussed continuously for ten years, resulted in the adoption of the system by the people at the general election in June, 1902. The principle was presented to the people for adoption or rejection, by a proposed amendment to the state constitution, providing that the people might initiate or propose legislation as an original proposition, and that they should have the right and power to reject or approve any act of the state legislature. The popular vote on this amendment to the constitution was 62,024 in favor of it, and 5,668 against it.

Under that amendment to the constitution laws have been proposed by the people, or adopted or rejected by the people on referendum from the legislature as follows:

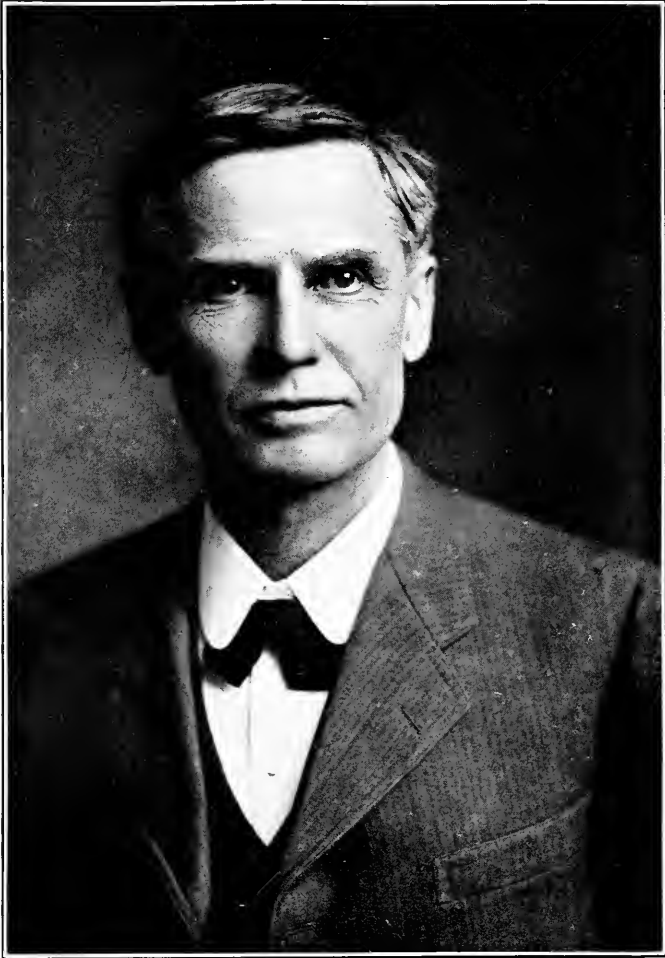
	YES	NO
1904.		
Direct primary law with direct selection of United States Senator—a	56,205	16,354
Local-option liquor law—a	43,316	40,198
1906.		
Omnibus appropriation bill, state institution—b	43,918	26,758
Equal suffrage constitutional amendment—a	36,902	47,075
Local-option bill proposed by liquor people—a	35,297	45,144
Bill for purchase by state of Barlow toll road—a	31,525	44,527
Amendment requiring referendum on an act calling constitutional convention—a	47,661	18,751
Amendment giving cities sole power to amend their charters—a	52,567	19,852
Legislature authorized to fix pay of state printer—a	63,749	9,571
Initiative and referendum to apply to all local, special, and municipal laws—a	47,678	16,735
Bill prohibiting free passes on railroads—a	57,281	16,779
Gross earnings tax on sleeping, refrigerator, and oil car companies—a	69,635	6,441
Gross earnings tax on express, telephone, and telegraph companies—a	70,872	6,360
1908.		
Amendment increasing pay of legislators from \$120 to \$400 per session—c	19,691	68,892
Amendment permitting location of state institutions at places other than the capital—c	41,971	40,868
Amendment re-organizing system of courts and increasing supreme judges from 3 to 5—c	30,243	50,591
Amendment changing general election from June to November—c	65,728	18,590
Bill giving sheriffs control of county prisoners—b	60,443	30,033
Railroads required to give public officials free passes—b	28,856	59,406
Bill appropriating \$100,000 for armories—b	33,507	54,848
Bill increasing fixed appropriation for State university from \$47,500 to \$125,000 annually—b	44,115	40,535
Equal suffrage amendment—a	36,858	58,670
Fishery bill proposed by fish wheel operators—a	46,582	40,720
Fishery bill proposed by gill net operators—a	56,130	30,280
Amendment giving cities control of liquor selling, pool rooms, theatres, etc., subject to local-option law—a	39,442	52,346
Modified form of single tax amendment—a	32,066	60,871
Recall power on public officials—a	58,381	31,002
Bill instructing legislators to vote for people's choice for United States senators—a	69,668	21,162
Amendment authorizing proportional-representation law—a	48,868	34,128
Corrupt-practices act governing election—a	54,042	31,301
Amendment requiring indictment to be by grand jury—a	52,214	28,487
Bill creating Hood River County—a	43,948	26,778

a—Submitted under the initiative.

b—Submitted under the referendum upon legislative act.

c—Submitted to the people by the legislature.





WILLIAM S. U'REN  
Advocate of District Legislation



It probably would not have been possible to have secured the results shown by the above popular votes had not the movement been preceded by the adoption of the Australian ballot law as related in a proceeding part of this chapter; and also by the law requiring a registration of voters preliminary to the right to vote at the election. This registration law was adopted in 1899.

Oregon was the first state in the union to adopt this form of law making. The movement started at the little town of Milwaukie six miles south of this city. It is the most remarkable application of civil government since the formation of the federal union in 1789. It lacks only the experience of time and trial to show how far it is useful to American society and institutions. Thirty-two measures, involving all sorts of questions and subjects are now upon the ballot to be passed upon by the people at the general election to be held November 8, 1910. The result of that election will be added hereto, as this chapter is written before the election. The movement has now spread to many other states in the union, and has been in some degree adopted by some of them, while the agitation in its favor sometimes is in nearly every state.

Of the value of the "referendum" part of direct legislation, there can be no doubt. It will never be given up. On this item, the late Harvey W. Scott, editor of the *Oregonian*, tersely stated its manifest importance and merits in the following words:

"The referendum is an obstacle to too much legislation; to surreptitious legislation; to legislation in particular interests; to partisan machine legislation, and to boss rule. No predatory measure could be carried before the people. The legislative lobbyist would be put out of business."

While the original movement in Oregon is in general the work of many minds its propaganda was almost solely the work of one man, who but for his dogged perseverance and unyielding courage might have been worn out with delays and financial difficulties. To William S. U'Ren an attorney of Oregon City, a grower of fruit trees at Milwaukie, and an enthusiast of the highest type, is due the honor and credit of following up, this movement—call it a reform or what you please—year after year, through good and ill report, and against all sorts of opposition from secret enmity of political bosses to open ridicule of scholastic wise-acres, until the great mass of the voters were informed and converted to the support of the principles of direct legislature by the popular vote of the electors.

Mr. U'Ren having been requested to give some history of the movement, submits the following:

"A. D. Cridge in the *Oregon Vidette*, and Max Burgholzer, a native of Switzerland, in the *Pacific Farmer*, advocated the initiative and referendum in newspaper articles in Oregon as early as 1886. I settled in Oregon in 1890. Alfred Luelling gave me the first copy I ever saw of J. W. Sullivan's work on direct legislation in Switzerland. I had heard of the initiative before. The Milwaukie Farmers' Alliance on my motion asked the state executive committee of the Farmers' Alliance to take the matter up and invite the State Grange, the Portland Chamber of Commerce, The Portland Federated Trades, and the Oregon Knights of Labor to combine in appointing a joint committee of one from each organization to agitate and educate for the initiative and referendum in Oregon. I think this was in November, 1892. The invitation was accepted by the state executive committee of the Farmers' Alliance; the Portland Chamber of Commerce never acknowledged the invitation. The first committee was composed of Hon. W. D. Hare of Hillsboro, from the State Grange, chairman; Hon. W. S. Vanderburgh, from the Knights of Labor; A. I. Mason, from the Portland Federated Trades, and W. S. U'Ren, secretary from the Farmers' Alliance. The Federated Trades was afterwards represented on the committee at different times by Charles E. Short, T. E. Kirby, and G. G. Kurtz, all of Portland. These men constituted the committee until September, 1898, when a state non-partisan direct legislation league was organized. O. C. Sherman, of Salem, was elected president, and there was an executive committee of seventeen mem-

bers. In the fall of 1900, I think Mr. Sherman went to Washington, D. C., and a little later Hon. George H. Williams accepted the presidency of the league; Judge Williams was the first man, so far as I know to propose the system in the United States. He offered a resolution for that purpose in the Oregon constitutional convention of 1857. Judge Williams was president of the league until the amendment was accepted by the people in 1902.

"A host of men helped very greatly in various ways in this work. Among others that I recall are the late Nathan Pierce, W. W. Myers, L. H. McMahan, George Weeks, A. Hofer, Mr. Waggoner, Hon. Stephen A. Lowell, and at least a hundred others whose names I cannot recall at the moment and perhaps have not even among any printed or written memoranda I have. I never made any effort to keep papers or printed matter with the idea of ever being called on for a history of the work.

"Among the staunchest supporters of the movement were the late Seth Lueling, and his wife and daughter. J. D. Stevens also rendered valuable help.

"Among others who helped also in the preparation and circulation of literature were many of the families, and especially wives and daughters of Milwaukie. I recall particularly Mrs. F. C. Harlow, Miss Edna Ross, Miss Helen Kerr, Mrs. Young and three daughters, whose first names I probably never knew.

"If I could have time to think of this matter and look up old newspapers and records, I could give the names of many who ought to be mentioned in this work if anyone should be. The late H. W. Scott rendered very valuable aid.

"It is impossible for me to do even partial justice to the men and women who have helped and who are certainly worthy of mention in any history of the adoption of the initiative and referendum and other progressive legislation in Oregon.

W. S. U'REN."

At the recent state election, November 8, 1910, of the thirty-two laws proposed by the people's initiative, eight were adopted by the popular vote and twenty-four defeated. The total vote in Multnomah County was 32,474. The vote on the proposed laws, was as follows:

Woman suffrage, yes, 8,614, no, 18,630; Eastern Oregon Insane Asylum, yes, 15,899, no, 9,262; constitutional convention, yes, 8,189, no, 15,682; separate senatorial and representative districts, yes, 7,720, no, 15,112; Grange tax amendment, No. 1, yes, 13,042; no, 10,381; state ownership of railroads, yes, 10,461, no, 13,517; Grange tax amendment, No. 2, yes, 10,740, no, 11,379; salary of Baker County circuit judge, yes, 5,895, no, 10,850; Nesmith County, yes, 8,364, no, 13,754; Monmouth Normal school, yes, 15,314, no, 9,302; Otis County, yes, 6,348, no, 14,863; Clackamas County annexation, yes, 7,651, no, 16,739; Williams County, yes, 5,365, no, 15,318; county tax regulation, yes, 12,695, no, 10,695; home rule, yes, 17,076; no, 11,228; employers liability, yes, 17,064, no, 8,963; Orchard County, yes, 5,556, no, 15,064; Clark County, yes, 5,604; no, 14,800; Weston Normal school, yes, 11,876, no, 11,409; Washington County annexation, yes, 6,550, no, 16,600; Ashland Normal school, yes, 11,499, no, 11,758; prohibition amendment, yes, 9,931, no, 19,175; prohibition law, yes, 9,457, no, 19,845; employer's liability commission, yes, 10,211, no, 13,707; Rogue river fishing prohibition, yes, 15,942, no, 7,234; Deschutes County yes, 6,856, no, 14,173; new county act, yes, 10,356, no, 11,227; act increasing maximum debt for roads, yes, 16,480, no, 6,180; primary nominations for presidential elections, yes, 12,994, no, 10,447; State Gazette, yes, 7,835, no, 13,364; proportional representation, yes, 12,265, no, 10,740; three-fourths jury verdicts, yes, 13,442, no, 9,873.

The total cost to the taxpayers of the state was about \$7,000 for each measure adopted; or \$56,000 for the eight adopted laws. The total cost of salaries for members at one session of the legislative assembly is only \$10,800. The state officials estimate that for printing and circulating the initiative and referendum pamphlets, there was an expense of approximately \$20,000. Extra counting

caused by the initiative measures, will cost the people of the various counties approximately \$25,000 and printing of the ballots cost approximately \$7,000. This makes a total of \$52,000 as estimated expense, and if anything, the estimate is conservative, as there are numerous miscellaneous items which will swell the total.

The actual cost for printing the initiative and referendum pamphlet was \$8,951.96, according to a statement just filed by L. R. Stinson, state printing expert. In addition to this is the cost of paper, postage, clerk hire, and numerous other expenses, bringing the estimated total conservatively to \$20,000.

In addition to these items must be added the cost to candidates for office under the new system. From sworn reports filed with the secretary of state, the state officials estimate the total election expenses of all the candidates and committees at the recent state election, and the primaries precedent thereto, to have been \$150,826. Of this amount the "Home Rule Association" to regulate the liquor traffic spent \$40,000—mostly saloon money. The Prohibitionists spent \$15,000 trying to shut up the saloons. The Fels Fund Commission spent \$15,000 to promote the Henry George principle of the single tax on land values. This of course is all the candidates and promoters will admit. But the candidate that is defeated, or the man that spends a very large sum to get an office is not likely to recollect all that he spends for such a purpose. The first man elected to the United States senate under the popular vote system expended probably more than \$100,000 to secure the office—but he made no statement.

## CHAPTER XXVII.

1858—1910.

### *The First Military Company—The Indian Wars—The Grand Army of the Republic—Portland's Part in the War with Spain.*

The first military organization of the city of Portland was the "Jefferson Guards" organized at a meeting of the citizens held "in the council room corner of Washington and First streets, May 24, 1858."

At this meeting Charles S. Mills was elected captain, and J. D. Cremen, secretary. This organization was founded on a muster roll signed by the following persons: John Donovan, William Grooms, Joseph Meagher, John Tomlinson, Rufus W. Henry, William Best, Joseph D. Cremen, Thomas Farley, Aaron Bushwiler, E. C. Smith, John Castle, J. F. Farley, Steuben Commins, T. Thompson, Frederick Paine, Charles Mulholland, Samuel R. Holcomb, Walter H. Manley, John Williams, James L. Sims, Isaac Waggoner, Charles S. Mills, Joseph A. Jemison, Arthur Gray, Lansing Stout, Samuel Andrews, Patrick Maher, James Wilson, John Hornbrow and T. Goldin.

To this list various other persons were added from time to time by election until the guards attained a membership of about 60. The minutes of the proceedings of the guards, kept in good shape by the secretary, Joseph D. Cremen, and kindly loaned to the editor by his daughter, Miss Annie Cremen, are still in perfect condition, and show from what modest beginning every institution of the city has grown.

But prior to the organization of this first military company, Portland had to the full extent of its ability and population taken an active part in the expedition to punish the Indian murderers—the Cayuses—in the Whitman massacre, and in the Indian war of 1855. The expedition against the Cayuses in 1848 was organized mainly at Oregon City, and in pursuance of a special message of Governor Abernethy to the provisional legislature on December 8, 1847. Action was promptly taken on the governor's message, J. W. Nesmith moving that a company of fifty riflemen be organized by the government; and on the evening of the same day at a citizens' meeting in Oregon City forty-five volunteers were enrolled on the spot; and the next day started up the Columbia to the Dalles to be in position to protect the settlers with a total muster roll of forty-eight men.

It is not intended, as it is not the province of this history to enter into any detail of the Indian wars; but only to note that in that as in all other matters affecting the interests of all this region the citizens of Portland have always taken an active part. Col. W. W. Chapman, one of the Portland townsite proprietors took an active part in the Rogue river Indian war; while Stephen Coffin, another of the Portland townsite proprietors, had, as brigadier general of the militia, the command of the state forces during the war to suppress the southern rebellion.

Of the Portlanders who took an active part in the early Indian wars of Oregon, there are only two now alive, that can be remembered—Col. John McCracken of Portland, who was quartermaster general of the expedition against the Cayuses in 1848, and J. H. McMillan, who was captain of a company in the same





REPRESENTATIVE OREGON INDIANS

Left hand above—Joseph, Chief of the Nez Percés, Statesman and General. Right hand above—Fish Hawk, war chief and fierce fighter of the Cayuses. Below—Paul Show-a-Way, the dandy.



BLOCK HOUSE AT UPPER CASCADES  
(Where General Philip Sheridan made his first  
war record)





expedition, now residing in the state of Ohio. The complete history of these Indian wars prepared by Mrs. F. F. Victor, by authority of the state, contains full accounts of all persons connected with them, and of the movements of the military forces; and to which the reader is referred.

As illustrating the strenuous experience of the volunteers fighting Oregon Indians and procuring their own horsebeef rations, the following incident is given of the war with the Yaquimas and Cayuses:

On February 26, 1855, Col. T. R. Cornelius, in command of the First Regiment, Oregon Mounted Volunteers, in camp on Mill creek, a few miles above Walla Walla, asked Lieutenant W. H. H. Myers, if he would undertake command of an expedition to go into the Nez Perces country to procure horses. The men of the regiment had been obliged to kill and eat so many of their horses, that it had become absolutely necessary to obtain a new supply. The journey into the Nez Perces country entailed a ride of some ninety miles, over a faint trail, through the hostile territory of the Cayuse tribes. Lieut. Myers accepted the undertaking, and selected as his companions Lieut. Will Wright and John Brownlee.

The three men, each with one live horse and a small quantity of dead horse, started as early as possible on the morning of the 27th, finding travel difficult on account of the soft snow underfoot. They camped that night in the deep Tou Canyon, which offered a shelter from the weather, and food for the horses.

On the next day, they swam the Snake river at Lewiston, and went to Capt. Craig, the government agent for the Nez Perces. They applied to him for assistance in the purchase of ponies from his peaceful Indians, for which, as pay, they could only offer United States government scrip. Lieut. Myers relied largely on the influence of Capt. Craig, not only to secure the horses, but also to persuade the Indians to accept the scrip in payment.

A few weeks before this time, Piu Piu Mox Mox, a Yakima chief, had been killed by the whites in the Walla Walla valley under very questionable circumstances. The story is that the old chief came to the whites under a white flag, for a parley, and upon his refusal to accept the terms offered to him by the white soldiers, or to submit to arrest, had been shot.

Be this as it may, a son of this Piu Piu Mox Mox, learning through his wife, a Nez Perces squaw, of the presence in the camp of the three white soldiers, immediately offered the chiefs assembled for the horse market, horses and cattle to the value of \$15,000, for the surrender to himself, of the white envoys. One could hardly expect much mercy from the son of Piu Piu Mox Mox, for any white captives, after the treatment accorded his father, and Capt. Craig, who learned of this offer, warned Lieut. Myers and his men to be very cautious in their movements about the camp. He used all his arguments to convince the Indians that any harm to the three white men would be followed by a most terrible retribution at the hands of the government soldiers, but he felt that he could not answer for the conduct of any of the Indians, unless it be two or three who were relatives of his Indian wife.

The negotiations in the matter of the horse purchase went on for about ten days, and at the end of that time, Lieut. Myers started on his return, with about fifty horses, his two comrades, and thirteen Nez Perces Indians, two of whom were brothers-in-law of Capt. Craig. These Indians he had hired as escort and herdsmen, paying them scrip, as he had paid for the horses.

Starting early in the morning, they forced the horses to swim the Snake river, and after permitting them to rest until late in the afternoon, started on the ninety mile ride to the American camp.

It soon became evident to Lieut. Myers that only three of the thirteen escorting Indians, could be depended on. These were the two brothers-in-law of Capt. Craig, an Indian known as Lawyer, who could both speak and write English.

An Indian squaw, whose husband was in The Dalles, had taken advantage of the opportunity to join Lieutenant Myers' party there. Her knowledge of the Nez Perces tongue, and her acquaintance with the Indians of the escort, proved a valuable asset to the Americans. She warned Lieut. Myers of the treachery of the ten men, who soon began to complain of the weariness of their horses and to insist on stopping to rest and graze. Upon Lieut. Myers insisting that they should continue the advance, they began to lag behind at every excuse, had continual trouble with their saddles, lost articles, and so on, and impeded the progress of the party by every possible means short of open mutiny.

The trustworthy men of the party were carefully divided, Lieut. Wright in the lead, the faithful Indians scattered through the line and Lieut. Myers bringing up the rear, watching continually lest some of the doubtful ones should drop back to possible pursuers. It was not long before it became evident that such pursuers were behind them, and after riding some thirty miles, the Indians were so near that the white men could hear their cries as they urged their horses on the chase.

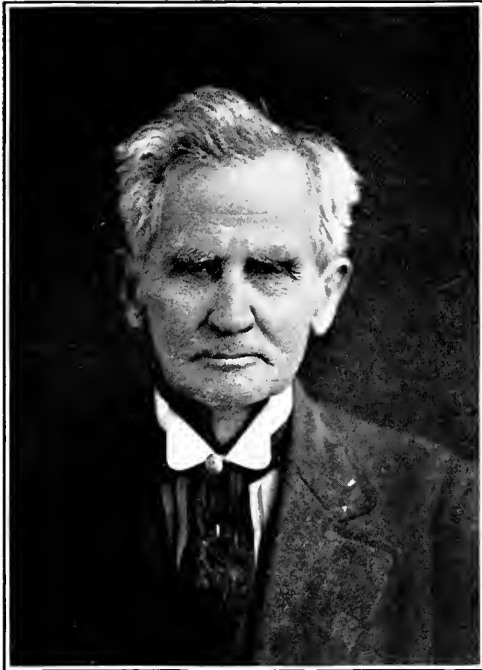
The white men were impeded by the number of horses which they had to drive in the darkness, over a simple trail through the prairie, and their more intractable Indians, but their pursuers had also a disadvantage in the fact that their horses were fatigued by the difficult swim across the Snake river, and had been kept traveling at top speed ever since their scout had brought them news of the start of the whites.

The last fifty miles of the ride was a race, and the freshness and endurance of the horses were the deciding factors. This was all in favor of the Americans. It was a long hard chase, meaning ninety miles of riding without a moment's stop or rest, but Myers' party pushed on at top speed, until at length in the early hours of the morning mounting the crest of a canyon, they saw the gleam of camp fires in the darkness. The Yakimas were so near that their shouts could be distinctly heard, and no one knew whether the lights ahead meant a white man's camp, or an advance guard of the Indian enemy, sent on to intercept the returning party. Lieut. Myers instructed Lieut. Wright to advance slowly and quietly and endeavor to ascertain the nature of the camp. The canyon side was covered with a rank growth of tall grass high enough to conceal a horseman almost entirely, and Lieut. Wright succeeded in getting very near to the camp light, when he suddenly heard in the darkness near at hand, the well known voice of Capt. Wilbur saying, "There's someone coming now." Wilbur and Johnny Crepeaux, a French trapper, were on the lookout for Myers and his men, and in the camp behind them were a few who had remained on the watch, hoping to be able to assist the returning horsemen on the last stretch of their journey. A few hurried words explained the circumstances, and Capt. Wilbur, and Crepeaux ran to the camp to warn their companions. By the time Lieut. Myers, with his rear guard had reached the camp, the camp was broken up, the horses saddled and bridled and the men ready to join the Myers' party in their race for the main camp. Without stopping for a word of greeting, they dashed on, but when the Indian pursuers perceived the increase to the party, and realized that the main body of the regiment might be near at hand, they abandoned the pursuit.

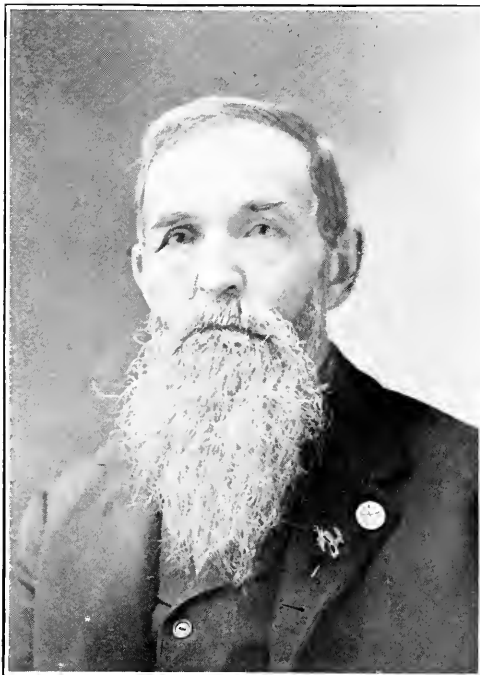
By breakfast time, the white men worn, hungry and well night exhausted with the long strain of the chase, rode into the camp and reported to Col. Cornelius, with the horses that had cost them so much in weariness, effort and danger, but meant so much to the success of the American settlers in their contest with the Indians.

#### INDIAN WAR VETERANS.

The Indian War Veterans, once numbering thousands, are now all too rapidly answering to the final roll-call. But nineteen Posts, and a membership of 591



WILLIAM HENRY HARRISON MYERS  
Commander of Indian War Veterans



JABEZ WILKES  
Vice Commander of Indian War Veterans



now remain. On another page is given the portraits of Commander Myers, and Vice Commander Wilkes.

THE GRAND ARMY OF THE REPUBLIC.

“Friendship, not fame, is the countersign here;  
Make room by the conqueror crowned in the strife,  
For the comrade that limps from the battle of life.”

On the breaking out of the southern rebellion in 1861, the soldiers of the regular army then quartered at Vancouver, Walla Walla, and other parts in Oregon, were called to the eastern states to help suppress the rebellion. Oregon then promptly took the lead in raising troops to man the forts and scout the frontiers to hold the Indians in subjection. Portland took its full part in this work. Some Oregonians also volunteered to go east and fight the southern rebels; some also went east and joined the rebels to maintain the southern confederacy. Roswell Lamson of Yamhill county, son of an immigrant of 1845, took an active part on the side of the union as a lieutenant in the navy. A son of his resides in this city. John L. Boon of Salem, temporarily at Delaware College, Ohio, volunteered in an Ohio regiment. George Williams, brother of Hon. Richard Williams of this city from Salem, joined the union army, lost a leg in the battle of Gettysburg, and was promoted to the rank of major. Many more Oregonians would have gone east to fight the rebels but for the fears that disunionists would attempt to set up a Pacific republic.

After the war was over, the veteran union soldiers commenced streaming over the Rocky mountains like the pioneers of 1843, to settle in Oregon. Many were poor, had lost years of time and gained no worldly substance in fighting for their country. The farmer element took to the hills and valleys and got homesteads on the free lands. Others settled in the towns, and as years went on, renewed the acquaintances and the experiences of the campfires of '61 to '65. Finally the great order, “the Grand Army of the Republic,” was organized in the east, and subsequently in Oregon.

On May 20, 1882, by general order No. 16, dated at Boston, Mass., Gen. George S. Merrill, commander-in-chief of the Grand Army in the United States, constituted the state of Oregon a provisional department of the Grand Army, with Capt. N. S. Pierce appointed provisional commander.

Comrade Pierce assumed command at Portland, Oregon, on June 1, 1882, and appointed the following comrades as officers of the department, to-wit: F. K. Arnold, senior vice commander; Owen Summers, junior vice commander; W. V. Spencer, assistant adjutant-general; T. G. Davison, assistant quartermaster-general; C. E. Caukin, T. C. Bell, A. Tyler, Wm. Kapus, A. E. Borthwick, council of administrators.

The following comrades were appointed as aides-de-camp to the department commanders: W. C. Powers, M. J. Morse, E. H. C. Taylor and T. B. McDevitt. And the Grand Army was thus organized in Oregon.

There are now in Oregon sixty-two posts of the Grand Army, with a membership of 1,957; and of which Capt. James P. Shaw is past commander.

The headquarters of the Grand Army in Oregon is in the city of Portland. Its membership has always been regarded with profound respect and affection. And justly so; for there is no organization of men in the state that has so uniformly stood bravely up for all that is beneficial to society and inspiring to good government. Attesting their devotion to the patriotic support and maintenance of the nation in its greatest trial, with the highest proof that a man can give—the risk of his life on the battlefield—these gray-haired veterans are entitled to all the honor and comfort the state and the city can give them.

THREATENED REBELLION, GIBBS AND COFFIN.

Oregon was fortunate in having at the breaking out of the civil war, or just immediately afterward, a man of sterling patriotism and force of character. Had

the governor, A. C. Gibbs, been any the less of a union man and patriot than he was, Oregon might have had, very likely would have, a civil war at home. The population of Oregon was, in 1860, very equally divided between men of northern and southern states, antecedents and nativities. The man at that time U. S. marshal of Oregon—Adolphus B. Hannah—offered his services to the Southern Confederacy; while John Lane, son of the U. S. senator and former governor of Oregon, enlisted in the Confederate armies and was made a colonel; while John Adair, son of the U. S. collector of customs at Astoria, a graduate of West Point, and lieutenant in the U. S. army, surrendered his commission rather than fight the Southern Confederacy. And according to the testimony of Jesse Applegate, when General Lane returned to Oregon in 1861, he brought with him several cases of rifles to equip an armed force, and detailed to Applegate his scheme of setting up a separate national government on the Pacific coast. Disloyalty was rampant all along the Pacific coast; so much so, that President Lincoln sent his trusted friend, Gen. James Shields to San Francisco with orders to enlist forces on the Pacific coast to put down any uprising against the national authority in California or Oregon.

It was into this seething furnace of loyalty and sedition that A. C. Gibbs was precipitated when he was elected governor; and right royally did he meet the crisis; and with a strong hand promptly organized the loyal men through General Coffin, into the "Union League," and through that secret organization, located and made every loyal man in Oregon ready for any coup that might be attempted. The services of Governor Gibbs to the state and nation in the first year of the rebellion, has never been fully appreciated, because it has never been known to but few persons. The Washington government sent out detectives that kept the governor fully informed of the secret movements of the sympathizers with the south, and measures and men were constantly held in readiness to check any rising that might be attempted. And the only official who knew just what was going on behind the screens was the provost marshal sent from Washington to aid Governor Gibbs—Col. J. M. Keeler, and Brig.-Gen. Stephen Coffin. General Coffin rendered a very great and inestimable service to the state and the nation in that crisis. Although not a military man, and with but scant knowledge of military organization, he promptly and effectively organized such elements of safety and precaution as to be able to crush any uprising against the national authority. It was through his efforts the two regiments—one of infantry and one of cavalry—were organized to protect the Indian frontier. And in addition to that he quietly organized the Union League throughout the state, which stood ready not only to vote for the union, but also fight for it if necessary.

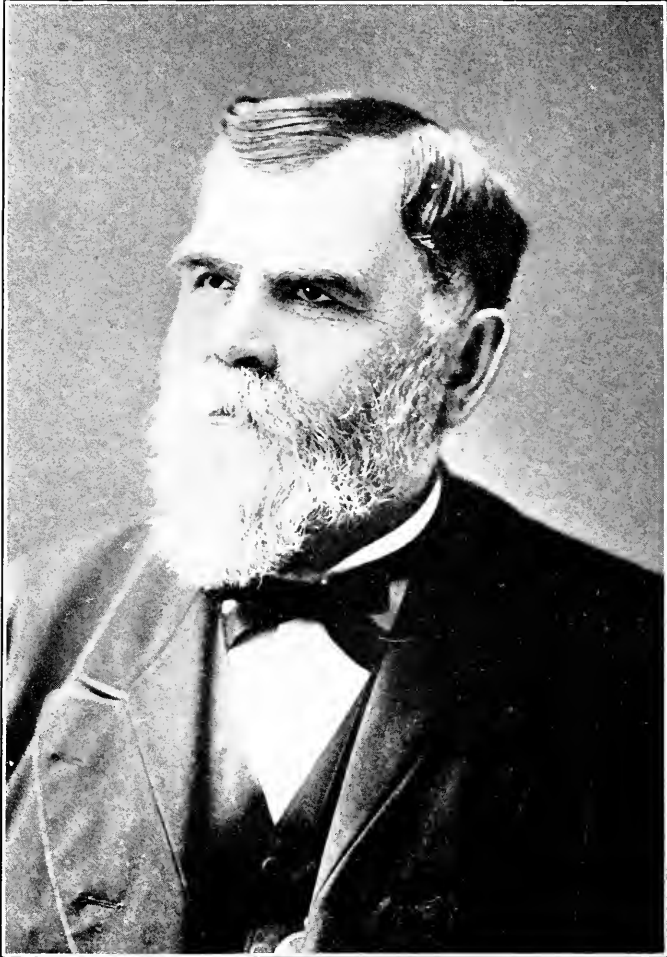
#### OREGON IN THE WAR WITH SPAIN.

Oregon's second regiment of volunteer infantry to take the field as a military organization in the national service, came into existence during the first two weeks of May, 1898. Declaration of war with Spain and President McKinley's appointment of one regiment for each of the western states, was the cue for action. An admirable militia organization was found in the state from which to build a military command. Working with these materials, taking officers already commissioned by the state, inviting drilled members and ex-members to enter the ranks, Governor William P. Lord, commander-in-chief of the Oregon militia forces, had little difficulty in meeting his country's request for efficient troops.

To Mr. W. D. B. Dodson, who served throughout the war and was twice wounded in battle, the history is indebted for the following account:

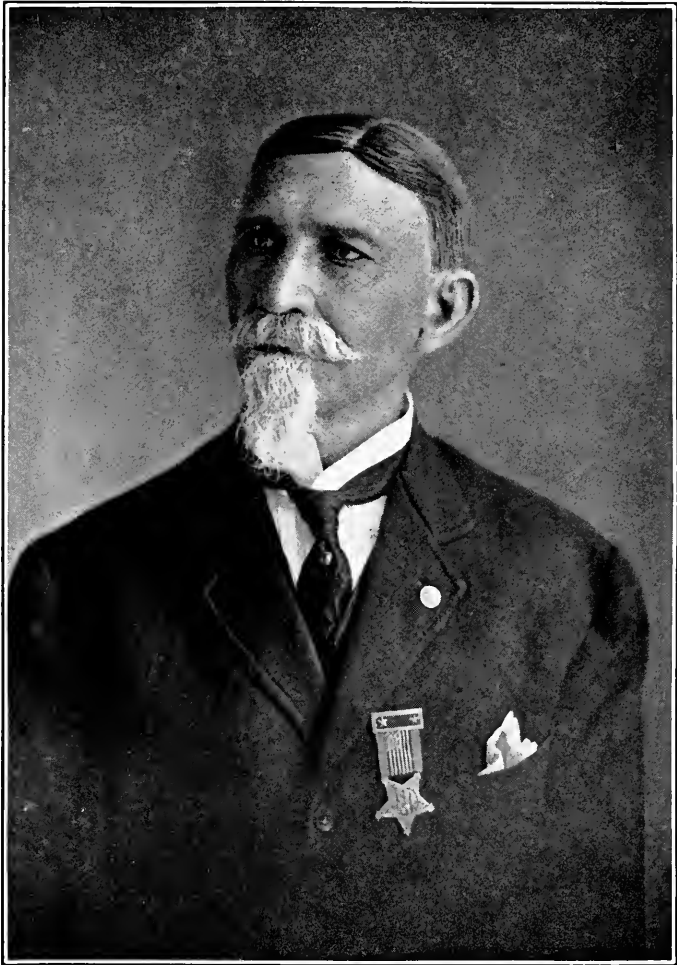
Second in line of service sent by the state, the Second Oregon Volunteer Infantry participated as a leading unit in epochal work. It constituted a portion of the first large expedition ever shipped from an American port for foreign service. Its operations in the Philippine Islands consummated the conquest of





ADDISON C. GIBBS  
War Governor of Oregon





CAPTAIN JAMES P. SHAW  
Past Commander Grand Army Veterans, State of Oregon



a great archipelago, far beyond the lines assumed in the Monroe doctrine, expressed in American traditions or expounded in the most ambitious teaching of national leaders. As an aggressive, far-reaching world power, this step of the great American republic was its first, which is destined to become historical as pioneering tremendous world influences; or, in the event of not being followed by other steps in the same course, as an epoch of delimitation, which shall more forcefully than ever center American energies upon the western hemisphere.

Performed with marked success, the national service of the Second Oregon Volunteer Infantry secured the hearty approval of commanding officials and the people at large. Promptness of response, adaptation to field conditions, steady courage and alacrity of spirit in action, long marches under high temperatures with short rations, amid multiplying human ailments, commanded the praise which was given few volunteer organizations. The rank and file possessed a fiber of such fortitude and strength, a spirit of such vigor and individual initiative, that the enlisted man was well likened to the ideal of citizen soldiery. Compared with certain eastern commands during the same war, and especially the senseless advertising sought by certain eastern states commanders, the long, patient service of the Oregon command, extending beyond the period by months of the primary enlistment, was an example more creditable to national honor than a thousand rough rider histories.

When President McKinley announced that war with Spain had begun, there were 21 militia companies in Oregon, and one battery of light artillery. The First Regiment, Col. O. Summers, commanding, was stationed at Portland; the Second Regiment, Col. George O'Yoran, in the Willamette valley and southwest Oregon; the First Battalion in eastern Oregon; and the independent companies were scattered without distinct designations.

Brig.-Gen. Charles F. Beebe, who had been in command of the Oregon brigade for many years, and had in fact, by his indefatigable work of organizing, drilling and instructing the raw militia, made up an effective fighting force ready for any emergency, deserves in a large measure, the credit of the splendid record made by the Oregon soldiers in the Philippines.

Col. James J. Jackson, U. S. A. retired, had been for five years military instructor for the Oregon National Guard, and the most effective worker for that discipline which is attained by regulars.

When the president's request reached Oregon for but one regiment of infantry, the problem was not how to raise the troops, but how to select them. Most of the guard companies had been near the maximum footing of 60 members, and when trouble was scented, every company filled at once. Selecting a regimental complement of officers from two regiments and a battalion, and selecting 1,200 men from 21 companies, with three times that many more clamoring to enter the service, necessitated a fixed policy. Governor Lord determined to maintain the guard organization so far as possible, while merging his forces into one regimental command. This meant elimination of several junior officers and the brigade staff, but preserved the working machinery of field and line.

Orders were issued by the governor April 25th for the troops to assemble in Portland at once. The First Regiment was commanded to assemble in the Portland armory May 2. General Beebe established the mustering camp on the Irvington racetrack enclosure, placing Lieut.-Col. C. U. Gantenbein in charge. This camp was surveyed, laid out in military fashion, and completed by April 29th. April 30th, troops began arriving in Portland from the Willamette valley and eastern Oregon. May 3d, the First Regiment moved from the armory to the mustering grounds, and by May 4th, nine days after the assembly order was issued by the governor, more than fourteen hundred men were in camp, armed, equipped, clothed and ready for field service.

Consolidation of the companies, selecting the regimental commander and staff, and deciding upon line officers was carried out with barely any deviation from the rule of seniority. Col. O. Summers, the senior colonel of the brigade,

was named to command the volunteer regiment, which was headed for foreign wars of unknown proportions. Col. Yoran, the junior regimental commander of the brigade, was named lieutenant colonel. Lieut.-Col. C. U. Gantenbein, First Regiment, was chosen major of the First Battalion, Maj. Percy Willis of the Second Regiment, major of the Second Battalion, and Maj. P. G. Eastwick of the First Regiment, major of the Third Battalion. Among the companies, when a consolidation occurred, the senior captain was left in command, and the junior put in as first lieutenant. Company H of Portland, in recognition of its excellent militia record and the unanimity with which the members responded to the call to service, was permitted to enter the volunteer regiment intact, without change or addition of officers.

Medical examination for the national government was delegated to Captain Morris, and Captain Kendall of the Eighth Cavalry, was designated mustering officer. This examination was very exhaustive, as the government sought to avoid enlisting those who might develop physical disabilities in service.

A large number of men were rejected under the rigid specifications, and disappointment was never keener than among the list of rejected men, a few of whom gave way to deep emotion when told they could not go with their comrades to war. Lieut. L. R. Knapp was chosen quartermaster of volunteers, having held the same position with the First Regiment.

Captain Brosius, assistant surgeon of the First Battalion, was made chief hospital steward, and H. A. Littlefield and J. A. Byars assistant stewards. James Rintoul, sergeant-major of the First Regiment, got the same position in the new command; Carl Rittespacher became quartermaster-sergeant, and Charles Dillon commissary-sergeant.

A helpful organization which came into existence at the time of mustering the regiment was first known as the Emergency Corps, which later passed into the Red Cross Society. Mrs. Dr. Henry E. Jones was president of the organization, and Mrs. Fannie Lounsbury, secretary. By providing bandages and minor necessaries from the first, furnishing all told nearly \$3,000 cash for use of the regiment, and by sending two nurses employed and paid by the society before other nurses were provided by the government, this society of women proved far-sighted workers for the volunteer command, and won places in Oregon history.

May 4th marked the day when the Second Oregon was ready for national assignment, and on May 13th the First Battalion, Major Gantenbein commanding, reached San Francisco, and established the regimental camp at the Presidio. May 18th the other two battalions, with regimental headquarters and band reached the same destination, and marched through San Francisco, a superb command for a volunteer organization, winning first praise from press, the public and regular army commanding.

By the time that San Francisco was reached it was known that the western troops were to be sent to the Philippines to aid Admiral Dewey in conquering the remnant of Spanish power there and holding the Islands during the war. Orders for embarkation for the first expedition to the Philippines were not received until late in May; and the Second Oregon, First California, and two battalions of the Fourteenth Infantry (regulars) and a battery of heavy artillery were named as the forward commands.

On May 25, 1898, the first military expedition from the United States to a foreign shore in the history of the republic (Cuba being counted as part of the American continent), left San Francisco bay for the possessions of Spain in the Philippine archipelago; being made up of the First Regiment of California volunteers; nine companies of the Second Oregon Regiment of Volunteers, on the troopship Australia, and three companies of the same regiment on the troopship Sydney, together with two battalions of the U. S. Fourteenth Infantry; and all under the command of Brig.-Gen. Thomas M. Anderson, U. S. A., as commander of the expedition, making his headquarters on the Australia.





BRIGADIER GENERAL CHARLES F. BEEBE  
Organized Oregon Brigade



BRIGADIER GENERAL STEPHEN COFFIN

Organized Union men of Oregon to maintain the Union in 1860





Intense enthusiasm marked the departure of the expedition from San Francisco. A fleet of tugs swarmed in the bay the morning of the 25th, as the transports got under way, and accompanied the troopships out through the Golden Gate, where the course was shaped for Hawaii.

At the Hawaiian capital the most complete and cordial reception ever accorded troops of a foreign land, was extended to the first expedition. For two days the citizens of Honolulu vied with each other in courtesies and hospitality. Every comfort and enjoyment that could be extended awaited the soldiers.

Tropical fruits, so much desired by the men, abounding everywhere, could not be paid for. Culminating this national courtesy, the entire expedition was banqueted the second day in Honolulu by the whole people, covers being spread in the executive grounds for 3,600 men, this number embracing the marines and jacksies on the cruiser Charleston, and the gunboats Bennington and Yorktown, then in harbor. President Sanford Dole and all of his cabinet, and all other officials of the Hawaiian government, with their wives and daughters, waited upon the soldier feasters and made the day one of singular delight, which will ever be remembered.

An uneventful cruise followed the departure from Hawaii June 4, until Guam was reached. Outside of Honolulu, Captain Glass commanding the Charleston, which had been assigned as escort for the troopships, opened sealed orders directing him to proceed to the Ladrone Islands and capture the Island of Guam. June 20 the fleet steamed around the headland of Guam, and the Charleston moved directly to the harbor of San Louis d'Apra, near the town of Aguana, where Spanish gunboats were expected. Upon entering the harbor, after testing out a dismantled fort with small shells, the Charleston found the place defenseless. The Spanish governor of the islands, commanding 50 armed Spanish soldiers and 50 armed natives, with perhaps 50 more natives not so equipped, was ordered to surrender, which he did; and an American governor was placed in charge.

While at this port, covering a period of two days, the first death in the regiment occurred, Elias Hutchins being the victim. June 22d the fleet sailed away from Guam, and June 28th, northern Luzon was rounded, where the cruiser Baltimore from Dewey's fleet was in waiting as a pilot for the run down the coast. At this time the fleet got the news of the military and naval operations in Cuba, which had not begun at the time of sailing from San Francisco.

On the morning of June 29th, the transport fleet sighted Corregidor Island in the entrance to Manila bay. An act of impudence on the part of the German naval commander in the bay was committed while the fleet passed in, the full significance of which was not realized then, but which later weighed in arraignment of German intrusiveness. The German cruiser Kaiserin Augusta was standing just inside the passage with steam up, apparently waiting for something. She steamed out alongside the transports as they entered, passed clear along the line, while her officers with their glasses scanned the troopships apparently to make estimates of the military forces being brought. That evening the German launches which had been permitted to maintain close connection with the Spanish commander in the besieged city, conveyed the information to the captain-general of the Spanish forces, or at least this procedure was believed to have been pursued.

Disembarkation of the troops began the day after dropping anchor just off Cavite, amid the wrecked gunboats and cruisers which remained mute testimonials of Admiral Dewey's fire. Col. Summers was the first member of the regiment to go ashore, and the first of the expedition.

The First Battalion, Major Gantenbein, had the distinction of being the first troops landed; and Private McKenna of Company L was the first enlisted man. These of the Oregon regiment had the distinction of leading the United States land forces in their advance upon Oriental territory.

Brackish water, a hot climate, unregulated ration, severe longshore work which was forced upon the command at once, and other conditions, combined to make a heavy sick list for two or three weeks, which was seized upon by the eager press forces to make it appear that the volunteer soldiers did not know how to care for themselves.

At Cavite the regiment waited patiently until the morning of August 13, with no other duty than severe drilling and exhaustive instruction in field operations. While here the fearful lot of misfit clothing and footwear which had been grabbed in by the general quartermaster department at San Francisco was distributed. Some of this stuff was unique as monstrosities, most of it was fraudulent shoddy, and all emphasized the pathetic unpreparedness of the federal power for a war requiring more soldiers than the regular army.

When the first expedition reached Cavite, the Filipinos, encouraged and supported by Admiral Dewey, had pressed on the Spanish lines until Spain's power in the Philippines was confined to the cities of Manila and Ilo Ilo. To these lines the Spanish withdrew, when they saw the Filipinos turning against them; erected strong entrenchments, put a small force in the ditches, and quietly awaited the finish, exchanging nightly fusilades with the noisy but impotent besieging Filipinos. An inspection of these lines of defense and plans for assault were taken up by Gen. Wesley Merritt, upon his arrival as commander-in-chief of the Eighth Army Corps. In the preliminary reconnoitering, Capt. J. F. Case, Company F, Second Oregon, did valuable service as an engineering officer, and Lieuts. W. E. Moore and Bryan were also useful in sketching the enemy's positions.

August 13th the assault upon Manila was planned. For this occasion, the first two battalions of the Second Oregon were put aboard the Kwonghoi, and Company F, Captain Case commanding, was put aboard the Zafiro, as the personal bodyguard of General Merritt, and the command was ordered to stand out in the bay near Admiral Dewey's fleet during the forthcoming bombardment. A landing party under fire on the bay shore, or a peaceful patrol in the event of surrender, was the apparent purpose, but for the enlisted men there was no clue to the situation. Assault on the water front would be disastrous to the troops making the charge, and this misgiving was in the minds of many when they embarked that morning.

However, the surrender of Manila proved a pre-concerted affair, in which the Spanish asked but an opportunity to shoot a few times before running up the flag of truce. That it should have been entirely bloodless on the part of the American soldiery was afterward apparent, and it would perhaps have been but for the impetuosity of some of the forces which were placed before the Spanish works on the south line. From the decks of their vessels in the bay, the Second Oregon saw the fleet bombardment of Ft. Malate, which was begun by the Olympia, Admiral Dewey's flagship, about 9 o'clock. Shells poured upon the little fort until it was deserted in a dismantled condition by the Spanish infantry, which had no gun to reply to heavy artillery. The monitor Monterey stood out in the bay opposite Manila, facing the only efficient battery possessed by the Spanish on that line of defense, consisting of four modern Krupp guns. These defensive weapons remained silent in the presence of the Monterey, and when the cruisers finished Malate and steamed alongside the city, a white flag was hoisted from the main parapet of the wall in front of the captain-general's offices.

Terms of surrender were quickly negotiated, the nine Oregon companies on ship in the bay being hastened in to take charge of the walled city. General Merritt and his staff preceded the Oregon regiment into the famous old walled city, where Spain's power had been supreme for centuries. All of the Oregon troops in the landing party were immediately assigned to patrol the walled city, and to the duty of disarming the Spanish troops. Disarming parties were forced at the Auyentamiento, Cuartel de Espana and in the arsenal, and worked all night receiving the weapons of the splendidly equipped Spanish army. As

these military-appearing soldiers with their modern rifles and accoutrements lined up before the ragged looking Oregon companies who were clothed in the worst apologies any civilized nation ever offered for uniforms, the contrast was striking in the extreme.

Col. Owen Summers was chosen provost marshal general for the walled city by General Merritt. A squad from Company A, commanded by Lieutenant Young, escorted Lieutenant Povey of Company L, and Admiral Dewey's flag lieutenant to the main wall, where the great Spanish ensign floated. This emblem of a decadent nation was hauled down and the stars and stripes run up, while a number of Spanish officers and their ladies stood near, bowed in deepest grief over their nation's decline upon territory that had been claimed by Spain by virtue of Magellan's discoveries.

From August 13 until February 4 of the following year, the Oregon regiment, quartered in the walled city as a portion of the provost guard, suffered a greater strain upon patience than field service ever imposed. With the exceptions of Company F, assigned for special duty at the commanding general's headquarters, and Company H, taking charge of the customs house, the weary months were a routine of guard and drill. It was clear to all that the Spanish war was over with the surrender of the troops, and when the official signature of the treaty of peace was announced some months later, it was known to all volunteers that their term of enlistment had expired. During this long period, when business men and students were kept on the commonplace duties of policing a city, there was much discontent, which developed to some of the volunteer organizations insisting that their commanding officers arrange for return home. In this crisis, which was one of the most vital tests given the volunteer soldiers in the Eighth Army Corps, the Oregon troops were the most disciplined, and the least insistent upon strict observance of legal rights when their services were needed.

Conspicuous services by Oregon officers and men where professional talent and knowledge of business were necessary, was frequently credited during the six-month wait. Major Gantenbein was made a member of the military commission, which was the supreme court of the islands during the military regime, and was later tendered a position on the supreme court of the Philippines. He also served as member of the board of claims against the Spanish government, and also on a similar board against the American government. Capt. Sanford Whiting, assistant surgeon of the regiment, was given complete control of the smallpox hospital for the entire corps, in which capacity he did highly meritorious work. Lieut. George Povey was depot quartermaster at Cavite for a period, and later was made assistant depot quartermaster in Manila. Captain Cardwell was promoted to the rank of major, and placed on Brig.-Gen. Alderson's staff, as chief surgeon of volunteers. Many other officers and numerous men did splendid work in the various places assigned in reestablishing order in the depleted town and province of Manila.

Outbreak of hostilities with the Filipinos occurred the night of February 4th, after weeks of most severe patience test for the troops, who were practically beleaguered by the nominally friendly Filipinos and yet looked daily into the muzzles of guns pointing from frowning trenches thrown up around Manila. The outbreak found the Second Oregon doing provost guard duty, and in splendid condition for any emergency. Prompt action by this command and others on similar duty held the uprising of the Filipinos outside the city, the 220,000 inside being kept in fear of the few regiments dominating them.

The night of the 4th, when bullets rattled over the city, there were no casualties among the Oregon men. Next morning the main command continued guards within the city. Major Eastwick took his battalion to Paco for a clearing movement, and was later replaced in the work by Major Gantenbein. Many shots were fired, but none of the Oregon men were wounded. The next day Companies C, K and G under Major Eastwick, joined in the assault upon the waterworks fortifications of the Filipinos, and captured the water system which sup-

plied Manila. Those three companies were put on patrol duty along the pipe line for more than a month, engaging in frequent skirmishes with the enemy. March 4th all three companies had a sharp conflict, sweeping everything before them. March 5th, Company C encountered a strong force, which was held at bay until reinforcements came up, after a furious exchange of volleys. March 6 there was a movement through the Maraquina valley by Company G, which called for courage and endurance, as the enemy beset on every side. Lieut. C. A. Murphy, commanding a Hotchkiss and Gatling battery, got into close quarters during this tour, but escaped with only two men wounded.

On the night of February 22, one of the most perplexing problems ever faced by any troops was thrown upon the provost guard, including the Second Oregon. Friends of the leader, Aguinaldo, in the effort to get the city of Manila to rise against the Americans, and to destroy the place over the heads of the American forces, had secretly inducted two full regiments with their arms into the city through the American lines. On the evening of Washington's birthday, when the Americans were supposed to be celebrating, fires broke out in three quarters of Manila. It soon developed that the Filipino firemen were in league, as nothing was being done to stop the flames. American soldiers had to combat the flames, shoot at the lurking enemy on housetops and through windows, protect tens of thousands of women and children from fire and bullets, and do all this in a darkness illumined only by the burning buildings. For the work done that night, the Second Oregon received especial commendation from Provost Marshal General Hughes, and other high officers.

Next morning after the Manila fire, the Filipinos which had been fighting all over the city during the night, assembled in the Tondo district for a final stand. Companies E and M, under Major Willis, were sent as the Oregon contingent to attack this force. A hot engagement resulted, in which some 60 of the Filipinos were killed, and 50 taken prisoners, without casualty among the Oregon men.

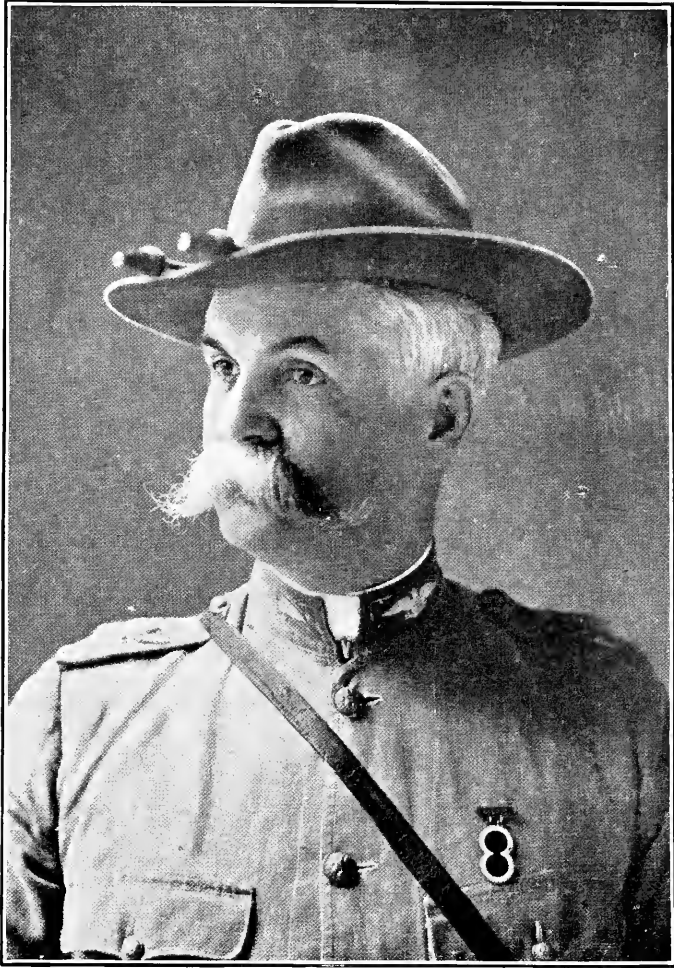
Provost guard duty for the regiment ended March 12, when Col. Summers was ordered to take the field with Companies B, D, E, I, L and M, leaving A on city guard duty, F at the palace, and H in the customs house. Col. Summers was assigned for one unit in General Wheaton's flying command to drive up the Pasig to Laguna de Bay. Fighting began at San Pedro Macati the morning of March 13. Flanked and shelled by river gunboats, the Filipinos fled, so that the Oregon men were under fire but a brief time and lost no one. Next morning at Pasig Col. Summers took Companies E and I across the main river to flank entrenchments on Pasig Island. A swift detour brought the command upon the enemy, but after a few fusilades, the Filipinos fled, having wounded two Oregon men. Next day fighting on the same line was resumed, and Pasig was taken, one man being killed and two wounded in the Oregon regiment, although there were many fatalities among the Filipinos and the firing was heavy for a period. March 18th, Companies B, D, E, I and L made a brilliant march to sweep the upper Pasig delta, having to fight in skirmish order for much of the outward movement, and were credited with 25 miles' marching at the close of day.

After clearing out the river districts, plans were laid for the northern march from Manila, on Aguinaldo's capital—Malolos. The Second Oregon returned to Manila March 20th for this campaign, and was joined by Major Eastwick's battalion, and Companies F and A. March 24th the regiment was put in the trenches at Caloocan, facing the strongest imaginable earthworks occupied by the Filipinos, and next morning the command, constituting the left wing of the army, dashed at the Filipino forces. This charge and the day's fighting by the regiment were one of the most brilliant, witnessed during the Filipino insurrection. The formidable trenches captured could have been held against any infantry force, if they had been properly manned. As it was, the regiment lost five killed outright, four mortally wounded, and 42 others were severely wounded, constituting the heaviest single day's loss sustained by any of the volunteer or regular

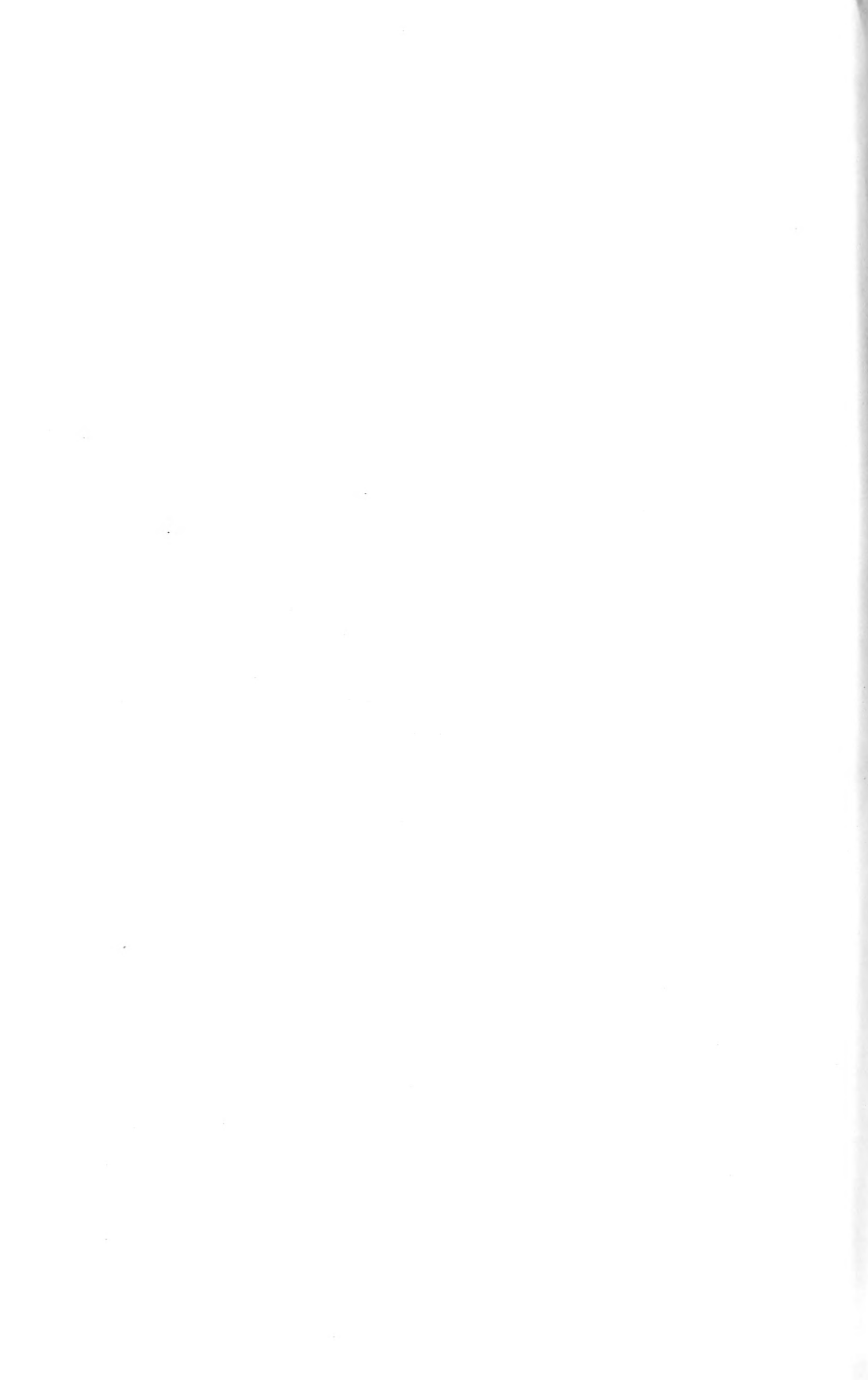




OREGON OFFICERS IN PHILIPPINE WAR



BRIGADIER GENERAL OWEN SUMMERS





commands during the struggle in the Philippines. Col. Summers and his gallant troops received universal praise for the work of this day, which has been named the battle of Malabon.

Marching north the day after the Malabon engagement, the Second Oregon had two days of almost constant fighting, a rather severe engagement occurring the following day, when six men were wounded. Charging ambushed Filipinos and trenches at break-neck speed had become an Oregon habit, and in every engagement the toll among the enemy was heavy, as the Oregon soldiers used their weapons with deadly accuracy.

Following these engagements, headquarters of the regiment were established at Malinta, and the regiment was put on railway guard duty continuously from that date until April 23, when it was put in the General Lawton division to invade the Rio Grande valley. While doing guard duty, several minor engagements occurred among the companies. The night of April 10th, there was a concerted attack on all the camps by Filipinos, which was a most exciting affair, but resulted in few fatalities. One outpost belonging to Company M was cut off, two men killed outright, a third mortally wounded, and another nearly killed. Following this night attack, the adjacent country was raided and cleared of the enemy by frequent excursions.

Col. Summers was given command of a provisional brigade in the Rio Grande de Pampanga campaign, taking with him seven companies of the Second Oregon, and eight companies of the Thirteenth Minnesota, one troop of the Fourth Cavalry, and one section of light artillery. Lieut.-Col. Yoran commanded the regiment. Fighting began at Norzagaray April 23d, when the enemy was pushed out of the town. On April 25th, the Oregon regiment attacked and took Angat, and again occupied the town the next day. On the 27th the brigade moved onto Marunco, and took San Rafael later. There was some delay then, to give the peace commission opportunity to negotiate with the Filipinos, but on failure of these overtures, the column again advanced through the Rio Grande valley. About this time General Lawton organized a memorable body, which was known as the scouts, giving chief command to a civilian named Young, and second command to a private named Harrington, of the Second Oregon. This command proved a powerful agent in dislodging Filipinos, and did the work so swiftly and safely that it revealed new tactics of the greatest value in fighting the natives. Lieut. Thornton, of the Second Oregon, later commanded the organization, after the first two leaders had been killed. Several Oregon men were in the scouts organization.

Baliuag, Massin, San Ildefonso and San Miguel were captured in rapid succession, with a light engagement at each place, which resulted in an occasional casualty among the Oregon men. Brig.-Gen. Summers was given the especial distinction of commanding in the capture of San Isidro, as his brigades led in the assault, and his disposition of the troops pleased General Lawton so thoroughly that the glory of taking the objective of the campaign was left with the Oregon man. At Tabon bridge, the day before reaching San Miguel, the scouts did a particularly fine piece of work in dislodging a force of Filipinos from an entrenched position commanding a bridge. By rapid rushing through the grass, fighting from cover, and using deadly accuracy in shooting, the scouts, under command of Lieutenant Thornton, routed an overwhelming force of the enemy before the main column could arrive. Chief Scout Harrington of the Second Oregon, was killed and buried there.

While encamped at Candaba, May 22d, en route down the Rio Grande valley, the regiment received information that it had been ordered to Manila to prepare for embarkation on transports for home. There was a riotous celebration of this event, very closely akin to the welcome given news of selection to go to the Philippines, just one year previously in the Presidio. For its work during this campaign, the Second Oregon received unstinted praise of the commanding general Lawton.

General Summers was recommended for promotion to full rank as a brigadier-general, and Capt. J. F. Case to the rank of major, for conspicuous service on General Lawton's staff as engineering officer. Major-General Otis recommended that each of these officers be given a brevet of the rank recommended, which was done by President McKinley.

After reaching Manila, and preparing for the home voyage, the regiment was sent on another brief campaign to Laguna de Bay, in the direction of Morong. Many of the men were unfit for field service then, after their arduous campaigning in the north; but those qualified in Companies A, B, C, D, E, G, H, I, K and M, were taken by General Summers to General Hall's brigade. June 2d the brigade marched out of Manila toward Maraquina, and the morning of June 3d swept down into the valley before daylight. There was a desultory fire for most of the morning without casualties. In the afternoon the column, led by Troop I, Fourth Cavalry, and the Second Oregon, entered ambush back of Taytay, in which a few minutes of vigorous fighting drove the enemy from their encompassing hills. In this issue one private of the Oregon men was killed and three wounded, while the Fourth Cavalry lost more. Next day the column pressed on to Morong, driving the scattering Filipino forces before them, and the following day the regiment embarked on cascoes and were towed back to Manila and ordered to prepare for embarkation on transports at once.

Seventy-five men of the regiment elected to remain in the Philippines, and were given discharge papers there. The remainder embarked on the Ohio and Newport, transports, June 12 and 13, headquarters and the First Battalion being on the Newport. Nagasaki was reached June 19, and San Francisco July 12, after an uneventful voyage. Prior to departure from Manila, the regiment had been given a vote on the issue in which city it preferred to be mustered out. This vote was for San Francisco. War department officials had not informed the Oregon people of this election, and perhaps the greatest reception ever planned returning troops was being made by the patriotic residents of the state at Portland and Astoria. When San Francisco was reached, the members of the regiment did not know anything about the extensive reception planned in Oregon, and again expressed a desire to be mustered out in San Francisco. The keenest disappointment experienced during the whole war was caused by this fact, as the Oregon people wanted to receive the regiment first, and had chartered a great flotilla of boats and river craft for a triumphal procession up the Columbia river.

From July 13 to August 8, the work of mustering out progressed rapidly, and on the last dates, two special trains were chartered for such members of the regiment as were northbound. These were met at the state border by Governor Geer and his staff, and escorted northward to their respective destinations, the main body coming on through to Portland, where, on August 9th, a rousing reception was given the home troops at the Union depot, and a great banquet was spread in the armory as a welcome home. General Summer's last act as commander was on Multnomah field, where he turned over to the state officials the stand of colors borne by the regiment throughout the campaigns, in a touching address.

Seven men were recommended for medals of honor in the regiment, five of them being in the scout organization. These were Lieutenant Thornton, Company B, and Privates Lyons and Robertson, of the same company, Frank C. High, of Company G, and M. B. Huntlet of Company L. These men were later awarded medals, the recommendation having been made by Captain Birkenheimer. General Summers recommended Sergeant-Major Marshall and Private Smith of Company F for medals.

At a later date all the remains of Oregon dead in the Philippines, both from bullet wounds and sickness, except those who died of smallpox, were ordered home at federal government expense. Portland gave to this string of sealed caskets the most solemn and impressive funeral service ever witnessed in the city. The caskets lay in state at the armory, draped in flags, a grand requiem service was held there, and on caissons the remains were conveyed to Riverview cemetery.



In the field,  
Las Vegas, N.M.,  
June 12/1899.

Brigadier General,  
Oregon Volunteers,  
2nd Oregon Volunteers,

Sir

Your regiment having been released from my command for the purpose of proceeding to the United States for muster out gives me an opportunity of which I am glad to avail myself of expressing to you and to the officers and men of your regiment, my high appreciation of their gallant-faithful service while they have been under my command.

While I am glad the regiment is to return to their homes I regret to lose so many good soldiers. When your regiment came to my command, their reputation as

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brave and gallant soldiers had preceded them, since your term with me in Mexico has been constant, arduous and dangerous.

I learned very soon to place implicit confidence in your judgment, energy and courage and the gallantry and bravery of your officers and men. You have nobly earned the reputation of being among the best soldiers of the American Army and in saying farewell to the regiment I wish you God speed and all the good fortune and prosperity that may and should come to you.

Sincerely and respectfully yours,

H. W. Lawton  
Major General U. S. Vols.

GENERAL LAWTON'S ENDORSEMENT OF OREGON SOLDIERS



GENERAL THOMAS M. ANDERSON



There in a military plot which the state military board, General Beebe chairman, had purchased, the bodies were buried, and in this plot any member of the regiment may be interred at future times.

As the state's final high honor to the soldier dead of the Second Oregon, by private subscription \$20,000 was raised for an imposing monument. The members of the committee having charge of this work were Harvey W. Scott, chairman; and Mayor H. S. Rowe, Gen. O. Summers, Gen. Charles F. Beebe, Gen. C. U. Gantenbein, Col. J. J. Jackson, Chaplain William S. Gilbert, Ben Selling, A. L. Finley, D. Solis Cohen, Dr. S. E. Josephi, Mrs. Henry E. Jones, Mrs. William C. Alvord, Col. C. E. McDonell and H. W. Corbett. With the munificent funds subscribed for this work a splendid monument, surmounted by a bronze soldier in field uniform, modeled from an Oregon volunteer, will stand during the coming ages in Plaza block, in front of the county court house, as an inspiration to the coming generations.

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Since the above was written General Owen Summers died in this city, aged 60 years. He was a native of Brockville, Canada, coming to Chicago with his parents in infancy. With two other boys, when only 14 years of age, he ran away from school and joined the Union army to fight the rebels, and was actually in several battles against the rebels in Mississippi before he was 15 years of age. After the war he came to Oregon, and taking part with the veterans, and in military affairs, rose to a leading position in the Oregon National Guard; and went to the Philippines as set out above. He was a good citizen, and discharged every duty with honor and fidelity.

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#### GENERAL THOMAS M. ANDERSON.

This distinguished officer of the United States Army, now retired, took an active and indispensable part in taking the Oregon Volunteers to the Philippines. His services and army experience were necessary to the most efficient service. He became also well known to the people of this city from his acts in ejecting the Catholic church from the disputed land claim of Vancouver barracks. He was for twelve years the commandant of the nearby post of Vancouver barracks and for a part of the time department commander. During the time of his incumbency he enlisted all the men of his regiment from this vicinage. He also organized the Society of Sons of the American Revolution in Oregon and Washington. Among the first to join the societies were descendants of three of the signers of the declaration of independence, and very soon their membership included descendants of ancestors who had taken part in nearly all the battles of the war of independence. In the thirteen original states the society made its appeal to persons interested in national history and genealogy. They erected monuments on all battlefields of the revolution, and placed ornamental marks over the graves of revolutionary soldiers. In organizing the Oregon society, General Anderson and his associates stated patriotic endeavor to be the purpose of their society, and to carry it out, have from the beginning offered money prizes to school children writing the best essays on the American revolution. General Anderson proposed the publication of pamphlets, instructing foreign immigrants in the duties of American citizenship. This suggestion was adopted by the National Society and has been energetically carried out.

In the winter of 1887-88 there was a great rush of people from all parts of the world to the gold fields of the Yukon. General Anderson, then colonel of the Fourteenth Infantry, was sent with part of his regiment to Dyia, and Skagway in Alaska to preserve order and give needed assistance. Just before the ar-

rival of our troops at Skagway, a Canadian official, known as the commissioner of the Yukon, had opened an office, raised the British flag and claimed the entire country as far as the coast, as British territory. But the timely arrival of five companies of regular troops enabled Colonel Anderson, as commandant of the district of the Lynn canal, to take forcible possession for the United States. But for this, our British cousins would have had the occupancy which is conceded to be nine points in the law.

On the outbreak of the Spanish American war, General Anderson as a brigadier general of volunteers, was given the command of the first military land forces sent from this county to the Philippines. This expedition which was made up of the Fourteenth Infantry, the Second Oregon Infantry, the First California Infantry and a company of California Heavy Artillery, left San Francisco on three transports on May 23, 1898, and reached Cavite on the 30th of June, two months after Dewey's great victory on the 1st of May. This command of General Anderson's was the first army of American soldiers that ever crossed an ocean. It raised the first American flag at Cavite on the 1st of July, 1898.

General Anderson commanded the land forces which carried Manila by assault on August 13. It has been claimed by some that Manila was surrendered by agreement but as we lost men, killed and wounded in taking Manila, including preceding actions, this assertion cannot be accepted as true, unless some one in high authority was responsible for a needless sacrifice of American soldiers.

In the Filipino insurrection, as the major general in command of the Eighth Army Corps and of the Cavite province south of the Pasig river; was in command in the battles of Santa Anna, Passag, Guadalupe, San Pedro Macate, Pasig and Pateros. In these engagements the insurgents suffered a loss of three thousand men and all of their artillery.

On March 17, 1899, General Anderson was transferred to the command of the department of the lakes in this country and retired from active service in 1900. For several years past he has been a citizen of Portland.

General Robert Anderson represents one of the most distinguished families in the history of the United States. Related to George Rogers Clark and other distinguished Virginians, the family name is associated with the great events of war and statesmanship from the foundation of the nation down to the present. Colonel Robert Anderson, the gallant defender of Fort Sumter, who stood by his guns until the last pound of powder was burned and the old fort turned into a seething furnace by the shells of the rebels before he would surrender on his own terms, was an uncle of Oregon's General Anderson; and who also rendered distinguished services in overthrowing the southern rebellion.



## CHAPTER XXVIII.

1874—1905.

*The First Portland Exposition—The Old Mechanics' Fair—The Merchants and Manufacturers Exposition—The Lewis & Clark Exposition—Styles of Architecture—The Great Flood.*

Exhibitions of mechanic arts and manufactured goods were started in Portland by Mr. H. D. Sanborn away back in the "seventies." Mr. Sanborn had been a successful merchant, and taking a lively interest in the city, induced Wm. Bunnell to lend the use of his building on Madison street for the first Mechanics' Fair. The building was 200 feet in length on Madison, from First to Front streets, and 50 feet wide, and had been erected for the purpose of a general market. It was afterward turned into a wholesale agricultural implement store, in which the former mayor of the city, Dr. J. A. Chapman, and the then acting mayor, W. S. Newbury, were the owners. Here was held the first Mechanics' Fair in Portland.

This first fair was a success, although the city was in its infancy; and as the idea was new, it attracted wide attendance from outside of the city. It was so much of a success that its promoters resolved to get more room, the very first opening day showing that the Bunnell building was too small. A number of the progressive citizens then decided to put the enterprise in a permanent shape, and on firm ground, by incorporating an association for that express purpose, of which Mr. Frank Dekum was president. The association leased the block which General Coffin and Colonel Chapman had given to the city for a market place, at an annual rent of one dollar; and then raised the money on a stock subscription, and erected the Mechanics' Pavilion, covering the whole block bounded by Second, Third, Clay and Market streets, at a cost of \$16,500. Here the association held its annual fairs for ten years, renting the building between fairs for great political and other meetings. The enterprise was a success, and the stock in the association paid handsome annual dividends.

But as the city grew, the "old pavilion" was found to be too small to keep house for the annual fair, and it was decided to get still larger grounds and erect a grand exposition.

Accordingly the capital stock of the association was increased; two city blocks were purchased of Amos N. King at the corner of Washington, 19th and 20th streets, and the Exposition building recently destroyed by fire was erected, at a total cost for land and building of \$150,000. Here very grand and successful fairs were held annually, from 1888 down to the organization of the Lewis and Clark Centennial Exposition Association. But the larger exposition never paid dividends on stock like the old market block fairs.

It would be reasonably concluded that with this experience in expositions, the Portland people would have been ready to enthusiastically take hold of a great national event that would give the city a centennial exposition, based upon historical facts, second only to those of Philadelphia and Chicago. But Port-

land was not ready—the people did not yet comprehend the great position, and great future of the city. Some man must lead—lead possibly the forlorn hope. As in all great exigencies—and this was the great one for Portland—the right man comes to the front. He came to the Lewis and Clark proposition. He rose to the occasion; he would not surrender—and his name is Daniel McAllen.

Oregon boasts of various "fathers"; John McLoughlin, "father of Oregon"; Matthew P. Deady, "father of the judiciary"; W. S. U'Ren, "father of direct legislation," and shall we add Daniel McAllen, "father of the Lewis and Clark Exposition." As far back as April 22, 1899, the first interview was published. Mr. McAllen saw and felt a growing apathy toward the proposed exposition; and to revive the subject and keep it before the people, he inspired the Evening Telegram to interview Col. Henry E. Dosch for his opinions on the proposition. Col. Dosch had been Oregon's commissioner at the national expositions held at Omaha, Buffalo, Charleston and New Orleans; and it was believed his opinion would be valuable. We quote from that interview as follows:

"In the first place," said Col. Dosch, "it means money—lots of money. It must be on a grand scale. In fact, the success of the whole thing will depend upon its broadness, and unless the people of Portland are prepared to go into it in a whole-hearted manner and pull together as they have never pulled before, further discussion is useless.

I know that such expositions pay—pay immensely. I base my opinion upon my experience and observation at Chicago and Omaha, particularly the latter place. A real estate man from Silverton the other day said to me, 'Colonel, they're coming.' 'Who are coming?' I said. 'Why, settlers, to be sure,' he answered. 'A number of families have lately settled in our section, and every one of them had your cards.'

There is the whole thing in a nutshell. Those people were among the thousands who visited the Omaha Exposition in 1898, and viewed Oregon's exhibits—and got the cards.

The trend of immigration is westward. We are taking a new start. In conversation with people who make it their business to study the immigration of people. I learn that the eyes of the eastern states are turned toward the Pacific northwest. Prof. Wilson of Boston, who devotes his life to studying the causes for the shifting about of people and is a noted authority on the subject, predicts that in fifteen years the population of the Pacific coast states will be doubled. He says, further, that in a hundred years there will be more people living west of the Rocky mountains than on the Atlantic seaboard.

Now is the time for us to strike. The iron is hot. The organization of our new possessions in the Orient will mark an era in the commercial advancement of the Pacific coast. We have the natural resources, climate and everything else needed but people."

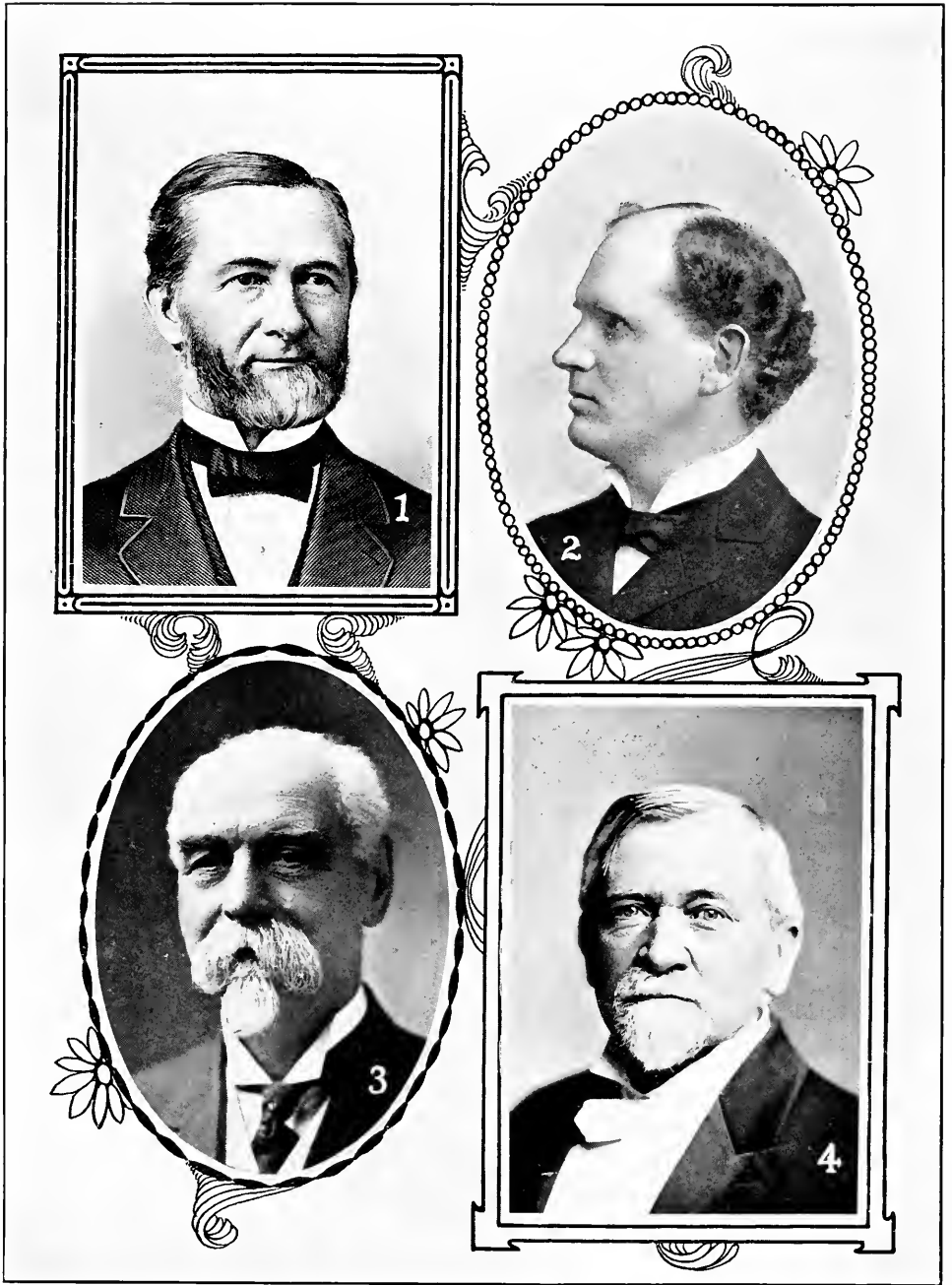
This sort of talk stimulated the project a little; but Portland soon fell back into the old rut. About a year after this interview with Dosch, the promoters of the fair decided to let the matter drop, and give it up. Right here and then Dan McAllen renewed the battle with redoubled energy. He drafted a statement of his own, briefly setting forth all the reasons in favor of the fair. He knew that Mr. L. B. Cox was a strong friend of the proposition, and took his statement to him for approval. Mr. Cox was then confined to his bed with mortal sickness from which he never recovered; but he gave prompt and interested attention, and signed the appeal to the public to go on with the exposition. His great influence as a man, and his pathetic position attracted wide attention and made many friends for the fair.

From Mr. Cox' bedside McAllen went direct to the Oregonian office and made his appeal to Henry L. Pittock, declaring the enterprise must not be abandoned—the ship must not be given up. Mr. Pittock heartily endorsed McAllen's efforts, and promised to attend the next meeting and did attend, and by his personal influence and unanswerable arguments, turned the tide positively and un-





DANIEL McALLEN  
Father of Lewis and Clark Expedition



THE FOUR MEN THAT MADE THE LEWIS AND CLARK EXPOSITION A POSSIBILITY  
1—Henry W. Corbett. 2—Lewis B. Cox. 3—Henry E. Dosch. 4—Henry L. Pittock



equivocally in favor of holding the exposition; and all present renewed their confidence, pledged active support, and voted to go ahead—and that was the turning point in the evolution of the exposition which proved the awakening of Portland and the introduction of its present prosperity. And but for Daniel McAllen's vigilance, and Henry L. Pittock's energetic support at the psychological moment, the great exposition would never have been held. It took years of education on the part of the few "live wires" of that time; but the splendid results, the great growth of Portland, and the prosperity of the Pacific northwest, in which all shared—pessimists as well as optimists—amply vindicated their efforts.

There were many ups and downs, and many obstacles to overcome before the opening day, too numerous to mention, except one, as it was the most important—the selection of the exposition site. When this point was reached, many sites were offered, mostly by persons who had real estate speculations in view rather than the best interests of the exposition. And here the directors again called in the aid of Col. Dosch; and requested him to examine all the sites offered and make a report on them in view of his experience and observations at other expositions. This duty was carefully and conscientiously discharged by personal examination and study, not only of the sites offered, but of all other possible locations; and Dosch's report was unfavorable to all offered locations, and in favor of one not offered or considered—known then and yet as Guild's lake at the north end of the city. Col. Dosch took the directors upon the ground and explained to them what an exposition required, and how that location would meet the requirements; and his recommendation was adopted. The selection was not satisfactory to many people, and was bitterly assailed in the press, and many ugly but untruthful charges made in connection with it.

The next trouble was to secure the location. The proposed site—all the land that was necessary—was held by 46 different owners and it required six months' persistent effort to secure the use of this land for three years from owners vitally interested in the growth of the city, all of whom would be more benefited by the exposition than any one else; yet many of them determined to extort every possible advantage and benefit which obstinacy and self-interest could suggest or secure. Finally the contract of the entire list of owners was secured on the basis that the Exposition Association would pay all taxes on the properties, grade the ground, lay out the streets, put in the sewers, gas and water mains and electric lights and wires and turn all over to the owners at the close of the exposition, as their property. Then the management took possession and went to work; and as the grading and development of the tract proceeded, it was seen that the directors had made the very best possible selection of a site; and the great success of the exposition itself and the beauty and convenience of all the surroundings, and the grand views of the snow-capped mountains, to be seen from every part of the grounds, amply vindicated the advice of Col. Dosch and the wisdom of the directors.

The real work now began, it was necessary to advertise and exploit the exposition, which work was under the direction of Mr. Henry E. Reed, director of exploitation and publicity. Government recognition and participation had to be secured; foreign nations had to be invited through the department of state at Washington, D. C.; representatives had to be sent to meet the legislature of our own and other states to urge appropriations and participation. Preparing the grounds for the various exposition palaces, "pay streak" hotels and restaurants, which was under the direction of Mr. Oscar Huber, director of works, had to be done. The construction of most of the exposition palaces were in charge of a commission created by the legislature, which had appropriated a half million dollars for that purpose, and for making an elaborate and extensive display of all Oregon's resources; and the procuring of all the amusement features for the "pay streak," which was intrusted to Mr. John A. Wakefield, director of commissions. The United States government had recognized the exposition

officially and appropriated \$485,000 for its participation, and built its beautiful palace on the peninsula in Guild's lake, facing the constellation of all the exposition palaces, connecting by a grand bridge, all of which formed a beautiful and unique setting. We quote from the report of the president and board of directors by Col. Henry E. Dosch, director of exhibits:

"Your intimate relationship to all vital questions renders it unnecessary for me to advise you of the difficulties that had to be overcome to bring the main feature, viz: the exhibits to such a successful termination. I desire, however, to emphasize the fact that my division performed in four months the same work that was done at other expositions in six months' time; also the gratifying fact, that this is the first time that an exposition has closed without a single lawsuit pending in connection with the division of exhibits. I managed this division with the closest economy, the same as I had my own large business, which is evidenced by the fact that the whole division staff consisted of less persons than were employed at other expositions in single departments. The heaviest expenditures were incurred by the fine arts and the live stock department, which, however, produced gratifying results."

The most difficult and tedious task occurred when, three weeks before opening day, twenty-three Oregon firms who were promised, and had large spaces allotted to them, withdrew after two hundred and fourteen eastern exhibitors had been refused space. As difficult and vexatious as the refilling of these spaces with desirable and live exhibits was, it was nevertheless so carried out that all the domestic exhibit palaces looked to every visitor complete, and no one went away with the oft told tale of previous expositions, that the Lewis and Clark Centennial Exposition was not ready on opening day.

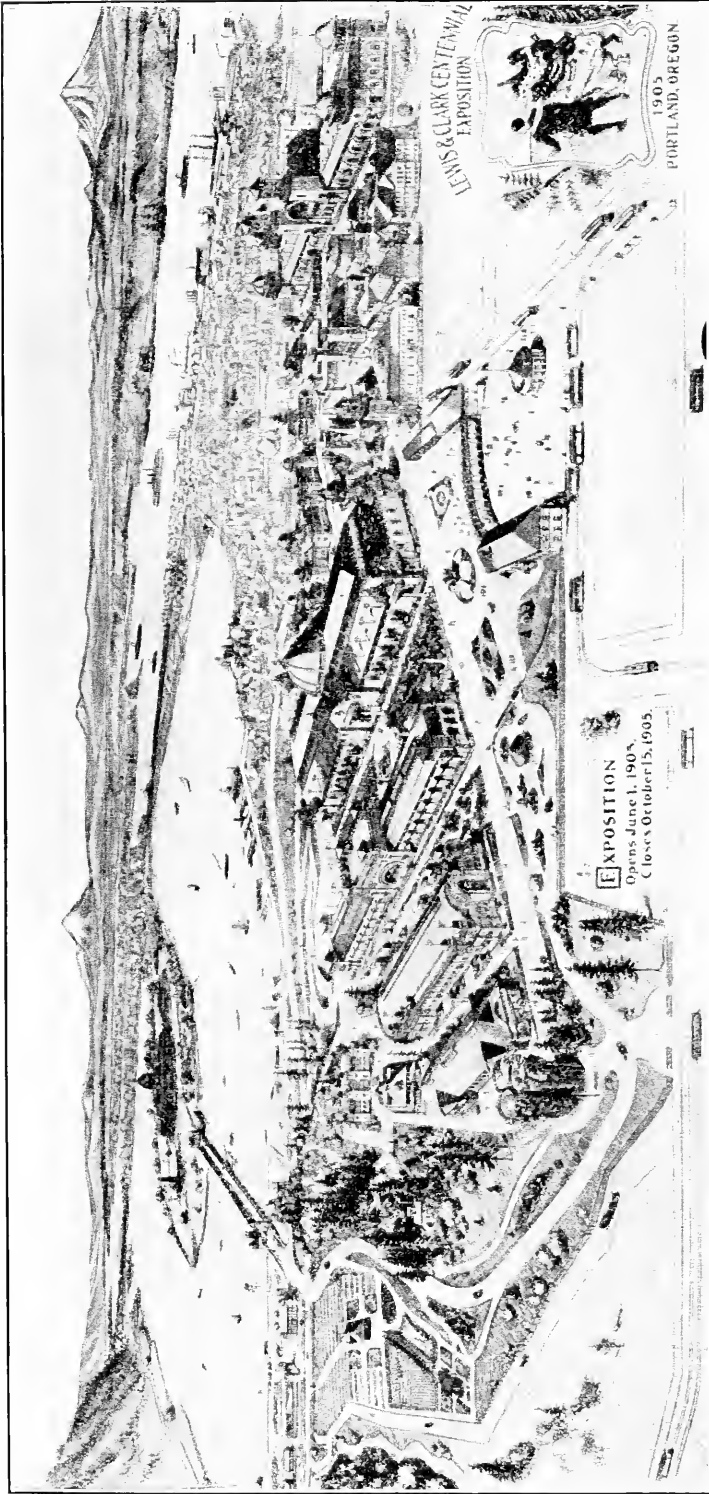
The 7,036 diplomas granted by the juries were all signed, sealed and delivered within sixty days after the exposition closed; thus establishing a new record, one not attained by any previous exposition. Judging from the many letters received, breathing the kindest expressions, congratulations and good wishes, proves conclusively that all these exhibitors were happy and satisfied.

"The first active step taken to make this an international exposition," says Mr. Dosch, "was when, on January 24, 1902, I presented to the directors the fact that Japan was about to hold an exposition, and that if we hoped to have this rising and progressive nation to take part with us we must show our good will toward them. After due consideration I was empowered to visit Japan for the purpose of consulting with the officials, which I did, sailing early in September, 1902. Baron Yasukiro, minister of commerce and agriculture, under whose auspices the Osaka Exposition was held, was highly gratified, and every courtesy was shown me in accomplishing my purpose, and I was offered my choice of space in the foreign building. Upon my return to Portland in December, 1902, and report, I was further empowered to secure a representative exhibit from our merchants and manufacturers, which I shipped and installed in the foreign building, Oregon being the only American state represented. After the close of the Osaka Exposition, I organized a mercantile company to whom I sold the entire Oregon exhibit, and returned the cash proceeds to the fifty-one concerns that had furnished exhibits; a large and lucrative business being kept up ever since."

Mr. Dosch's commission to the Japanese Exposition was most fortunate for Portland and its exposition. For while in Japan he was brought in contact with the representatives of all the foreign nations making exhibits at Osaka; and by his presentment of the claims of Portland the representative of Pacific coast interests, he was successful in securing exhibits from fourteen foreign nations for the Lewis and Clark Exposition, all of which were placed under his sole charge. And in addition to this Mr. Dosch so conducted the business of Oregon at the Osaka Exposition, and so assisted to make it successful, as to win the friendship of the Japanese government and the favor of the Emperor to the extent that he was by the Emperor, decorated with the insignia and order of the sacred treasure; and finally to secure for the Portland Exposition the splendid



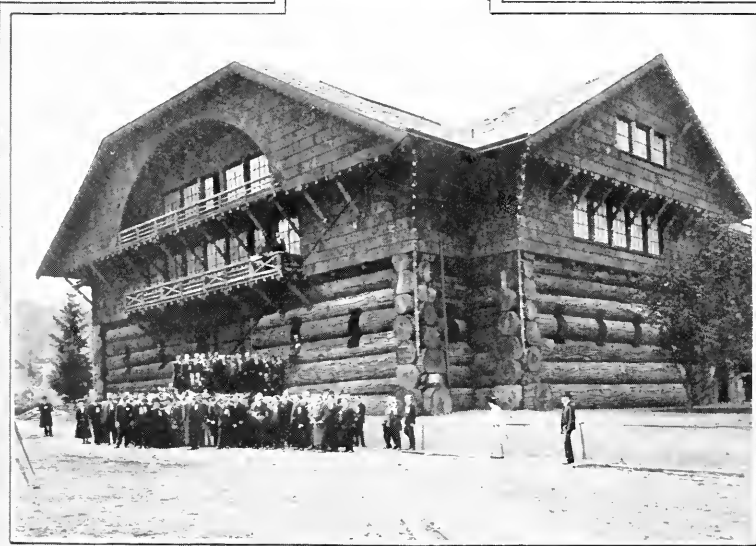




GENERAL VIEW OF THE LEWIS AND CLARK EXPOSITION GROUNDS



Alaska Totem Poles



Forestry Building

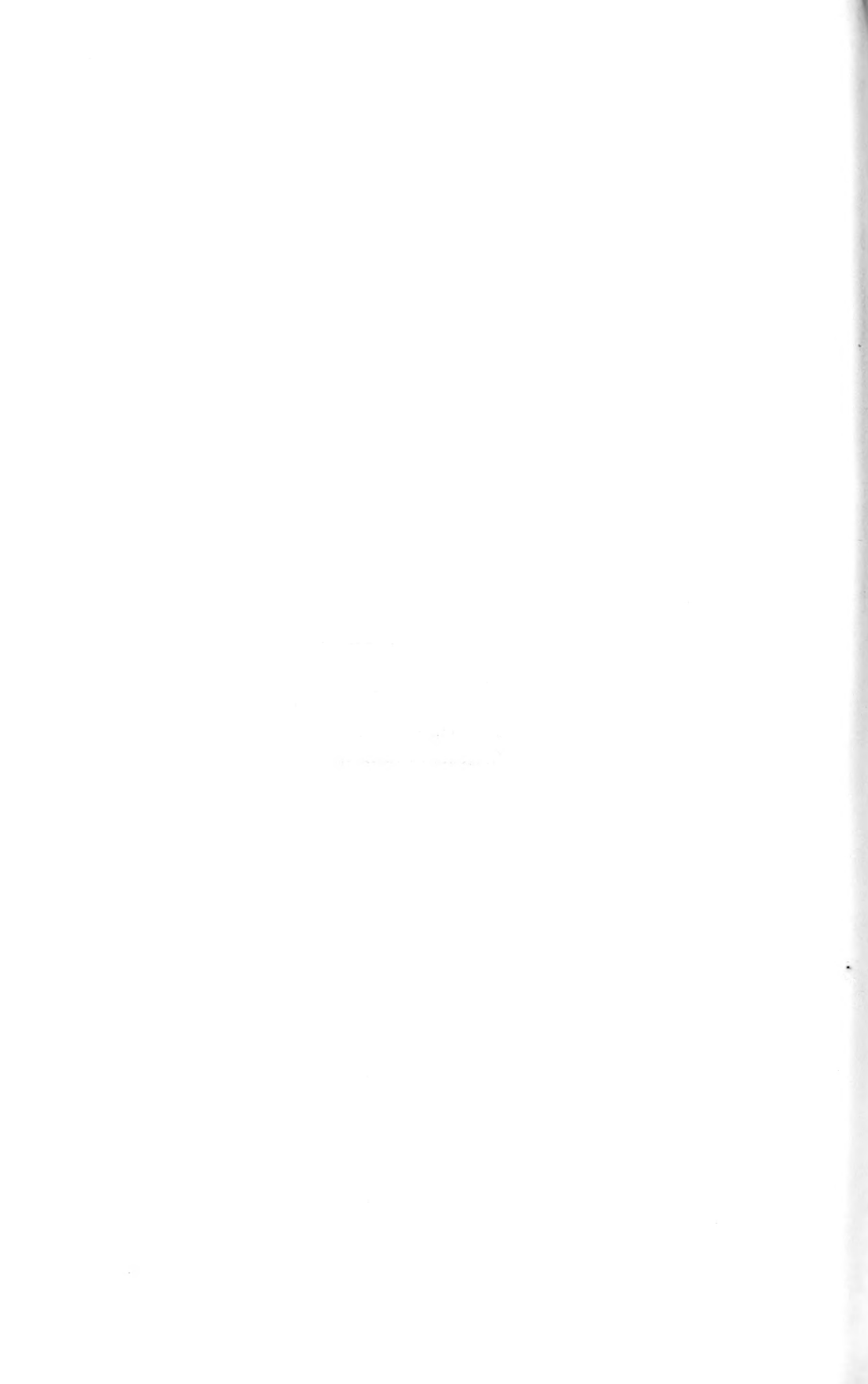


exhibit from Japan, surpassing anything ever made by any oriental nation at any other American exposition.

Returning to Oregon, in March, 1904, Colonel Dosch was appointed director of exhibits of the Lewis and Clark Exposition, accepted the trust, and at once entered upon the discharge of its duties by formulating the rules and regulations for the government of that division of the great work. That accomplished, he went to the St. Louis Exposition held in 1904, for the double purpose of exploiting the claim of the Portland Exposition, and of securing the transfer from St. Louis to Oregon of all of the best exhibits of the St. Louis Fair; in which mission he was eminently successful.

On May 7, 1904, Colonel Dosch met with the members of the United States commission, appointed by the president to manage the United States exhibit at the Lewis and Clark Exposition, and there on behalf of the Lewis and Clark Association, tendered them a building site for the United States building; the site being afterwards selected on the peninsula in Guild's lake; and on which the government built one of the largest and most beautiful palaces of the fair, which was accidentally destroyed by fire a few months ago.

From this conference, Colonel Dosch proceeded to the Good Roads convention, and there succeeded in having the next annual session of the Good Roads, meet on the Lewis and Clark Exposition grounds at the fair in 1905. From this convention he proceeded to Baton Rouge, Louisiana, and appeared before the state legislature and finally secured an exhibit from the state of Louisiana—reversing the decision of the governor and first action of the legislature not to spend any money on Portland, Oregon.

From Baton Rouge, Colonel Dosch went to Ottawa, Canada, and interviewed our Canadian cousins; and received a vast amount of encouragement in good wishes, great friendship for Oregon and the fair—but not a red cent of cash. John Bull has a good memory, and he had not forgot that it was Lewis and Clark that blazed the trail over the Rocky mountains; sailed down the Columbia, hoisted the American flag, and claimed the whole of old Oregon for Uncle Sam long before any Englishman got into this country by the land route.

From Canada Dosch went back to St. Louis and there got up the Lewis and Clark day demonstration at the St. Louis Exposition; assisted in the ceremony of dedicating the St. Louis monument to Lewis and Clark. The principal oration at those Louisiana Purchase Day ceremonies was made by Hon. W. D. Fenton of this city, one of the advisory board of this history. His eloquent address was responded to by the Hon. David R. Francis, the president of the St. Louis Exposition.

From St. Louis, Colonel Dosch returned to Oregon, and devoted his time to the work of getting the great exposition exhibits ready to open the fair on the day announced two years prior thereto. With Dosch labored Oscar Huber, the director of works, Henry E. Reed, manager of publicity and correspondence, President Goode and the Oregon and other state commissioners. It was a great work. It was farther removed from the centers of population and with fewer facilities of transportation than any other of the national expositions held; and yet it was the first exposition in the United States to open its gates on the advertised date and show to visitors the completed and perfect exposition—June 1, 1905.

#### MEMORANDA OF EVENTS.

December 4, 1783; Thomas Jefferson proposes to George Rogers Clark an expedition to the Pacific coast.

June, 1786; Jefferson proposed to John Ledyard in Paris to proceed through the Russian Empire to Siberia, and from there cross over in a Russian vessel to Alaska, and thence down the coast to Oregon, and across Oregon to the United States.

1792; Jefferson proposed to the American Philosophical Society to organize a party of scientists to explore Northwest America to the head of the Missouri river, there cross the Rocky mountains and then follow down some river to the Pacific ocean.

April 30, 1803; Jefferson purchases the Louisiana province of France—territory to make thirteen states.

May 14, 1804; Lewis and Clark expedition starts from St. Louis for Oregon.

August 12, 1805; L. & C. crosses Louisiana territory into Oregon territory.

November 7, 1805; reaches mouth of Columbia river.

March 23, 1806; expedition leaves Fort Clatsop on return trip.

April 3, 1806; reaches Linnton, camps on Portland townsite.

April 7, 1806; camps at White Salmon, river—seen by Indian boy, Tomitsk, yet alive, picture on another page.

September 23, 1806; expedition returns to St. Louis.

September, 1824; Dr. John McLoughlin reaches Oregon, and takes control of Hudson Bay company.

September 15, 1834; Jason Lee reaches Oregon, and preaches first sermon.

September 2, 1836; Marcus Whitman reaches Oregon and founds Waiilatpu.

May 2, 1843; pioneers organize provisional government at Champoege.

June 15, 1846; title to Oregon settled by treaty with Great Britain.

October 10, 1846; Lieut. Howison presents U. S. flag to provisional government.

August 14, 1848; congress passes act to organize Oregon territory.

August, 1851; Portland incorporated.

February 14, 1859; president signed act of congress admitting Oregon to the Union.

April 15, 1868; ground broke in south Portland for general railroad system.

September 8, 1883; Northern Pacific railroad across continent connected with Portland.

May 5, 1884; railroad completed from Portland to Ashland.

November 1, 1895; Daniel McAllen proposes Lewis and Clark Exposition to Henry L. Pittock.

May 1, 1900; provisional committee of arrangements for Lewis and Clark fair, organized—J. M. Long—chairman.

December 15, 1900; proposition for fair endorsed by Oregon Historical Society.

February 21, 1901; endorsed by Oregon legislature.

October 15, 1901; Lewis and Clark Exposition Association incorporated. Capital \$300,000.

January 21, 1901; stock all taken, H. W. Corbett elected president.

February 14, 1902; capital stock of exposition company increased to \$500,000.

July 15, 1902; Guild's Lake chosen for site of exposition.

January 30, 1903; Oregon legislature appropriates \$450,000 to exposition.

March 31, 1903; Henry W. Corbett dies.

May 21, 1903; corner stone, Lewis and Clark monument in city park, laid by President Theodore Roosevelt.

July 24, 1903; Harvey W. Scott elected president of exposition company, and H. W. Goode, director general.

February 8, 1904; U. S. senate passed Senator Mitchell's bill appropriating \$1,775,000 to the exposition.

April 8, 1904; congress passed bill providing \$1,000,000 in souvenir Lewis and Clark gold dollar coins.

May 3, 1904; ground-breaking ceremonies for construction of exposition buildings.

August 8, 1904; H. W. Scott resigns as president, and H. W. Goode elected his successor.

May 1, 1905; fair buildings completed on contract time.



United States Government Building



Foreign Nations Building



The View on Guild's Lake





May 31, 1905; U. S. government building completed.

June 1, 1905; exposition opened to the world—all buildings completed; eclipsing all other expositions on this point.

#### THE SIZE OF IT.

The Lewis and Clark Exposition was shown in 3 United States government buildings—first class size.

13 Oregon state buildings—immense size.

7 other states buildings.

16 foreign nations participated in the exposition, with large and wonderfully fine exhibits.

16 other American states participated in the exposition with large exhibits.

The total admissions to the fair were three million and forty thousand; of which 1,834,821 were paid admissions.

The total income of the Exposition Association was \$1,517,222.61.

Organization and construction accounts consumed \$908,319.72; and operating expenses were \$497,447.89; leaving a cash balance of \$111,455; paying back to the stockholders 21½ per cent on their stock; a financial result never attained by any other national exposition.

## CHAPTER XXIX.

### *The Benefactors—The Literary People—Historians, Poets and Story Tellers.*

Persons are mentioned in this chapter not for the purpose of praise or compliment, but to show what the city produced, and what was the influence of such persons on society. If a given community or people produce murderers, thieves, swindlers and bribers, that may show one thing. If another community produces divorces, brothels, illegitimacy and poverty or crime, that may show something else. And if a community produces self sacrificing men and women, who give their time to caring for orphan children, to furnishing means of education, to housing the poor and unfortunate and curing the sick, that shows another phase of humanity—a wide difference from the supposed cases. And in just so far as any community produces any or all of these examples of human conduct, just that far it shows not only the character of the people, but also the moral or immoral and educational influences which combined to produce the good or evil state of society. "Do men gather grapes of thorns, or figs of thistles?"

The far reaching influence of such men as Jason Lee, Marcus Whitman and John McLoughlin, can never be estimated or described. As this world goes now in the year 1910, neither of these men would be considered a success. They heaped up no riches, they gathered no worldly honors and they tasted but little of the price of power or place. They were the product of another age than ours. of other ideas than those of 1910, and of principles of thought and action that is but an historical reminiscence. And yet their lives, their ideas and ideals, and their examples are insensibly exercising a greater power on society for good than any one hundred Oregonians who have lived and died since their day. If history is to teach us anything it should show who were the teachers, and what it was they taught.

Some men and women are continually in the public eye, and yet their lives are mere bubbles, flotsam and jetsam on the stream of time, to be picked up or dashed down by any wind of circumstance. Of others we get only a glimpse from some noble act or work, and touch them only at one point or trait in their lives. Portland can boast the names of many noble men and women who have shown from unselfish lives and deeds their real character. It is to this class a page should be devoted, that their example might not only lead to emulation, but also show by what root of thought or training they came to bless the world.

The first three men that gave anything to the city were Coffin, Couch and Chapman who donated the row of parks between East and West Park streets. Their great beauty, and their blessing to the little children is only now becoming fully appreciated. As time goes on and the trees attain a larger size the attractions of these little parks will be such as to greatly increase the value of the residential property in the vicinity and make them the most delightful resting places to be found. Captain Couch gave also 10 blocks for a railroad depot, and on which the Union depot is erected.

General Coffin gave also two blocks at the south end of the city for a "Public Levee," a tract fronting on the river 600 feet and 200 feet in depth. The legislature afterwards by special act gave the railroad terminal rights thereon along with use by the public in general. The river frontage on that tract is open to free dockage to all boats and ships. The city afterwards paid General Coffin \$2,500 to extinguish a ferry franchise he had reserved on Jefferson street adjacent to the levee. This is the only free boat landing right on either side of the river. This levee property is now worth \$200,000; and General Coffin stands at the head of the list of public benefactors.

In addition to this, Coffin and Chapman gave the park blocks between Third and Fourth streets; and General Coffin gave the site for the Harrison street school now called the Shattuck School. In reviewing the history of the Portland public schools, Superintendent Thomas H. Crawford says on page 62 of his review: "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 a district tax."

The city has now many public schools and many persons that never did anything for the public, have been complimented with the names of the schools, while the only man that gave a foundation for a school house and a most worthy patriotic and public spirited citizen, has been wholly ignored. But the little souls who could perpetrate such injustice may rest assured, that the name of Stephen Coffin will be remembered and honored long after they are put away and forgotten in their little coffins.

In connection with this notice of Captain Couch it may be stated that his children have well maintained the good examples of liberality to every good cause which was set by their parent. Bishop Scott grammar school with its spacious grounds was erected on lands donated by the Couch family. The Good Samaritan hospital, if not erected on lands donated by the Couch family has been largely built by Mrs. C. H. Lewis, and other members of the Couch family.

Among those whose names will always be perpetuated by the growth and beauty of the city is that of Donald MacLeay. Of foreign birth, a naturalized citizen, a "canny Scot" who made his fortune in Portland, he gave almost one-third of all the park ground the city is the owner of. MacLeay Park is already a "thing of beauty," and will be "a joy forever" to all lovers of nature. So situated that it cannot be marred by the professional landscaper, or "cut up" by the speculating real estate agent, its native wildness abounding with hiding places almost in the heart of the city will make it the wonder of little children, the trysting place for lovers, and the attraction of those tired of sky-scrapers and automobiles, for a few hours of rest and repose among the giant firs and umbrageous maples.

Akin to the work of men who gave of their lands to make free space and play grounds in the heart of a great city for the millions who may come after them, is the work of the man who planned the roads and cut the trails that this MacLeay Park and the hills around Portland might become accessible, and their grand elevations, outlook, and scenic beauties be made known and appreciated. That was the work to which L. L. Hawkins devoted his time for years. And not content with opening the way and telling people to go and see, he provided a tally-ho coach and four, and took out visitors to the city from abroad and enabled them to see the wondrous beauties of Portland's matchless location. The first advertising Portland got as a scenic city was given it by Mr. Hawkins. Whenever the name of Mr. Hawkins is mentioned as a man that has done something for the city the remark is made. "Oh yes, Mr. Hawkins started the city

museum." But while the museum is a very gem in its way, and unique and hard to excel among all the museums from the Atlantic to the Pacific, it is still but a small affair compared with Mr. Hawkins' greater work of exploiting the natural beauties and grand mountain landscapes spreading out from the city in all directions.

Next to the men who gave the land and pointed out the beauties of the scenes by roads and trails, comes the man who sought to improve upon nature by cultivation of flowers and fruits. The leader among this class of men is Dr. J. R. Cardwell still a resident of the city. Dr. Cardwell was probably the first to spend his money in testing the climate and soil of this region for the production of exotic fruits and flowers. He imported from France and Germany all the varieties of the prunes that offered promise of success in this state; and out of his importations, after years of trial established a great prune orchard on a beautiful farm near to the south boundary of the city. In addition to the practical work of testing varieties of fruit, and cultivation of the same on different soils, Dr. Cardwell has served as the president and executive officer of the Oregon Horticultural Association for nearly twenty years, giving his services without salary or compensation; and in this way rendering a great service not only to fruit growing in this immediate vicinity, but also to the great fruit industry of the state, of which Portland is the business center and greatly profited by the business.

There is another class of men who have taken the lead in unselfish service to the city where there was little glory to be had and no money to be made; but which nevertheless has been of estimable value to thousands of people and especially young people, in affording not only refined pleasures, but great mental profit and improvement.

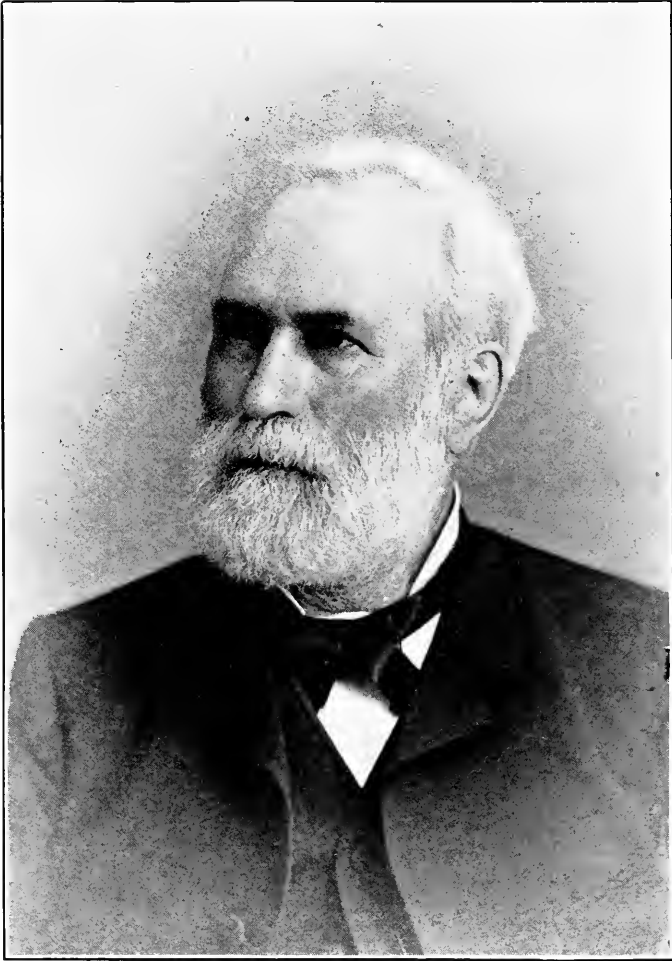
There is no public institution in the city that has been so generally patronized and for so many years, and that has given so much of both pleasure and benefit to both old and young as the Portland library. The initial movement to found the library came from a man little suspected at the time of having at heart the mental improvement of the people of the city. Starting in business while yet a boy, and in Portland as a dealer in farm produce, and then engaging his savings in establishing the first shoe and leather store in the little city, Joseph A. Strowbridge established an enviable reputation for integrity and business success. To him is due the honor of raising the money to purchase the first books, a few thousand volumes, in New York city, as a commencement for the library. Mr. W. S. Ladd put down the first subscription, on the condition that the library should be kept out of politics; and it is about the only thing in Portland that has always been kept out of politics.

Along the same lines of service to the public was the gratuitous service to the library of Judge Matthew P. Deady as president of the library association for a quarter of a century.

Fully half of the eighty thousand volumes now in the library must have been selected and ordered by Judge Deady, and the painstaking thought and labor of this work must have altogether taken years and years of precious time of the great justice constantly called upon to decide all manner of serious questions in the highest court in the state.

Forever connected with the Portland library will be the name of John Wilson. Commencing like Strowbridge, with a little store near the corner of Third and Morrison streets, Mr. Wilson labored patiently and persistently for many long years before fortune brought respite and ease to enjoy the precious books his taste and judgment had been slowly accumulating in a private library of his own. His collection of books was rare and valuable beyond anything to be found in any private library on the Pacific coast. Sometimes a whole year would be used up in correspondence with foreign collectors to secure a rare and coveted volume. And all the time he was laying securely the foundations of a great commercial enterprise. John Wilson was one of the founders of the great





JOHN WILSON  
Bequeathed large private library to the city



LEVI ANDERSON

Devised an estate of three hundred thousand dollars to provide a manual labor school, farm and home for boys





department store of Olds, Wortman and King. And when done with business, and could use the library no longer he gave the precious books to the Portland library, where they will remain as long as the city stands, safely preserved for the use of all people in the "John Wilson room."

Another public spirited citizen must be remembered in connection with the library, and that is Henry Failing. While Mr. Failing was always a liberal supporter of the library, and all other public institutions of the city all his life, and serving the city for four terms as mayor, without salary, he did not forget in making up his final accounts to remember the people who have not money to spare for rare and useful books, and put in a gift of ten thousand dollars for the free public library.

Last but not least in connection with the Portland library is the name of Miss Ella M. Smith. Inheriting a fortune from her father, and desiring to put it to the best use possible, her judgment led her to choose for her monument, when time for her should be no more, a fireproof building to house and protect the library for all time. The beautiful stone building on Stark street is the gift to the city of this noble woman. It was not all of her gifts to the use of humanity, but it was the largest. It befits her noble and gracious spirit, her modest and useful life, excepting only the gift of the Reed institute—and that came from a vastly greater fortune—the gift of Miss Smith has been the largest the city has ever received.

Two of the most worthy people that ever blessed the city of Portland with their honest pure lives were Levi Anderson and his wife. "Squire" Anderson was a familiar and beloved neighbor to all the old Portlanders. For many years he faithfully discharged the duty of justice of the peace. When this worthy pair passed away, they devoted all their fortune to the welfare of orphan boys, as a memorial to their own son who passed away in his youth.

The plans have been drawn for the Levi Anderson Industrial Home, provided for by the wills of the late Mr. and Mrs. Anderson. This home will be an industrial and trade training school for boys and will be built on the ground recently purchased by Archbishop Christie, near the property of St. Mary's orphanage for boys at Beaverton, on the Oregon Electric Company's railway. Three hundred acres will be set aside for the school farm.

Mr. Simeon G. Reed and wife came to Portland as poor as anybody else; and they worked long and patiently together and died childless and left a great fortune (after suitably providing for relatives), to found a school or college embracing all the technical knowledge of the arts and sciences together with academic learning. It was a grand and noble inspiration; and the city of Portland was the recipient of the great gift. Few cities in the United States has ever received so great a bounty. The monetary foundation of the gift, amounting to about three million dollars, will be ample to erect all needed buildings and endow a teaching force equal to all the demands of this northwest upon the most liberal and comprehensive lines of study. It is something for a city to be proud of to have produced such people and to have been the theatre of their successful labors, to have secured their affection and final benediction in this great gift for the welfare of humanity.

Every degree and condition of misfortune appeals to the heart of the charitable, and taxes the generosity of the benevolent in every city in the land. If one stops to think he wonders whether poverty and distress is the punishment of wrong doing or the inevitable lot of the weak and helpless. But for the good or ill, the race of man must rise or fall by the average standard of life and industrious honesty. To neglect the aged or infirm, or abandon the infantile weak or deformed in mind or body, would be to substitute brutal force and heartless selfishness for thoughtful selfishness and christian charity, and retrograde to even a lower position than the native red man. But charity for the weak, the sick, the aged, or the poverty stricken, seldom starts from the strong in the full vigor of manhood. It is generally after the man or woman have had their bat-

tle with the world, that they come to feel and appreciate to the full, the condition of the fellow being that needs their kindly aid. And this lesson is quite as apparent in Portland as in any other city.

Quite a number of most worthy people early took notice of the duty and necessity of taking care of the aged and infirm. Prominent among these are the names of Mrs. Mary A. Knox, first president of the Patton Home, Mr. Matthew Patton, one of the founders of the home, and Peter John Mann and his widow, Mrs. Anna Mary Mann, founders and builders of the home for old people. These people have all labored for a common purpose in their self-sacrifice to promote the comfort of helpless aged people.

The work of Mrs. Knox, and the kind hearted women (Mary Agnes Foster, Edith F. DeLay, Mary H. Evans, and Eva Cline Smith) who have worked with her, is a great inspiration to others to go and do likewise. Commencing with nothing but willing hands to carry out the impulse of kind hearts, and the uncleared land given by "Father Patton," they have built up a home that now shelters and provides for more than eighty aged people. How much of comfort and happiness these noble women have conferred on the aged, the infirm and the helpless that have sought and found a hospitable home under the roof that they have erected can never be known or estimated.

And in the same line to the same purpose, and with the same spirit to help the helpless did John Mann and his noble wife dedicate a large fortune to the erection of the Old Peoples Home, and make provision for its sustenance and comfort. As we write the concluding pages of this history this home, a noble building worthy of its builders and noble purpose, is being furnished for occupancy, and will stand for all the future years of this city the enduring monument to honor the names of John and Anna Mary Mann.

And in the same spirit of self sacrifice, putting aside the fashions and attractions of society for the higher and greater purpose of doing good, the names of Mrs. Mary H. Holbrook, Mrs. Rosa Burrell, Mrs. Emeline Wakeman, Mrs. Susanna Wood, and the gentle Sisters of St. Vincent's Hospital, all of Portland, must ever be held in the greatest respect and highest honor. What pain, sorrow, grief and suffering these noble women have relieved by their daily round of ministrations, not for a day—but for years and years. Their names should not be forgotten; they will not be forgotten. It was the Catholic sisters of St. Mary's academy on Fourth street that rendered the first of Christian charities to the poor and sick of the little village of Portland. Let them be held in greatest veneration.

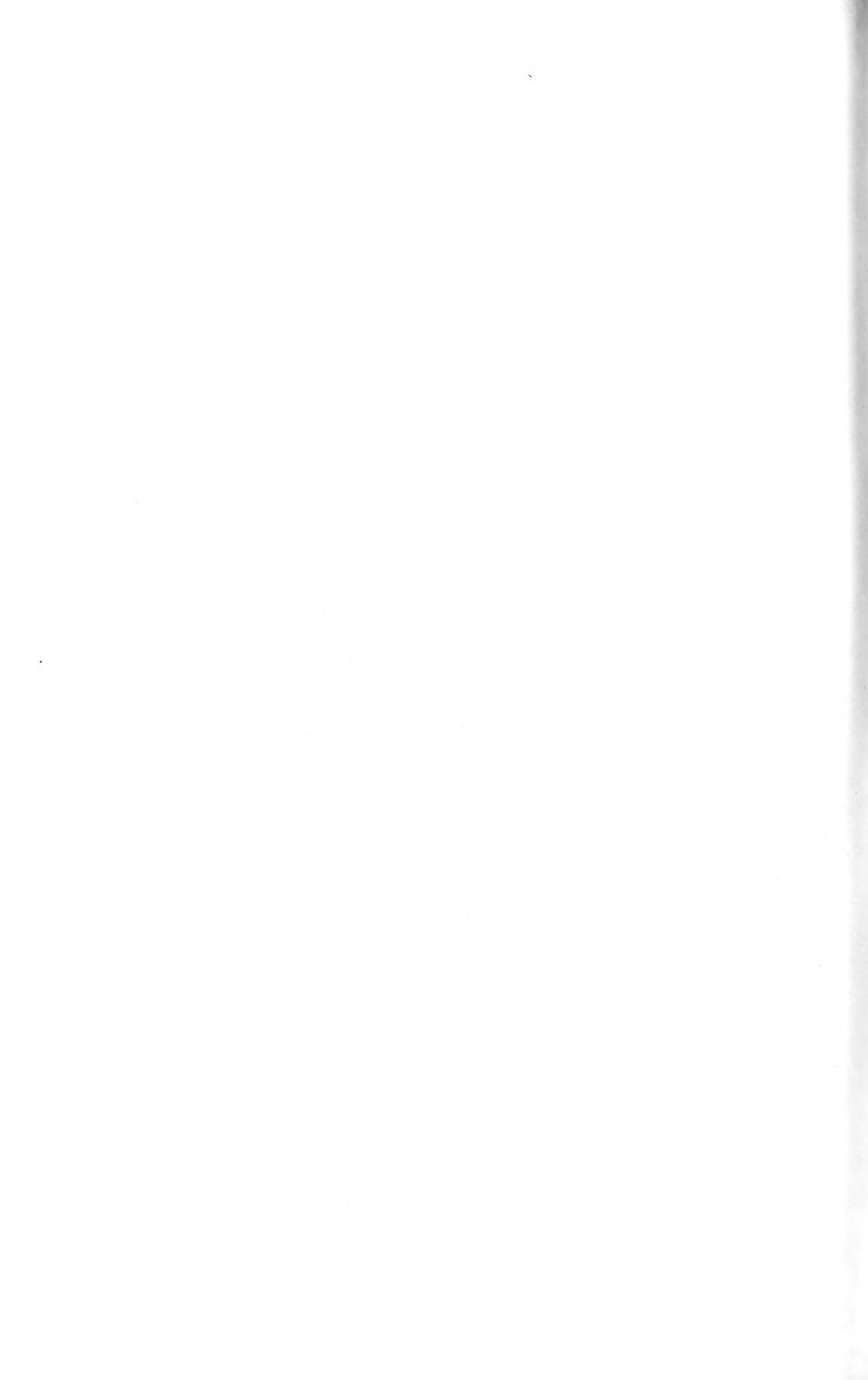
Mrs. Wakeman served as matron of the Good Samaritan hospital for nearly twenty years and only laid down the great work when her own health gave way under the long continued strain. Mrs. Susanna Woods (familiarily called "Aunty Woods") served nearly as long as the matron and foster mother of forty or fifty orphan children at the children's home in South Portland, and laid down the great load of care and labor when her own strength was well nigh exhausted. Mrs. Holbrook and Mrs. Burrell gave their lives and money to the work of doing good whenever duty called, and it called them everywhere all over the city. As managers and executive officers they were each rare examples of satisfaction to all contributors to the charities and to all their co-workers.

Another name stands out as prominent in every good work, and as a most liberal giver whenever his gifts would alleviate human suffering. Henry W. Corbett's gift to the Homeopathic hospital made that institution a possibility. Without his aid it must have waited for many years, and might never have been built. And it is a great satisfaction not only to the friends of this real philanthropist, but to the recipients of his benefactions, that no man was ever oppressed or harrassed or distressed or injured in any way to contribute to the fortune from which the gifts of Mr. Corbett were made. It is a noble record, and well may his friends be proud of it.

There are two more persons that must not be overlooked in this roll of honor. Upon reflection it would seem to be a vile slander on the white man residents of



DONALD MACLEAY  
(Gave Macleay Park of one hundred and thirty acres)



Portland and Oregon, that the legislature of the state had been compelled to pass laws, and kind hearted people had been compelled to raise money and appoint officers to protect little children and dumb brutes from the savage cruelties of the fathers of children and the worse than brutal violence of owners and drivers of the noblest of man's dumb animal friends—the horse. For almost an equal length of time—twenty years or more, W. T. Gardner has as superintendent of the Boys and Girls Aid Society had to fight a continuous battle with debased wretches of delinquent husbands and fathers to protect and provide for their neglected or cruelly treated children. While at the same time W. T. Shanahan waged a similar warfare against the inhuman owners or drivers of horses, and owners of dairy cattle. It is an awful indictment of men raised in a civilized community that such preventives of cruelty are necessary. And the execution of the law in these cases, more or less fraught with personal danger to those who enforced the law, has been and must be one of the most irksome and unpleasant duties that could be laid on any man. And yet Messrs. Shanahan and Gardner never failed nor halted in their noble work in all these years; until now a public sentiment has been created by the persistent and courageous course of these men, that supports, vindicates and honors the enforcement of the law in these cases.

There are many other noble men and women well worth of remembrance on these pages if space would permit. But these names have been the pioneers and leaders in a great work to humanize and spiritualize the public sentiment of a pushing, rushing population intent on building a great city, and piling up a lot of money.

*One More Name.* But where does "Joe Buchtel" come in? Or rather, the question should be, where does he not come in? For ever since the town was anything much more than a streak of mud holes from Stark street up to Jefferson, and a lot of heterogeneous cabins and frame shanties along the west side thereof, Mr. Joseph Buchtel has been the general utility man of the town and city agitating, pushing, boosting, and never letting up on anything and everything that would help and benefit Portland. And how much did he get for it? Not a red cent. When Buchtel had got the town built up, and it had realized a little cash over and above every day running expenses, and had got railroads to California and Idaho and as far north as the village of Seattle, then the inflated aristocrats imported a booster to work on a big flat salary. It was easy sailing for him. Buchtel had laid the foundation, built the house, put on the roof—and the imported man could put on the paint. Now over eighty years of age, Mr. Buchtel is still hard at work for more bridges and better ones—more of everything to improve the city. There has not been any citizen of Portland who has worked so long, so faithfully and so successfully for the upbuilding of the city as Joseph Buchtel—and this is the record that will go down to posterity.

#### THE HISTORIANS, EDITORS, POETS AND SOME STORY TELLERS.

It has been remarked by somebody that it takes all sorts of people to make a world. And from that standpoint it may be said that it takes all sorts of people to make the history of any community. Without the people who take the trouble to record the progress of events, to write down the recollection of things past and gone forever, and to treasure up the accomplished works of the men and women of a country or a city, the past would be as much of a blank to us as is the history of the native Indian to all the world. To imagine a relapse into such a state is to take a look into barbarism. Without the light and teachings of history, the human race would be no better than barbarians today. So the men and women who have taken the trouble to preserve the history of the past generations of Oregon are people who deserve to be gratefully remembered, along with all others in the field of effort and progress, by the people of this city of today, and all future generations.

The first formal contribution to the history of Oregon, including the history of this city, are the works of Rev. Gustavus Hines, one of the early Methodist

missionaries to Oregon. His first book "Oregon, Its History, Condition and Prospects," was published in 1846; and his second work entitled "Oregon and Its Institutions" was published in 1868. This last volume is largely devoted to the history of the Willamette university. Mr. Hines was born in Herkimer County, New York, September 16, 1809; commenced preaching in 1832; appointed to the Oregon mission in 1839, and died at Oregon City, December 9, 1873.

The next volume of Oregon history to attract attention was that of William H. Gray, published in 1870. This work is highly characteristic of its author, and has provoked more discussion than any other book published about Oregon. Gray was among the first to come to Oregon with the missionaries, coming out with Whitman and Spalding in 1836 as an aid to the missions in building the necessary houses. He was a quick, bright man, with great energy and invincible courage; readily took in the whole condition of affairs in the wilderness of the northwest, and was not backward in offering his suggestions as to the relative importance of missions and politics; and early arrayed himself as the leader of the movement to hold in check the growing influence of the Catholic missions. His history is written from the standpoint of his own observations; and the fact that it has provoked much unfriendly criticism only proves the author to have been in a position to know whereof he speaks. Of the work, Bancroft's history says: "As an exhibition of the feeling entertained by certain persons in Oregon, 64 years ago, towards the subjects of Great Britain, and professors of the Catholic faith, it is striking, though perhaps somewhat overdrawn, and all the more impressive, in that the writer speaks as if those past days were still present to him."

William H. Gray was born at Fairfield, New York, in 1810, came to Oregon in 1836, settled at Astoria in 1852, and died at the residence of his son-in-law, Jacob Kamm in Portland, November 4, 1889, and was buried at Astoria.

The next Oregon history to appear was that brought out by Mr. George H. Himes in the year 1885. Of this work Mr. Himes was both publisher and author, notwithstanding another gentleman appears as editor. This is a work of 900 pages and about 600 biographical sketches and a very fine portrait of Oregon's great friend—Thomas H. Benton. This was practically the commencement of the great work done by Mr. Himes to preserve the history of Oregon. Mr. Himes has followed up the difficult and laborious work of a collector of materials for writing history for more than a quarter of a century. His work in this direction far exceeds the labors of all other historians of the northwest. A visit to the rooms of the Oregon Historical Society in the city hall will confirm the observer in the truth of this statement. He has had special advantages to aid him in his ardent attachment to this patriotic duty, in being for many years not only the assistant secretary of the Oregon Historical Society, but also the secretary of the Oregon Pioneer Association. His acquaintance with the pioneers, and the descendants of pioneers exceeds that of any other forty persons in the whole country. And all the historians, poets, and story writers in the long generations to come will be delving into the work of George H. Himes for their themes, and the divine afflatus to portray the glories of the old pioneers, and sing the Georgics of their sons and daughters.

The most pretentious history of Oregon was published in 1888 by the Bancroft History Company of San Francisco, making two volumes of 800 pages each. With ample financial resources Mr. Hubert Howe Bancroft of San Francisco, set himself to work in producing histories of the Pacific coast states and territories, including Mexico, The Central American States, British Columbia, Alaska, Utah, and New Mexico. It was one of the most ambitious projects in book making ever attempted, in which all the great libraries of the old world were ransacked, and the histories of the native races traced back into oblivion and the realms of imagination. On this work Mr. Bancroft expended a fortune of a quarter of a million dollars, doing scarcely any of the work himself, but



HISTORIANS OF OREGON

1—Frances Fuller Victor. 2—William H. Gray. 3—George H. Himes. 4—J. Henry Brown.  
5—Horace Lyman. 6—Harvey K. Hines





working for an eternity of fame through the brains of other men and women hired to do the literary labor of producing forty-four octavo volumes of 800 pages each. The Oregon part of this great history was prepared, compared and written by Mrs. Frances Fuller Victor. For many years prior to the issuance of this history of Oregon, Mrs. Victor had been gathering materials all over Oregon and Washington to write a history of these two states. And when Mr. Bancroft decided to undertake this great history work, hearing that Mrs. Victor had gathered up this material he sought her out offering her employment for a term of years, working on his books on condition that she turn over all her gleanings to him as his property; and if she would not do so, he would anticipate her work by bringing out a history of Oregon in advance and thus ruin her prospects. It was what would be called in modern parlance, a "hold up;" and it succeeded; and Mrs. Victor gave all her collections and brain work for twenty-five years to the Bancroft History Company for stated employment as a writer on Bancroft's books for six years. The Bancroft histories are the most complete and valuable on the subject they cover of any of the many works on Pacific coast history; although the same information might have been well set forth in one-half the space they cover.

Following the Bancroft work the next year came the voluminous history of the North Pacific History Company, edited by Mr. Elwood Evans, of Olympia, Washington. This is a large work of two quarto volumes of 650 pages each; and is planned to cover the entire history of Oregon and Washington from the discovery of the country by the Spaniards in 1603 down to the year 1889. The work is especially valuable for the portraits of the pioneers it contains, numbering altogether 670 of very good wood-cut engravings, which will greatly increase in value as the years roll by.

The last formal work of history relating to Portland or Oregon, is that of the city of Portland, by Mr. H. W. Scott, issued in the year 1890. This was the first work specially devoted to the history of this city; and considering the fact that Mr. Scott had on his hands at the same time the editorial management and the leading part in the editorial work of the daily and weekly Oregonian, it is a convincing proof of his immense capacity for mental labor, and his remarkable talent for unexcelled literary composition. But aside from this volume of 600 pages, Mr. Scott was for more than twenty years the most fruitful contributor to the history of the state, and of the northwest in the form of lectures and addresses before literary societies, clubs, associations, and colleges, as well as to the Oregon Historical Quarterly. He had the rare talent of a discriminating judgment as to the facts of history, as well as the philosophical acumen to discern and point out the principles of thought and action which the analysis of co-relating facts establish. And his great service to Oregon, and to mankind in this regard will not be fully apprehended and appreciated until the lapse of time has enabled men to compare and estimate the influence of his mental personality on the political and social movements of his age.

In the line of biography as related to the history of Portland, the work of Mr. Frederick V. Holman in his exhaustive study of the life of Dr. John McLoughlin, seems to stand alone. No just or complete idea of the life work and real character of McLoughlin can be obtained without reading Mr. Holman's book. The monograph in this history furnished by Mr. Holman on McLoughlin's "The Father of Oregon," while it is a masterly statement of a great matter in the fewest possible words, does not fully set forth the great work of McLoughlin, and only gives the reader a desire to hear the whole story, which they can find in Mr. Holman's completed biography of Dr. McLoughlin.

Many other men have devoted much time and patient research to the history of Portland and Oregon, and have made permanent record in the Oregon Historical Quarterly of their studies. Among these should be mentioned Mr. F. G. Young, secretary of the Oregon Historical Society, and professor of history in the State university. Mr. Young also put in one summer vacation in tracing out

the old Oregon trail through the Rocky mountains, his means of transportation being a bicycle, and his quartermasters accommodations such as he could get from an occasional camper, or mover, or the warm side of an overhanging cliff.

Hon. W. D. Fenton, formerly president of the Historical Society, has also contributed to the Quarterly some of its most valuable papers. His review of the life of "Father Wilbur," is a work of the highest value both in historical research, and literary excellence. His articles on the political history of the state fill a long felt want of an accurate and complete history of that important element of the civic life of Oregon.

And John Minto, one of the real pioneers, cutting hoop poles on Portland townsite before there was any town, and now over eighty years of age, has made Oregon history mighty good reading by his modest, straightforward accounts of the pioneer days. Mr. Minto is a veritable storehouse of information about the pioneers and their experiences. And he tells the story with all the freshness and interest of a man who has just got in from a trip rowing and pushing a boat up the Columbia river for Dr. John McLoughlin last week. Pioneer history does not get old and stale with this veteran who has seen Oregon grow up from a few scattered settlements to a great state booming with ships, railroads, factories, wealth on every hand and nearly a million people. Mr. Minto has spent 66 years in Oregon, and is as fresh as ever. He would not be suspected of "dropping into poetry" like Silas Wegg, but the old pioneer is a poet of no mean ability. His "Rhymes of Life" in Oregon, covering 16 pages, are not only original and very interesting, but show a keen insight into the moral and spiritual natures of men. The following stanza is taken from his "Farmer's Song:"

"To stand for justice, truth, and right, against oppression, fraud and wrong,  
And by your power, your legal right, succor the weak against the strong;  
The seed of knowledge deeply plant, restrain ambition, pride and greed;  
That all shall labor, and none shall want in time of need."

Mr. Horace S. Lyman, son of the first Congregational minister at Portland, was also for many years of his life an earnest worker on the history of Portland and Oregon. His work ran through a great deal of Scott's history of Portland, and is most generously accredited by Mr. Scott in the preface. Mr. Lyman also contributed many valuable articles to the Historical Quarterly.

The work of Ezra Meeker, the "Trail Marker," in perfecting and perpetuating the history of Portland and the northwest is original and unique beyond that of anything of its kind west of the Ohio river. Mr. Meeker started for Oregon from Eddyville, Iowa, in April, 1852, and with his first born child only a month old. He crossed the plains with an ox team, passing through the terrible scourge of Asiatic cholera, when hundreds of people were dying every day. Meeker with famished wife and baby reached Portland some time in the month of September, 1852, with only \$2.75 in his pocket, being five months on the way. Shortly afterwards he made his way to Puget Sound, settled as a farmer near Tacoma, and afterwards introduced hop growing into the state of Washington. His great work, that which has given him a national reputation, consists in his marking the old Oregon trail from the Missouri river to the Columbia river at The Dalles. To accomplish this work Mr. Meeker returned over the trail in the summer of 1906 with an ox team, erecting stone markers along the trail at convenient stations; and finally interesting President Roosevelt to help him get an appropriation from the U. S. treasury of \$40,000 to be expended in markers all along the trail from Kansas City to Portland, Oregon.

#### THE POETS AND PLAYERS.

Edwin Markham, the poet, writer and lecturer, was born in Oregon City, Oregon, in 1852. In 1867 he went to California, where he worked at farming,



JOHN MINTO

Coal miner, farmer, fine wool sheep importer, mountain explorer and road builder, legislator, historian and poet.



blacksmithing, herding cattle and sheep, and earned his way through the public schools at Suisun, California, San Jose normal school and Santa Rosa college. His boyhood poems were published in California papers.

We claim him for Oregon City and Oregon. His best known poem is "The Man with the Hoe." The following lines, entitled "The Menace of the Tower," is appropriate to the times:

In storied Venice, down whose rippling streets  
The stars go hurrying, and the white moon beats,  
Stood the great Bell Tower, fronting seas and skies,  
Fronting the ages, drawing all men's eyes;  
Rooted like Teneriffe, aloft and proud,  
Taunting the lightning, tearing the flying cloud.

It marked the hours of Venice; all men said,  
Time cannot reach to bow that lofty head;  
Time, that shall touch all else with ruin, must  
Forbear to make this shaft confess its dust;  
Yet all the while, in secret, without sound,  
The fat worms gnawed the timbers underground.

The twisting worm, whose epoch is an hour,  
Caverned its way into the mighty tower;  
And suddenly it shook, it swayed, it broke,  
And fell in darkening thunder at one stroke.  
The strong shaft, with an angel on the crown,  
Fell ruining; a thousand years went down!

And so I fear, my country, not the hand  
That shall hurl night and whirlwind on the land;  
I fear not Titan traitors who shall rise  
To stride like Brocken shadows on our skies—  
Not giants who shall come to overthrow  
And send on Earth an Illiad of woe.

I fear the vermin that shall undermine  
Senate and citadel and school and shrine—  
The Worm of Greed, the fated Worm of Ease,  
And all the crawling progeny of these—  
The vermin that shall honeycomb the towers  
And walls of state in unsuspecting hours.

Samuel L. Simpson is the Poet Laureate of Oregon. He is emphatically an Oregon production. He was born in Missouri and came to Oregon with his parents in 1846, and was educated at the Willamette university. Studied law but took to literature and newspaper work in preference. His poems are fugitive pieces rather than serious study. And the force and beauty of them establish a claim to great talent as a poet. His works have recently, fifteen or more years after his death, been gathered up by a sister and published in an elegant volume. His best known poem is entitled "Ad Willametam," an apostrophe to the river he loved so well. We print the whole poem.

From the Cascade's frozen gorges,  
Leaping like a child at play,  
Winding, widening through the Valley,  
Bright Willamette glides away.

## THE CITY OF PORTLAND

Onward ever  
 Lovely river,  
 Softly calling to the sea;  
 Time that scars us,  
 Maims and mars us,  
 Leaves no track or trench on thee.

Spring's green witchery is weaving  
 Braid and border for thy side;  
 Grace forever haunts thy journey,  
 Beauty dimples on thy tide.  
 Through the purple gates of morning  
 Now thy roseate ripples dance;  
 Golden, then when, day departing,  
 On thy waters trails his lance.  
     Waltzing, flashing,  
     Tinkling, plashing,  
 Limpid, volatile and free—  
     Always hurried  
     To be buried  
 In the bitter moon-mad sea.

In thy crystal deeps, inverted  
 Swings a picture of the sky;  
 Like those wavering hopes of Aiden  
 Dimly in our dreams that lie;  
 Clouded often, drowned in turmoil,  
 Faint and lovely far away,  
 Wreathing sunshine on the morrow,  
 Breathing fragrance 'round today.  
     Love would wander  
     Here and ponder—  
 Hither Poetry would dream;  
     Life's old questions,  
     Sad suggestions,  
 "Whence and wither?" throng thy stream,

On the roaring wastes of Ocean  
 Shall thy scattered waves be tossed;  
 'Mid the surge's rhythmic thunder  
 Shall thy silver tongues be lost.  
 Oh! thy glimmering rush of gladness  
 Mocks this turbid life of mine,  
 Racing to the wild Forever  
 Down the sloping paths of time!  
     Onward ever,  
     Lovely river,  
 Softly calling to the sea;  
     Time that scars us,  
     Maims and mars us,  
 Leaves no track or trench on thee.

Frances Fuller Victor already noticed as the historian of Oregon, was also distinguished as a writer of verses of rare merit; her poems were collected and published ten years ago, two years before her death in this city, and cover 109 pages and 42 subjects.

As related to the great future of the city, with a coloring distinctly Oregon and Columbian, her poem—"Sunset at the Mouth of the Columbia," written one evening in 1865 while sitting on the hill back of Astoria—is here given in full.

There sinks the sun; like cavalier of old,  
 Servant of crafty Spain.  
 He flaunts his banner, barred with blood and gold  
 Wide o'er the western main;  
 A thousand spearheads glint beyond the trees  
 In columns bright and long,  
 While kindling fancy hears upon the breeze  
 The swell of shout and song.

And yet, not here Spain's gay, adventurous host  
 Dipped sword or planted cross;  
 The treasures guarded by this rock bound coast,  
 Counted them gain nor loss,  
 The Blue Columbia, sired by the eternal hills,  
 And wedded with the sea,  
 O'er golden sands, tithes from a thousand rills,  
 Rolled in lone majesty.

Through deep ravine, through burning barren plain,  
 Through wild and rocky strait,  
 Through forests dark, and mountains rent in twain,  
 Toward the sunset gate,  
 While curious eyes, keen with the lust of gold,  
 Caught not the informing gleam,  
 These mighty breakers, age on age have rolled  
 To meet the mighty stream.

Age after age these noble hills have kept,  
 The same majestic lines;  
 Age after age the horizon's edge been swept  
 By fringe of pointed pines.  
 Summers and Winter's circling came and went  
 Bringing no change of scene;  
 Unresting, and unhasting, and unspent,  
 Dwelt nature here serene.

Till God's own time to plant of Freedom's seed,  
 In this selected soil,  
 Denied forever unto blood and greed,  
 But blest to honest toil.  
 There sinks the sun! Gay cavalier no more  
 His banners trail the sea,  
 And all his legions shining on the shore  
 Fade into mystery.

The swelling tide laps on the shingly beach  
 Like any starving thing,  
 And hungry breakers, white with wrath upreach,  
 In a vain clamoring.

The shadows fall; just level with mine eye  
 Sweet Hesper stands and shines,  
 And shines beneath an arc of golden sky.  
 Pinked round with pointed pines.

A noble scene, all breadth, deep tone and power  
 Suggesting glorious themes,  
 Shaming the idler who would fill the hour  
 With unsubstantial dreams.  
 Be mine the dreams prophetic, shadowing forth  
 The things that yet shall be,  
 As through this gate the treasures of the north  
 Flow outward to the sea.

Frances Fuller Victor, "The Historian of the Northwest," was born in Rome, New York, in 1826, came to Oregon in 1865, died in Portland, November 14, 1902, and is buried in Riverview cemetery. She was the author of the following books:

Poems, 1851; Florence Fane Sketches, 1853-65; The River of the West, 1870; All Over Oregon and Washington, 1872; Woman's War Against Whisky, 1874; The New Penelope, 1877; Bancroft History of Oregon, 2 vols. 1886; Bancroft History of Washington, Idaho and Montana; Bancroft History of Nevada, Colorado and Wyoming; Bancroft History of California, vols. 6 and 7; History of Early Indian Wars in Oregon, 1893; Atlantis Arisen; Poems, 1900.

A poet, native to the heath, is Mrs. June MacMillan Ordway of East Portland. The MacMillans are pioneers; and the subject of this notice is the daughter of Capt. J. H. MacMillan, and Tirzah Barton-MacMillan, who crossed the plains to Oregon in 1845. June MacMillan was born near Reedville, in Washington County, ten miles west of the city of Portland. J. H. MacMillan earned his title of "Captain" fighting the Indians after the Whitman massacre; and in later life laid out MacMillan's addition to East Portland, and soon after became president of the North Pacific History Company that issued the quarto history of Oregon and Washington already noticed.

Mrs. Ordway commenced writing verses while yet a girl, and influenced by her pioneer antecedents has written much, illustrative of pioneer life. A single verse from her poem on "Our Honored Pioneer," shows the drift of her thought:

With hopes of men, with women's sobs and tears,  
 No storms could chill their strong, brave hearts,  
 Nor e'er their courage dim  
 Through all the many untold trying years.

Her latest and most impressive composition, is the "Memoriam of Julia Ward Howe"—October 28, 1910.

Now, "her eyes have seen the glory"  
 Of the heavenly mansions fair,  
 She who won the hearts of people  
 Shall find sweet contentment there.

She hath builded well an altar  
 Of sweet charity and peace,  
 She who broke the chains asunder  
 That all wars and strife should cease.







SOME OREGON POETS

Upper left hand—June MacMillan Ordway. Upper right hand—Samuel L. Simpson. Lower left hand—Mrs. M. L. T. Hidden. Lower right hand—Ella Higginson

She hath heard dear voices calling,  
 She who never knew retreat,  
 Now hath found reward and blessing  
 At the Master's judgment seat.

"In the beauty of the lilies,"  
 Far across the calmest sea  
 There 'mid joys she shall awaken,  
 She who sang to set men free.

## TWO POET SISTERS.

Another widely-known poet whom Portland may well claim is Ella Higginson. Mrs. Higginson, was an infant when brought to Oregon by her parents. Here she grew up into girlhood, was educated, married and wrote her most famous poems. In England as well as America one of her lyrics is a household word. Who has not read or heard sung the dainty lines, "Four-Leaf Clover?"

I know a place where the sun is like gold,  
 And the cherry blooms burst with snow,  
 And down underneath is the loveliest nook  
 Where the four-leaf clovers grow.

One leaf is for hope, and one for faith,  
 And one is for love, you know;  
 And God put another in for luck—  
 If you search you will find where they grow.

But you must have hope, and you must have faith,  
 You must love and be strong—and so—  
 If you work, if you wait, you will find the place  
 Where the four-leaf clovers grow.

It is said no poet has written of the west with greater strength and feeling. Her work is lofty in character and deeply tender. Not in English verse is there a more exquisite example of word painting than "The New West," or a poem charged with a finer, nobler sentiment, more grandly clothed, than her "God's Creed." In recent years Mrs. Higginson has lived in Bellingham, Washington.

Carrie Blake Morgan, until two years ago a resident of this city, is a sister of Ella Higginson. Hers is a graceful talent and her thoughts are often tinged with a gentle melancholy, as will be seen by the following poem entitled, "Growing Old."

To feel the failing power; to sit and note  
 The slipping cogs within the mental wheel;  
 To strive to hold a thought, and see it steal  
 Away; to watch each golden fancy float  
 Beyond our reach. To be no longer bold,  
 And sure, and free; to falter and to grope;  
 Yet still to strive, and still to feebly hope,  
 Until the struggle ends, and we are old.

## MRS. M. L. T. HIDDEN.

The president of the State "Woman's Press Club of Oregon," would be a distinguished and forceful character in any community. Her work in the cause of temperance reform in our sister state of Washington has distinguished her as a leader in a work where none but those of marked abilities can accomplish

results. Mrs. Hidden combines with literary ability not only a desire but a talent to both serve and lead in every good work for the aid and improvement of women. Willing to work for the church, for the cause of temperance and for equality of civil rights before the law, the work has been put upon her for many years. Commencing by writing and reporting for the press, she has been called to serve the cause of temperance reform as vice-president of the W. C. T. U., both in the state of Vermont and the state of Washington; and as state superintendent of Sunday school work in Washington; and as state organizer and lecturer of the W. C. T. U., in Washington, and as commissioner to the World's Fair at Buffalo, from Washington. In the equal suffrage movement Mrs. Hidden organized the Vermont Equal Suffrage Association and was a co-worker with the brilliant coterie of talented women composed of Julia Ward Howe, Lucy Stone, and others in 1875; and last but not least served the city of Vancouver ably and well as a director of its public schools; besides other honors and services too numerous to mention.

In her verses of welcome to the delegates to the 25th anniversary of the W. C. T. U., of Oregon, she pays a noble compliment to the distinguished woman (Miss Willard) who founded the union:

Our chieftain marked a consecrated way  
Of truth, temperance and light;  
And she is with us still; her magic sway  
Inspires our hearts, and courage gives tonight.

Long years have passed, yet still that voice so clear  
Rings out with power in accents sweet and strong,  
And woman's life is in a broader sphere,  
And woman's place is where there is a wrong.

She leads us yet from heights of power sublime;  
She sees her cause triumphant wins its way;  
Her message still goes out to every clime,  
And heralds forth, a coming temperance day.

O, Loyal hearts, on such as you is laid  
The burden of the world's vast need and woe;  
The Master sends you forth, be not afraid;  
Your faith and strength will overcome the foe.

Maria Louisa Trenholm Hidden was born in Trenholm, Kingsey, province of Quebec, Canada; moved to the state of Vermont in early life; from thence to Vancouver, state of Washington, and is now resident of the city of Portland. Her poem read at the last Pioneers Association meeting has been greatly admired and widely copied.

While Joaquin Miller is not strictly of Portland origin, yet as he is an Oregonian with troops of friends and acquaintances in Portland, and has more than once given the city, very friendly notice, it is but just to return the compliment here. Mr. Miller came to Oregon in infancy, settled at Eugene City, studied law, went to Grant County, then took to verse writing, went to London, England, attracted great attention among literary people, attained a national reputation and settled at Oakland California. The following lines descriptive of the men who pioneered the settlement of America from Plymouth Rock to Portland, Oregon, fairly illustrates Joaquin Miller's forceful style of writing.

What strong uncommon men were these—  
 These settlers hewing to the seas!  
 Great horny-handed men, and tan,  
 Men blown from many a barren land  
 Beyond the sea, men red of hand,  
 And men in love, and men in debt,  
 Like David's men in battle set;  
 And men whose very hearts had died,  
 Who only sought these woods to hide  
 Their wretchedness, held in the van,  
 Yet every man among them stood  
 Alone, along that sounding wood,  
 And every man somehow a MAN.

They pushed the matted wood aside,  
 They tossed the forest like a toy;  
 That grand, forgotten race of men—  
 The boldest band that yet has been  
 Together, since the siege of Troy!

Another Miller, of a different cast of thought, is Mrs. Lischen M. Miller, the wife of Joaquin Miller's brother. Mrs. Miller was a Miss Cogswell, the daughter of a Lane County farmer, and heretofore noticed as one of the founders of the Pacific Monthly. Mrs. Miller has marked ability for poetry as well as prose composition, and has produced many poems that have been sought for by eastern magazines. The following taken from Putnam's Monthly of December, 1907, is a fair sample of her verse, entitled "Sea-Drift."

Once in a twelvemonth given,  
 At midnight of the year,  
 To rise from their graves as vapor  
 That shadows the face of fear,  
 And up through the green of surges,  
 A sweep to the headlands base,  
 Like a white mist blown to landward,  
 They come to this lofty place—

Pale as the heart of sorrow  
 Dim as a dream might be—  
 The souls of ship wrecked sailors,  
 And them that are drowned at sea.  
 In swift and silent procession  
 Circle the lonely sweep,  
 Where the wild wind faints before them,  
 And hushed is the roar of the deep.

Another poet of great promise, whose beautiful verse was known to but few readers when death silenced her lyre forever, was Mrs. Marion Cook Stow.

Born in Sandusky, Ohio, June 7, 1875, Marion Cook came to Oregon when a child. She received her education in the public schools and early evinced an aptitude for verse-making. She was particularly a student and lover of the outdoor life, and the major portions of poems that have emanated from her facile pen breathes the spirits of the wild woods and a love for green things-a-growing.

Perhaps the best known of her longer poems is "Where Flows Hood River," which was given to the public in 1907. This was followed by a prose story for children, "The Child and the Dream," which won encomiums from press and public. A bound collection of shorter verse is called "Nature Sonnets." Last

year Mrs. Stow published her well-known "Voices of the City," which she dedicated to Portland, and which was received with highest praise.

From these "voices," we copy the following:

What is this tumult borne upon the air,  
 This clamorous strife? O city, nearly great!  
 The benedictions of a knowing Fate.  
 Have been but whispered, yet the inevitable care  
 Of each day's toil, where competition bare  
 Invigorates the fray, doth still await  
 They every hour; and all too passionate  
 Doth rule the courage that would win and dare.

Yet this thy call; this ceaseless, restless strain,  
 These hands outstretched for more—nor pity sought  
 For calmer moments.—Evermore, I think,  
 Wilt thou be calling, evermore for gain!  
 But O, beware, lest gold and fame be bought  
 With thy heart's blood; *Thou standest at the brink!*

For many years as a part of the editorial staff of the Daily, Sunday and Weekly Oregonian, Mrs. C. A. Coburn has served the cause of justice, clean living and moral reform in a forceful and effectual way. Few writers in Oregon have had the opportunity to preach righteousness in life, and fellowship with humanity, as has Mrs. Coburn through the great circulation of Oregon's greatest journal. And this opportunity she has improved with that judgment, discretion and wisdom as entitles her name to a high rank among those who have not only rare literary ability, but who also use that talent for the highest welfare of the reading public. Seeking no public notice, notoriety or reward, above that of doing good, she has year after year pressed home the common sense reasons for justice to all without regard to age, sex or social position; and is entitled to be remembered as one who used their talents, and strength for the welfare of humanity.

Akin to the work of Mrs. Coburn, but on a larger scale, in the thick of the battle, and wherever the battle for justice called the leader, has been the work of her distinguished sister, Abigail Scott Duniway. Early called upon, from widowhood to be the breadwinner for a large family, as well as to push the cause of equal suffrage which she had espoused early in life, Mrs. Duniway became one of the most interesting and influential characters produced among the long list of distinguished women of the northwest. It is forty-five years since the author of this book met Mrs. Duniway in the editorial room of the Oregon Statesman at Salem. She was vigorously advocating equal suffrage then, when there were not a thousand persons in Oregon that would give her courteous hearing. She started the "*New Northwest*" journal with no capital but faith in her cause, and her own industry, and successfully published it for twenty years and sold the property for a handsome price. She has edited newspapers, written books, stories, travels, poetry, and leaflet arguments by the hundreds. She has been president of the Oregon State Women Suffrage Association repeatedly and often a delegate to the National Association meetings; and attained a national reputation and national influence in the cause which has been her life work. And last, and greatest of all her honors, she is mother of, and has reared and educated five worthy and distinguished sons. One of these sons, is the first honest state printer the state has had since Henry L. Pittock's term of forty years ago, and has just been re-elected to the office by a majority of 12,500. Another son is a prominent attorney of the Multnomah bar, and the most distinguished lawyer in the state in his special line of practice. Another son is a distinguished scholar, historian and teacher, and now president of the university of the state of Mon-



ABIGAIL SCOTT DUNIWAY

Editor, Reformer and leader of the equal suffrage movement on  
the Pacific coast





tana. Two other sons are men of high character and leaders in the world of business.

As stated above, when Mrs. Duniway commenced the advocacy of equal suffrage and civil and political rights to women, equal to those of men, there was not probably one thousand voters, and still fewer women, who favored her proposition. Now at the election, Nov. 8, 1910, 36,200 men recorded their votes in favor of the equal suffrage proposition. If not yet wholly successful, Mrs. Duniway's life work has been vindicated by this great change in public sentiment. And in addition to her great work for equal suffrage, she has been instrumental in securing legislation that has given married women more control of their own earnings and property and equal rights with men in protection of their homes and children.

If a vote was taken among the great mass of readers of Oregon literature a great majority would most likely vote that Mrs. Eva Emery Dye could write the most readable and interesting book. A great many readers have been heard to say that Mrs. Dye could even make a work of history interesting to read. Acting upon that hint, the readers of this work are given an opportunity to enjoy a fine piece of Mrs. Dye's historical composition in the chapter on Old Oregon City at the end of this volume.

As the author of "McLoughlin and Old Oregon," "McDonald of Oregon" and "The Conquest," Mrs. Dye has attained literary fame as a most charming writer of history in an interesting and original style. She too is the idolized mother of an interesting family, her oldest son being an attorney of this city; and yet finding time to prosecute literary work with great pleasure and substantial profit.

But in a different vein from all others, and from the high ideals of patriotic devotion to the safety of the nation, our fellow townsman, Col. C. E. S. Wood, soldier, lawyer and litterateur, has given the country verses of Homeric force. The poem entitled "A Prayer" written for and published in "Drift" twelve years ago, will challenge comparison with anything written by Whittier or Longfellow. We copy five stanzas of it:

God of the Nations spare us not,  
Stay not the foes that rage without—  
Check not the rout, the groans, the din  
The carnage fierce, the maddened shout;  
But on the carrion wolves within,  
Great God of battle lift thy hand.

From Bloody feastings, spare us not,  
But on the jackal hearts who yelp  
Within the Fathers Council Halls,  
Who flee before the lion's whelp  
And snarl in safety from the walls,  
Great God of battle lift thy hand.

From death's dark arrow, spare us not,  
But purge the temple, scourge the thieves  
Who barter ruthlessly, our blood,  
All reckless if the pallid sheaves  
Be harvested for bad or good.

But God of nation, save us clean,  
Nor let the shining weapon pass  
Into the soiled and selfish grasp.  
Let it become a sword of glass  
To wound us, shattered in our clasp.

God save us clean unto the end,  
Send death, but pure; and if for gain  
We slay the youths, withhold thy grace,  
If shameful quarries we maintain,  
Then like the lightning in our face,  
Great God of battles lift thy hand.

## THE STAGE.

Portland has sent out into the world two actresses of rare talent to portray the woman, and please mankind. Miss Blanche Bates was born in this city; her parents being Mr. and Mrs. F. N. Bates, both actors before her and great local favorites. Mr. Bates was the manager of the old Oro Fino theatre which stood on the northwest corner of First and Stark streets thirty years ago. Miss Bates has the reputation of being the foremost emotional actress on the American stage today.

Miss Annie Pixley, also an actress of more than national reputation, was a Portland girl, and one of her sisters still resides here at this writing. Miss Pixley created a very popular character in the play of "M'Liss," and for her the piece was composed and arranged. Out of the popularity of this one drama, which she played in all English speaking countries, she made her reputation, and a large private fortune.

And from the showing of this chapter, it is no idle boast that Portland, Oregon, has produced literary ability in all lines of mental development equal to if not greatly superior to that of any other western city.

## CHAPTER XXX.

### *The Expansion of the City—Its Commanding Position—The Resources that Sustain It—Its Great Future.*

The growth of a city is something like the growth of a living organism; except that it is far more complex, and not subject to accidental mortalities. The founding and building of a city opens wide the consideration of every human agency, and brings into play the whole vast and almost innumerable motives of human conduct. To commence with the beginning and follow this development and expansion of a limited and concrete organization, is a most interesting study.

The first census taken in 1850, five years after the town was started by a survey and plat of lots and blocks shows a population of 821. This could be in no sense an index to its growth; for the question was not yet then settled whether the place was "to be, or not to be"—a village, or a city. And other evidence shows that the town did not have more than 400 population in 1850.

But starting with the next census, the census of 1860, fifty years ago, and at the period when the town had taken on an assured and regular development, its growth can be followed from cause to effect with ease and certainty. The census taken in 1860 shows a population of 2,874. Two years later the census taken by S. J. McCormick for the first directory of the town, shows a population of 3,357; an increase of about 8 per cent per annum, exclusive of a floating population going to and coming from the gold mines in eastern Oregon and Idaho, which averaged probably one thousand.

At this date the town was 14 years old, and its increase up to 1860 must have been slow. And if divided into annual periods, it would not have averaged an increase of more than 208 per annum. In 1870 the population had increased to 8,293; and in 1880 to 17,577; and in 1890 to 46,385 in the city, and 6,742 in Multnomah County outside the city. In 1900 the population of the city had increased to 90,426; and in 1910, it is reported by the census authorities at 207,214.

The population of the city under the recent census has been under examination for errors. It is understood that on the face of the returns by Oregon enumerators under control of the U. S. superintendent for this congressional district, the population of Portland is shown to be 221,214. Examiners from Washington city have cut that down to 207,214 for alleged errors or "padding." This is a great injustice to the city; for the reason, that since the census was taken in April last, probably more than 14,000 persons who spent the winter in this city have left for the mines and salmon fisheries in Alaska, and the logging camps in Oregon and Washington, and the railroad construction work in central Oregon. This floating population would not be counted anywhere unless counted here.

But even taking out 14,000 for errors, a fair consideration of Portland's population would include the people who work and do business here but live in the Portland suburbs outside the corporate limits of the city. That would include Linnton, St. Johns, Montavilla, all the people on the Mt. Scott Railroad (about 15,000) and Milwaukie and Oak Grove—probably 25,000 altogether.

The first impulse of growth beyond what seemed to be the average growth of a new town in a new country, came from the discoveries of gold in California,

Oregon and Idaho. The gold of California affected this city, first by stimulating the natural trade of the town in furnishing supplies to the California miners, and secondly in the expenditure at this point of the quickly made fortunes of returning Oregon miners. This prosperity did not wane before gold was discovered in eastern Oregon; and that discovery quickly and directly stimulated all sorts of business in Portland, and especially the steamboat transportation business. Then came the discovery of gold in Idaho and the distant mines of British Columbia. [This called for the immediate enlargement of all means of transportation, and Portland became the supply and distributing point to a wide field of mining and commercial activities.] So that by 1870 the population had more than doubled.

Portland was then in the full tide of prosperity. The merchants were prosperous, the transportation companies were piling up fortunes. The city was rapidly growing, and the commencement of railroad construction encouraged the more substantial construction of the city.

But about this time (1870) the town of Seattle entered the lists, guided by some very able and energetic men, and disputed the supremacy of Portland by bidding for all the trade of Puget Sound, British Columbia and Alaska. The fur trade of the north was then yet a very considerable item, and the gold mines of Frazer river were pouring out millions of dollars. And while Portland lost no trade in Oregon, it did lose men and capital who moved over to Tacoma and Seattle in prospect of the North Pacific Railroad making that region its terminus, as it afterward did. And while Portland did within the decade following 1870, more than double its population, it was felt at the time that the city was making but a slow growth.

But with the building of the Oregon Railway & Navigation Company Railroad to eastern Oregon, and especially the completion of the Northern Pacific under Villard in September, 1883, the city took on a veritable "boom" of prosperity. And while this stimulus stirred things to the bottom, yet there was no little of the excitement that wore the appearance of the many who had gone too often to the wine cask. And when Villard and his great stock speculation in the "Transcontinental Company" fell down, and the Northern Pacific went into the hands of a receiver, and the Philadelphians took control and built the Northern Pacific straight over the mountains from Pasco to Tacoma, the temperature cooled down distressingly in the latitude of Portland, Oregon, while the mercury rose rapidly at Tacoma and Seattle. What trade Portland had maintained with Puget Sound, Victoria and coast ports in Washington was taken away from her by the aggressive work of Seattle, which town was further helped mightily by the discoveries of gold in Alaska. And for the decade covering the years between 1890 and 1900, Portland held on her way, growing slowly but surely and doggedly holding to every inch of ground that economy in administration, modesty in profits, and natural advantages would secure. In this fight, the city was compelled to go into the pockets of its taxpayers for hard cash to deepen the ship channel to Portland, to build portage railways around the obstructions in the Columbia river, and to fight for improvements of the Columbia river bar with the whole political influence of the state of Washington dead against it.

It was during this long siege in standing off the enemies of the city that Portland and the whole country, was further tried and tested by the financial panic and continued depression of 1893. And during these trying years, the city and the reliable population had a still further and severer test in managing and providing for a large population of unemployed and penniless men. There was no doubt of the poverty and distress of those days. Men walked the streets idle and hungry because there was no work for them to do. There are more idle men in the city now than there was in 1893; but they are not idle for want of work, but because there is too much work. In 1893, there was no building of houses at all, no street work, and no railroad work, and the farmers were doing all their own work and selling wheat in eastern Oregon at 25 cents a bushel.

Now the farmers can't get men to grub, or plow, or pick apples; the street contractors can't get half enough men, the railroad contractors are shorthanded; and yet there are more idle men on the streets now than in 1893, because wages are so good and employment so plentiful that laboring men can support life and get clothes, lodging, and the two prime necessities—tobacco and whisky—by working half the time and loafing the other half.

During this sore period of liquidation, a vast amount of real estate changed hands. The legislature interfered to protect debtors as far as possible, and passed a law giving debtors a year to redeem their real estate after sales by the sheriff. While liquidation was ruin to many debtors, it seemed to be absolutely necessary to get down to a solid foundation again. A great many persons had bought city and suburban real estate on a small cash payment and a large mortgage to cover balance. The collapse of values precipitated by the panic left no possible chance to sell suburban lots, and nothing but a sale to the highest bidder for cash, or the taking over of the property by the creditor and wiping out the debt could save the community from a much longer struggle at recuperation. The worst was over by 1896, and in 1897 property took on a more hopeful view; in 1898 real estate began to move again on inside property, and in 1899, George W. Brown began to move things out on the Mt. Scott line, selling lots at a hundred dollars apiece on monthly installments. And even at these rates, many purchasers, mostly wage earners, would drop their payments. Upon the renomination of President McKinley in 1890, the large capitalists of the eastern states commenced to again invest in railroads and build more factories. The great steel trust was formed in this year, and that event did more to induce investments from the eastern hoards of money than anything else. This all had a toning up influence on business in Portland; and Dan McAllen commenced talking up the Lewis and Clark Exposition.

It required a vast deal of hopefulness, and no little presumption to propose an exposition that must cost first and last three or four million dollars to get up something that would be a credit to the city and an honor to the great event. The details of that work are given in another chapter; and we are dealing with the general effects only here. Portland capital had put up the old exposition building at Washington and 18th streets; but that was a cheap rough board affair; here was something that if built at all must be such as would compare favorably with all the other national shows that had preceded it—and Portland almost, very nearly, balked at the proposition. Finally, when the die was cast, and the proposition grappled with in earnest, it was felt to be not such an impossible undertaking. The very decision to hold the exposition, strengthened every man that put down a dollar for it; and from that very day Portland business, Portland real estate, and Portland's great future commenced to move up—to move with confidence, courage, steadfastness, and accelerating energy; and the movement has never halted or hesitated from that day to this. The exposition proved a great success from every point of view. It was in itself, in its setting and its administration, a highly meritorious and successful exhibition of arts, sciences, industries and productions, that in many respects surpassed in novelty and excellence anything of the kind that had preceded it in the United States. It attracted hundreds of thousands of people, many of them wealthy, to this city, who knew nothing of the advantages of Portland and its surroundings. They were surprised and pleased at what they found and learned, and went away to spread the story of Portland's beauty and future prospects, and then came back to invest their money in Portland property and business.

And with the exposition came the great influx of foreign capital to invest in Oregon timber. Portland became the center of that movement of capital. In 1901 Nehalem timber could be purchased by the quarter section at the rate of twenty cents per thousand feet board measure on the stump. By the time the fair had opened, that valuation had been raised to fifty cents per thousand feet; and now it is five or six times that value.

The new capital coming to Oregon from New York, Pennsylvania, Michigan, Minnesota and Texas to invest in timber in the last seven years, has not been less than twenty million dollars. Not only the money has come, but the people have come with it; and new mills and various industries have been promoted by it, employing a large addition to the permanent population of the state—all of which has made this city the headquarters of its influence and activity.

Following in after the exposition, came the location of the great packing house of Swift & Company of Chicago and Kansas City. The selection of Portland as the headquarters of this great corporation, and the location of its packing house and all the associated industries, was not made until an exhaustive examination of the advantages offered by all other points from Seattle down to Los Angeles had been made; and then Portland was chosen because of advantages it offered superior to all other points on the Pacific coast. Portland was chosen on its merits wholly, not a dollar of subsidy bonus or other financial consideration being offered by town citizens or property holders. This great industry not only brought millions of dollars for investment, but it made Portland the central point of the live stock interests of the northwest—of Oregon, Washington and Idaho.

But the one fact, more than all others, that has indicated and established the supremacy of Portland over all other Pacific coast cities, was the location and construction of the "North Bank Railroad"—the railroad from Pasco in eastern Washington, down the north bank of the Columbia river to Vancouver, and thence to Portland across the Columbia river by the greatest railroad bridge in the United States. This was the greatest event in railroad construction on the Pacific coast, from the fall of Villard in 1892, down to the present. Had the Northern Pacific been confined to the Columbia river valley, as was intended by Villard, and reached the Puget Sound cities from Portland, the construction of a new line down the Columbia on the north bank would have attracted but little attention. But all the capitalists of the Northern Pacific, and all the capitalists of the Great Northern, backed by such men as Pierpont Morgan, James J. Hill, and all their millionaire friends, having deliberately ignored Portland and the Columbia river gateway, and even scouted the idea of either the Willamette city or its mountain pass being a factor that they need consider, and at a cost of forty million dollars built two lines of railway over the Cascade mountains to reach Tacoma and Seattle, and then being compelled by the immutable laws of nature and commerce to practically abandon their mountain lines and come to Portland over the very route they had condemned, was a verdict in favor of Portland that all the world must take notice of. The city of Portland could not in any way whatever have chosen or provided or asked for a more complete and overwhelming decision against all its rivals. The spending of twenty million dollars to build the North Bank Road and its Columbia-Vancouver bridge by the enemies of Portland, and their hauling their Puget Sound lumber trains two hundred miles to reach the Portland gateway, is an object-lesson that forever silences all doubts or questions of Portland's surpassing advantages and ability to secure and control not only the commerce of the Columbia river basin, but also the transcontinental commerce to China, Japan and the Indies.

#### POPULATION.

Increase of population is generally accepted as the standard of growth of all other elements of city life and business, especially if that increase has been regular and continuous for many years. The increase of population at this city comes within these conditions, and may be regarded as an index to the certainty of future steady growth. The statistics given from the ten-year census periods in the first part of this chapter show that Portland growth has been regular, steady, continuous and averaging about 10 per cent per year, for the fifty years last past.



WILLIAM MacMASTER  
President of Chamber of Commerce





GROWTH OF BANKING.

The aggregate condition of the six national banks that were in operation in 1888 shown by the U. S. comptrollers report for the year ending December, 1888, that the total paid up capital of these six banks was at that date \$1,250,000; that their surplus funds were \$187,500; undivided profits, \$573,359.94; individual deposits (exclusive of government deposits), were \$3,627,497.79; loans and discounts, \$3,717,789.12; invested in U. S. bonds, \$825,000; and total liabilities, \$7,209,734.65; with a lawful reserve of more than double the requirements of the law.

That was heralded as a very flattering statement at that time, giving great credit to Portland. The banks making this aggregate showing were:

	Capital.
The First National .....	\$500,000
Commercial National.....	250,000
Oregon National.....	200,000
Ainsworth National.....	100,000
Portland National.....	100,000
Merchants National .....	100,000

Three of these banks closed their doors in the panic of 1893, and passed out through various forms of liquidation. The old First National, the Merchants National, and the Ainsworth National held on and have come down to the present—the Ainsworth being consolidated with the Subsequent U. S. National. In a comparison of the business of 1888, and that of 1910, it is seen that one of the surviving banks of that period, the Merchants' National, has now nearly the same amount of individual deposits as the whole six had twenty-two years ago; while another survivor from that period—The First National—has now more than four times the total deposits of the whole six National Banks in 1888.

Another comparison with the banking business of today with that of twenty-two years ago is shown by the operations of the Clearing House—and the banking business is a good index to all other business. The Clearing House was opened July 15th, 1889, and taking the first three months from August 1st, 1889 to November 1st, 1889—the clearings and balances of the banks are as follows:

	Clearings.	Balances.
August.....	\$ 7,273,339.84	\$1,563,332.65
September.....	6,110,056.71	1,051,479.87
October.....	7,895,075.99	1,347,030.33
	\$21,278,472.54	\$3,961,842.85

The clearings and balances for the corresponding months in this year of 1910, are as follows:

	Clearings.	Balances.
August 6.....	\$ 9,441,813.26	\$ 1,100,260.19
August 13.....	9,804,528.40	870,956.18
August 20 .....	9,041,606.31	906,319.80
August 27.....	7,900,808.58	647,034.19
September 3.....	10,358,989.86	1,623,165.57
September 10.....	8,735,624.77	773,989.08
September 17.....	11,801,542.41	1,452,484.74
September 24.....	9,021,248.25	759,951.71
October 1 .....	11,278,184.96	1,186,690.83
October 8.....	10,861,219.41	1,006,565.43
October 15 .....	12,840,006.19	915,569.03
October 22.....	12,013,302.76	1,631,176.80
October 29.....	9,826,662.33	977,759.13
Totals.....	\$132,133,556.99	\$13,851,924.68

For the week ending August 20th, 1910, the clearings of the Portland banks showed an increase of 31 per cent, which was a greater increase for that period than any other city in the United States except Oakland, California, Atlanta, Georgia, and Detroit, Michigan.

#### EXPORTS.

The total amount of exports from Portland in the year 1864 reached the sum of \$8,079,631. But the larger portion of this was gold dust from the mines of Eastern Oregon and Idaho. There was some wheat, flour, fruit, potatoes and meat, sent along with the gold dust to San Francisco. Gold dust has never been regarded as a reliable index to the permanent value of any country.

By the year 1876, the character of the exports had changed. Wool and salmon had been added to the list, and wheat was then shipped directly to Europe, instead of through San Francisco. This year, 3,125,000 pounds of wool worth \$600,000; and 480,000 cases of salmon were shipped to San Francisco to be sent East over the Central Pacific Railroad. In the same year the export of wheat rose to 1,937,787 centals nearly all of which went direct to Europe, while the export of flour amounted to 215,714 barrels; and the export of gold dust amounted to \$2,651,431. Oregon had grown to be a great factor in the production of wheat; and it was the boast then that "with a population of forty thousand men, Oregon's export of wheat equals one-seventh of the total export of the United States."

Ten years later (1887) the export of wheat had reached 173,915 tons, and flour 45,766 tons; with eighteen million pounds of wool and 428,000 cases of salmon; the total cash value of export being \$16,385,000.

Coming down to the end of the year 1909 it is found that the exports of wheat from Portland for 1909 is 10,649,179 bushels worth \$10,317,315; and for the same period there were exported 552,324 barrels of flour worth \$2,160,681, or a total of \$12,477,996 for wheat and flour. For the same period there were exported 822,510 bushels of barley worth \$549,485.

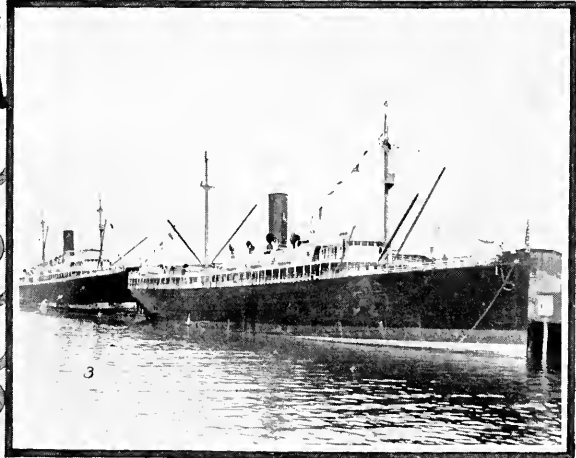
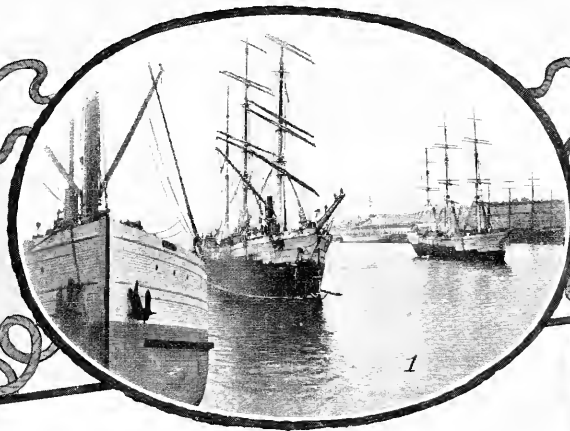
Portland stands next to New York city in the exports of wheat. Bulletin No. 6, of the Department of Commerce and Labor, under date of January 12, gives the total wheat exports for 1909 as follows: New York, 12,587,537 bushels; Portland 5,571,000 bushels; Duluth is fourth with 3,996,516 bushels. And that Portland's export is only a small portion of her actual wheat business, is shown by the figures for 1909 on coastwise wheat and flour traffic. Exclusively of the 5,571,000 bushels exported as wheat, Portland last year handled an additional 8,000,000 bushels which were shipped either coastwise or as flour to the Orient.

During the period from 1883 down to the present, the two items of wool and salmon disappeared from the list of exports by ships from Portland, having taken the route east by the overland railroads. Wool and salmon are still shipped from Portland but by rail. The annual wool clip shipped east is about sixteen million pounds, four million pounds being worked up annually by the Oregon woolen mills. All the Columbia river salmon pack amounting to about 400,000 cases annually, goes east from Portland.

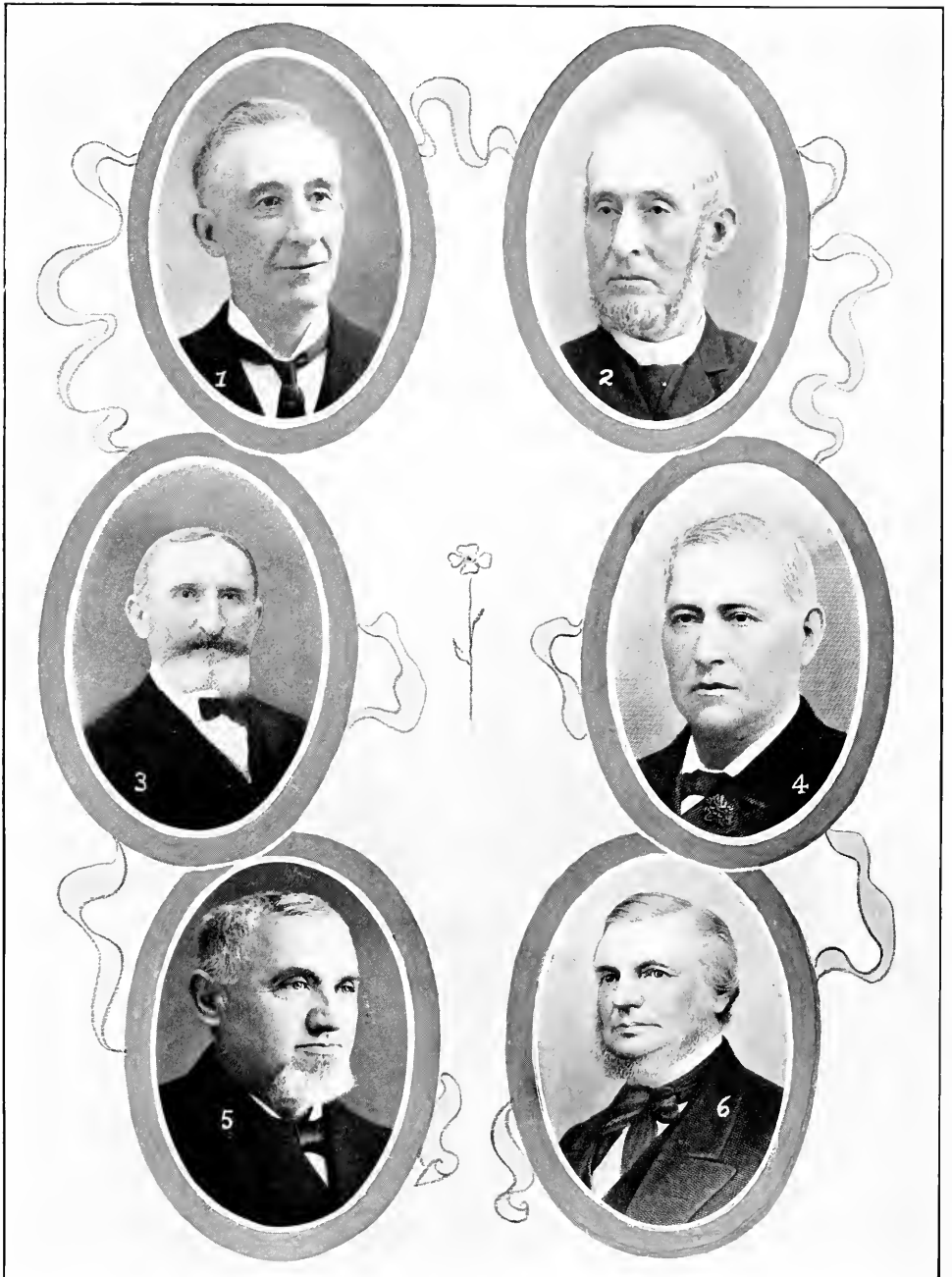
#### EXPANSION OF LUMBER INTERESTS.

The manufacture and shipment of lumber is already, and will continue to be the largest producer of wealth at this city. With three hundred billion feet, board measure, of standing timber in Oregon, and half as much more in Washington, tributary to the business of this city, it must always be the center of an immense traffic built up on this one item. With a water front on the Willamette and Columbia rivers for hundreds of miles on each side on which to erect mills and to which tow logs on the rivers, with rail transportation on both sides of the river, giving ships on one side and railroad on the other side of the mills to carry away the lumber foreign to all the world, and with the only water level





SCENES IN PORTLAND HARBOR—1910



SOME FOUNDERS OF BIG BUSINESS IN PORTLAND

1—S. W. King, of Olds, Wortman & King—Department Store. 2—C. H. Lewis, of Allen & Lewis—Wholesale Grocers. 3—Adolphe Wolfe, of Lipman, Wolfe & Company—Department Store. 4—Louis Fleischner—Wholesale Dry Goods. 5—Aaron Meier, of Meier & Frank Company—Department Store. 6—Josiah Failing—Wholesale Hardware trade.



pass through the Cascade mountains to ship the lumber to the eastern states, the growth and prosperity of the business, and the city growing out of the business, is incalculable.

There are no statistics of the lumber industry prior to 1903, in which year the total cut at Portland as the center of its lumber trade, was 361,000,000 feet board measure. That business had nearly doubled by the end of 1910, when the total cut reached 700,000,000 feet board measure, and which was worth, as it came from the saw, the sum of \$10,000,000. Of this amount about one-third went foreign by ship's cargo and one-third to California and eastern states by rail, and the balance into buildings at Portland.

#### MANUFACTURES.

The first manufactures at Portland, Oregon consisted of making salmon barrels to pack dried and salted fish in for export to any port the ship captains could find a market at. There was one shop in Portland town, and another across the river run by "Uncle Jimmie Stevens" on his own land. It is a far call back to those days.

Manufactures at Portland made very little showing prior to the year 1870; and was confined to the immediate necessities of the town for building materials, saw-mill repairs, a little furniture and some iron work, flour milling, quartz mills, and some leather. From 1870 the growth of the manufacturing interest was steady and substantial. By the year 1890 there were 600 firms and companies engaged in converting raw materials into saleable goods, employing over 7,000 workmen on a working capital of fourteen million dollars, and producing an output worth twenty million dollars. It would be impossible in this work to give an account of the present manufacturing industries. There are now over 2,200 manufacturing establishments with an invested capital of more than \$32,000,000, and employing 23,000 persons, who earn \$9,000,000 annually and who produce manufacturing goods to the amount of fifty million dollars annually. Practically all the necessaries of life except glass hardware, crockery and cotton cloth, are made in Portland or Oregon.

#### STREET RAILWAY EXTENSION.

Street railway transportation in Portland commenced with horse power, which has been noticed in Chapter XVI. Some of the lines, notably the first cars on Hawthorne avenue, and down to St. Johns, and over to Vancouver, and out to Mt. Scott, and up to Milwaukie, used steam motors for motive power. Electricity came in with the road constructed to Fulton park and the cemeteries in 1889, and opened to traffic January 1st, 1890. From that time on all the lines were changed to electric power as fast as practicable, so that by 1892 electricity had supplanted all other forms of motive power. The Fulton park line was the first electric road on the Pacific coast, and the third electric road in the United States, the first being at Boston, the second at Richmond, Virginia, and the third at Portland, Oregon.

Since the present owner of the lines, The Portland Railway Light and Power Company, took over all the lines in 1905, great improvements and extensions of the lines have been made. The mileage and equipment has doubled since that date, and the traffic has quadrupled.

As illustrating the growth of our city in the year 1900, the number of cars crossing the Burnside bridge daily was about 140, while at the present time the number crossing in regular service each day amounts to over 1000, an increase of about 600 per cent. In 1900 all the lines were operated by about 250 men; now it requires an army of 4,000. About 4,000 cars now cross the river each day.

#### INCREASE OF RAILROAD TRAFFIC.

Portland as a railroad center, has come to the front more rapidly in the past two years than in any preceding five years in its history. Seventy steam railroad

passenger trains and 164 electric trains, not including local service to Mt. Scott, St. Johns, Troutdale and other nearby points—and not including freight trains—move in and out of Portland every twenty-four hours. This is an average of one steam passenger train arriving or departing every twenty minutes, and one electric train every nine minutes.

October is not regarded as a month in which freight traffic moves in record quantities; but in the first three weeks of this month (1910), the railroads hauled into this city, among other commodities, 1,551 carloads of wheat, barley, flour, oats and hay. They also brought into this city in the first twenty-one days of the month, 8,755 hogs, 8,505 sheep and goats, 4,629 cattle, 1,140 calves and 210 horses; a total of 23,239 animals, or something more than 1,000 head per day. And during the year 1910 the Portland Union depot and North Bank Railroad handled in and out of the city, two hundred and twenty thousand freight cars.

#### EXPANSION OF GENERAL BUSINESS.

In one day this month of October, 1910, eight steamships, all bringing cargo for Portland, came into the Columbia river. The fleet included two big freighters from European ports, bringing nearly 5,000 tons of cargo, two passenger liners from San Francisco, a big Standard Oil tanker, and three freighters, which ply regularly between Portland and San Francisco. During the day an American-Hawaiian liner and a lumber carrier crossed out to sea, both loaded to their capacity.

This fleet of ten vessels registered 14,312 tons, and had a carrying capacity of nearly 30,000 tons. All of the craft came along in the regular order of business. While the tonnage was short of record proportions for a day, it afforded a good illustration of the growth of the shipping business of the port.

The building permits in Portland for the year 1909 amounted to \$13,579,560; and for the current year of 1910, covering only the first eight months of the year, the total permits amount to \$11,973,637. The "American Contractor," a Chicago journal of the building trades interests of the United States in its August, 1910, issue, in its statistics of building operations, says:

"Building operations in Portland, Oregon, for the seven months from January 1, to August 1, 1910, show an increase over the corresponding period of 1909 of 31 per cent.

This gain places Portland third in the list of American cities as regards gain in building operations for this period. In the list mentioned by the contractor, there are 51 cities shown. Of these, 34 show decreases in the building operations for the early period of the year. This decrease ranges from 4 per cent to 76 per cent, which latter unenviable record is held by Scranton, Pennsylvania.

While Portland shows a solid gain for the first seven months of the year as regards the money expended for new buildings, Seattle shows a loss of 19 per cent for the same period, and during the month of August, 1910, the building operations of Seattle show a decrease of 29 per cent from August, 1909."

Portland's building record for August, 1910, rolls up an aggregate of \$2,444,415, yielded by 643 building permits issued. It is doubted if for August so large a total was ever made by a city of the 200,000 class.

Portland's gain for the month is 133 per cent over the total for the same month last year, and 15 per cent greater than the aggregate for April of this year, which was the city's high mark. The construction of dwelling houses amounts to about three thousand per annum for the last three years.

#### CITY PROJECTS UNDER WAY.

Projects of a purely municipal character actually under way in Portland at the present time, aggregate the enormous sum of \$4,329,000, and do not include the vast amount of hard-surface pavements laid this summer, or great sewer







systems soon to be commenced. The various undertakings and the amounts are as follows:

Broadway high bridge .....	\$2,000,000
Madison street lift bridge .....	450,000
East Twelfth Street concrete bridge.....	61,000
Second Bull Run pipe line .....	1,259,000
Two huge reservoirs at Mt. Tabor.....	460,000
Garbage crematory .....	99,900
<b>Total .....</b>	<b>\$4,329,900</b>

COMPARATIVE POSTOFFICE RECEIPTS.

Receipts for December, 1909 .....	\$ 88,937.97
Receipts for December, 1908 .....	76,282.51
<b>Increase .....</b>	<b>\$ 12,655.46</b>
Increase per cent .....	16.50
Receipts for calendar year 1909.....	\$783,579.97
Receipts for calendar year 1908 .....	680,812.96
<b>Increase .....</b>	<b>\$102,765.41</b>
Increase per cent .....	15.00

Portland not only exceeded its own postal record, but far outshone the post-office receipts of Seattle for September, 1910. Portland's actual gain for the month was \$12,444.80, and Seattle, instead of an increase, shows a decline of \$8,541. Seattle is the only large postoffice in the union to show a loss in September, 1910, as compared with September, 1909. At Portland, the receipts for the month were \$78,798, and Seattle's postal receipts were \$77,728.

For the *month* of November, 1910, the *increase* in four items of the business of Portland, as compared with the month of November, 1909, shows as follows:

	1909.	1910.
Aggregate on building permits .....	\$ 835,430	\$ 1,119,205
Portland postoffice receipts .....	67,171	84,613
Portland bank clearings .....	38,403,578	45,076,551
Portland lumber shipments, board measure feet .....	15,969,247	17,806,931

This *increase* in business will surpass that of any other city of the United States for the period named.

INCREASE IN TAXABLE PROPERTY.

The taxable property of the county, nearly all of which is in Portland, has increased in value more than \$207,000,000 since 1902, according to the official reports of the county assessor. The following shows the increase by years:

1902 .....	\$ 44,146,000
1903 .....	51,038,000
1904 .....	56,429,000
1905 .....	143,860,000
1906 .....	180,950,568
1907 .....	233,141,058
1908 .....	236,187,737
1909 .....	251,389,887

As the railroad property (which will this year, 1910, be assessed by the state board), assessed at a total valuation last year of \$17,000,000; it is estimated that it will this year, in accordance with the raise in other values, reach at least \$20,000,000. This, then, will make the total assessed valuations for the county reach \$296,167,225. Last year the total was \$251,391,887.

The highest values placed on individual lots, not including improvements, were recorded against those at the southwest corner of Washington and Third, the southwest corner of Washington and Fifth, and the southwest corner of Washington and Sixth streets. Each of these lots are 50x100 feet, and were valued by the assessor, for purposes of taxation at \$205,000. A year ago each of these lots was assessed at \$190,000.

The total transfers of real estate in the city in 1908 amounted to \$20,043,075; and in 1909, to \$26,510,870. And these transfers show that the increase of values of real estate was much beyond the assessor's valuation for taxes. As for example, in a selection of twenty pieces of real estate, including both business and residence tracts, the advance in value within fourteen years amounted to five hundred per cent.

F. W. Pettygrove, who opened the first store in pioneer Portland in a log hut at Front and Washington streets in 1845, traded the whole townsite of 640 acres to Daniel H. Lowndale for \$5,000 worth of leather not then tanned. That land is now worth two hundred million dollars.

As a matter of historical interest, we copy from the first assessment roll of Multnomah County the names of the principal taxpayers in the year 1859, when the total amount of taxable property in the county was \$2,831,221. The total taxable property in the county this year is \$297,000,000.

The principal taxpayers were then assessed as follows:

James Abraham .....	\$12,750
J. C. Ainsworth .....	11,000
A. P. Ankeny .....	15,000
Allen & Lewis .....	38,000
C. H. Lewis .....	11,000
Colburn Barrell .....	10,000
S. Blumauer .....	9,000
James Burk .....	12,000
Thomas Carter .....	41,725
H. Cohn & Co. ....	15,000
W. L. Chittendon .....	10,870
H. W. Corbett .....	47,025
Finice Caruthers .....	24,000
Couch & Flanders .....	25,125
Collins & Co. ....	9,000
Stephen Coffin .....	19,700
Oregon Steam Navigation Co.....	27,000
Thomas J. Dryer .....	8,150
Failing & Co. ....	31,150
Henry Failing .....	4,000
Josiah Failing .....	33,000
Fitch & Co. ....	14,400
John R. Foster .....	8,000
Goldstone & Meyer .....	12,000
William Gray .....	8,000
Thomas Harkness .....	8,200
T. J. Holmes .....	20,500
A. Harker .....	17,500
Holman & Harker .....	8,000





WASHINGTON STREET, LOOKING WEST FROM THIRD—1910



THIRD STREET, LOOKING NORTH FROM MORRISON—1910





Hallock & McMillen .....	16,000
Johnson & Perkins .....	10,000
Amos N. King .....	12,300
Ladd, Reed & Co. ....	19,000
Lewis Love .....	11,740
D. H. Lownsdale .....	30,000
Leonard & Green .....	6,300
Ladd & Tilton .....	30,000
Wm. S. Ladd .....	17,500
P. A. Marquam .....	10,000
Jacob Mayer .....	13,000
E. J. Northrop .....	14,500
Benjamin Stark .....	55,800
Sherlock & Bacon .....	13,500
J. Sellar & Co. ....	30,000
R. R. Thompson .....	3,500
Jacob Kamm .....	11,000

## BRIDGE TRAFFIC.

From the days of 1887 when a ferryboat accommodated all the travel and traffic crossing the river at Portland down to 1910, there has been a mighty change; a great expansion of the city out into the level country on the east side. Three bridges were open when the following statistics were collected—Hawthorne bridge being in process of construction.

Between the hours of 6:30 and 8:30 o'clock a. m. on the average week day 4,118 pedestrians and 1,639 vehicles, not including street cars, cross the three bridges between West Portland and East Portland. Between the hours of 5:30 and 7:30 o'clock p. m., the number of pedestrians crossing the three bridges is 4,784 on the average week day, and the number of vehicles, not including street cars, 1,494.

An average, therefore, of nearly 9,000 persons, drivers and occupants of more than 3,000 vehicles, in addition to the thousands who patronize the street cars, and cross the bridges daily.

More footmen use the Morrison Street bridge during the day than use the other two bridges combined. The average number crossing the steel bridge on a week day is 5,910, and the Burnside bridge 6,736, while the number using the Morrison Street bridge is 14,900.

In light vehicles, the Burnside bridge has the greatest traffic. This class includes passenger automobiles, carriages and the like. The Burnside bridge carries on a week day 2,387 of this class of vehicles, the Morrison Street bridge 2,109, and the steel bridge 808. The Morrison bridge, however, again holds the record on heavy vehicles, carrying on an average week day 3,800, as against 2,019 by the Burnside bridge, and 1,111 by the steel bridge.

## RIVER TRAFFIC.

As this book is written, a great contest goes on, whether the land traffic across the bridges shall give way to the river traffic passing through the open draws. The statistics above were taken to settle that question.

The river traffic is enormous, and the U. S. army officers favor the river traffic.

In 1864, when there were no bridges, the largest freighter was the sailing vessel Jane A. Falkenberg, carrying 600 tons; and she was a wonder in Portland harbor. But a few days ago (October 10, 1910) the 10,000-ton steamship Kumeric steamed into the harbor, and about the only comment made on her size was that of the hundreds of people who were exasperated at the length of time required to get her through the bridge draws. The Falkenberg was 137 feet long, 29 feet

beam, and 11.9 feet depth of hold. The Kumeric is 460 feet long, 55 feet beam and 28.6 feet depth of hold. As there were eight other steamships each more than 400 feet in length, already loading in port when the Kumeric arrived, it is apparent that the growth of Portland shipping is keeping pace with the land growth which is making the port famous.

#### PORTLAND'S COMMANDING POSITION.

The facts which have induced thousands of Portland's citizens to hold on patiently and stubbornly until time should prove the correctness of their views, are the facts which have made the city what it is, and will produce the great Pacific coast city of the future. The viewpoint of the pioneer was, that Portland was the nearest point that an ocean-going sailing vessel could get to the Willamette valley farms. This satisfied the founders of the city that they had located at the right point, and that here would be the city. Theirs were the views and conclusions of common sense and practical experience. They had never heard of the rule, first published in this part of the world by Major Alfred Sears, "that the commercial capital of a region will be as close to the center of production as can be reached by a seagoing ship." This is a world-wide rule; and Portland had that in its favor to start with. And as long as agricultural, mineral and commercial development was confined to the Columbia river valley, Portland's supremacy was undisputed.

But when Villard and his transcontinental holding company fell down, and the control of the Northern Pacific Railroad passed over to the Philadelphia capitalists that had invested their money in the Tacoma townsite, and they decided to build the main line by the Northern Pacific over the Cascade mountains and ignore the Columbia river route to the ocean, then it was that the supremacy and future of Portland was disputed. Thousands of capitalists in all the eastern cities had invested their money in the stocks and bonds of the Northern Pacific Railroad. Villard, who had completed the road across the continent to a rail connection with this city had failed to make the road pay dividends. While it was no fault of his that a railroad through thousands of miles of unsettled lands, overtaken by a national wide financial panic that suspended all business, could not pay dividends, the eastern investors held him responsible and put in a management that would move everything to Tacoma.

Then came Mr. James J. Hill, riding horseback 2,000 miles across the continent through Dacotah, Montana, Idaho and Washington—a modern St. John, crying in the wilderness—and he, too, would build a great city on Puget Sound, and carry all the freight from Liverpool, New York, and America to the East Indies, in the greatest steamships ever dreamed of. And he, empire builder, laid hold of the herculean job. He built the railroad; he built the ships; he spent many millions on his city; he hauled his freight up over a mountain four thousand feet high and carefully let it slide down again; he built a tunnel miles long to cut off a few feet of that lift; he hauled all the Puget Sound lumber back over the top of that mountain; and then sat down and figured up costs, expenses, profit and loss. Mr. Hill had read, as all his Pacific coast representatives had read, a widely discussed letter published in the Oregonian, November 4, 1900, in which the author of the letter, Major Alfred Sears, asserted that, "*The Northern Pacific Railroad will be forced into Portland by the most direct route possible. This is simply its helpless fate, and on which Portland may sleep. The law of commerce, as I have stated, it is the inexorable, immutable law, without exception in the world's economy.*"

That seemed to be plain enough; but it took Mr. Hill, Mr. Pierpont Morgan, and all the other millionaires seven years to comprehend its force and surrender to the inevitable, and raise the twenty million dollars to build the North Bank Railroad through a water level mountain pass into the city of Portland. This was a victory that counted more for Portland than all other works of men in its history. It was a distinct, unanswerable and overwhelming decision by the





most influential and powerful syndicate of capitalists in America, that Portland, Oregon, was "the gateway and held the keys" to the commerce and wealth of the Pacific northwest, and the transcontinental commerce to China, Japan and the Indies.

Portland not only holds the pass through the mountains, but it is on the shortest line between the great commercial centers of Europe and the great commercial centers of the Orient. This line is not only the shortest by fifteen hundred miles, but the "wind drift," the steady trade, winds from the western to the eastern continent set off shore toward the coast of Asia right opposite the mouth of the Columbia river. Ships from San Francisco have to sail nearly seven hundred miles north from that port to get into the "wind drift" that saves time, coal and money in crossing the Pacific ocean. To landsmen the advantages of this are not apparent. But in the practical operations of steam and sail ships, it is a very important advantage, so important that it will in the end control the route of the carrying trade. For the same reason that a rail train of fifty freight cars hauling seventy thousand bushels of wheat from Lewiston, Idaho, to Portland, can deliver that wheat at Portland for less freight money than two or three trains could haul the same wheat over the Cascade mountains and deliver it at Seattle, so the ships running before the wind on the shorter line can transport freight from Portland, Oregon, to China or Japan, at less cost than on the longer line from San Francisco.

#### THE TRIBUTARY TERRITORY.

And these advantages of moving traffic both on the land side, as well as the sea side, are further greatly increased by Portland's very much larger freight producing territory in its immediate vicinity. San Francisco has the local support of the Sacramento and San Joaquin valleys and coast counties, aggregating about 90,000 square miles of productive territory. Seattle has, dividing with Tacoma, the Puget Sound basin, and coast counties and the Yakima valley basin, making not more all told than 40,000 square miles. The Cascade mountains completely cut Seattle off from the great region of the Columbia river valley; and every year will prove this more and more. The great bulk of the fruit crop in Yakima and Wenatchee valleys now goes east—not west to Seattle. All the Columbia river wheat in eastern Washington will run down grade to Portland; and Portland will have, all the territory west of the Rocky mountains to the Pacific ocean, north of California and Nevada up to the British line, (except the 40,000 square miles controlled by Puget Sound), aggregating not less than 250,000 square miles, all down grade haul territory to the ocean-going ships at Portland, and to build up Portland, as against 90,000 square miles to support San Francisco and 40,000 to support Seattle and Tacoma. Seattle has of course, the merchandise trade to Alaska; but the ships carry nothing back yet but gold dust. They will get coal after a while, but only in competition on the Ocean with other coal burning regions. The advantage in productive areas is already greatly in favor of Portland with its territory not one-tenth part developed; and when central Oregon and southern Idaho is added by railroads Portland's superiority over all its rivals will be as three to one against San Francisco, and seven to one against Seattle and Tacoma.

#### INEXHAUSTIBLE FREIGHT RESOURCES.

The wealth producing resources of the Oregon forests have been frequently referred to, but not too often to exhaust the subject; Oregon has now three hundred billion feet, board measure of first-class standing timber, while all the states of the Union east of the Rocky mountains has not one-third that much all put together. The lumber from this timber, and its various products from the mills, with shingles, doors etc., is now hauled as far east as Boston, Massachusetts. It will more and more continue to be sold to the immense populations

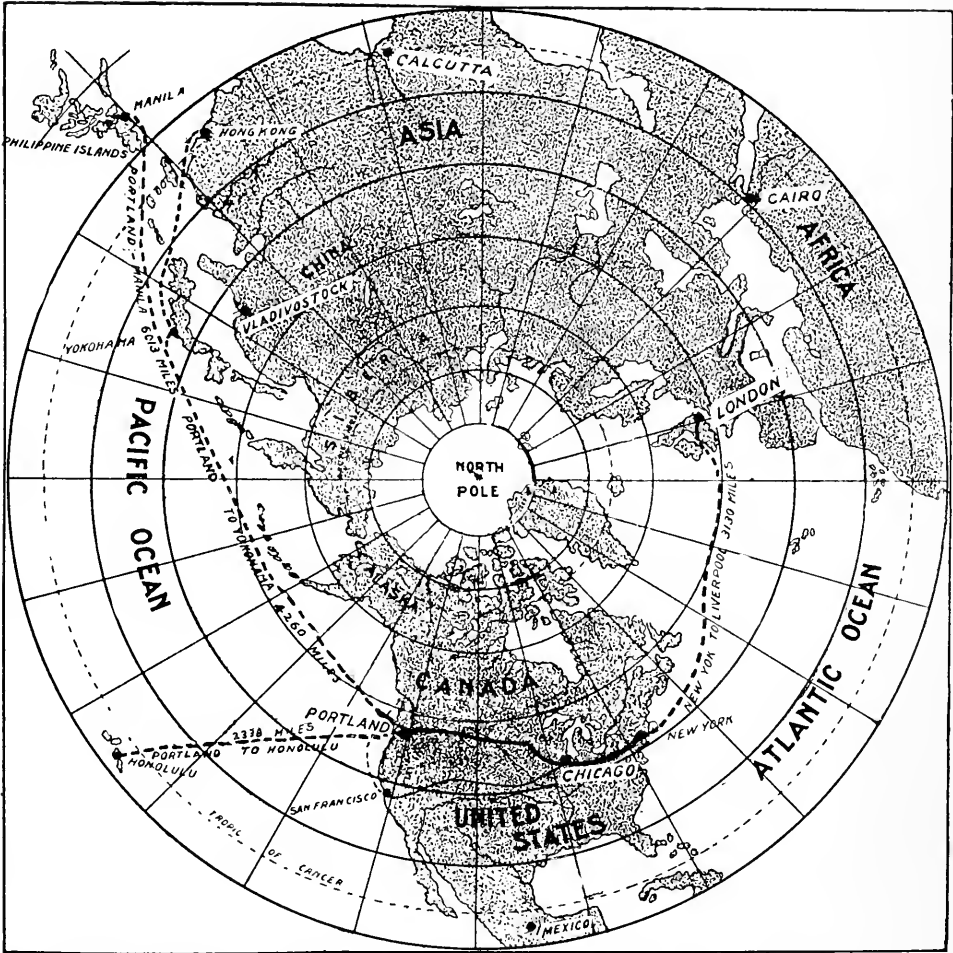
of the Atlantic and Mississippi valley states. That timber as it now stands in the Oregon forests is worth six hundred million dollars. It will be worth twice that in ten years. It will never be exhausted. Self interest, if nothing else, will provide means to preserve it from destruction by forest fires. It will grow up again as fast as it is consumed. Groves of young fir trees will grow one hundred feet high with trunks fifteen inches in diameter in thirty years. There is more timber in the Willamette valley today than there was sixty-five years ago when the settlers first took up the valley lands. These great forests covering the three ranges of mountains in the state, and fed and nurtured by the rains from the Pacific ocean, will prove an inexhaustible mine of wealth, feeding and stimulating every industry of the state for all time.

#### ELECTRIC POWER.

The electric power available for the building of the city of Portland, and for the use and benefit of its increasing population, is beyond human comprehension. Just as our finite minds cannot comprehend how the great luminary of our solar system throws its rays of electricity through the immensity of ninety-five million miles of space to raise our annual crops of food, and circulate the blood in the veins of our body, so, neither can we comprehend the immensity of the problem by which water enough is lifted up from the Pacific ocean and carried inland over mountains and valleys thousands of miles and then dropped down in snows and rains on mountain tops to form rivers throughout the year which in their descent to the valleys in their return to the ocean, creates three hundred million electric horse power within 200 miles of this city when checked and harnessed to turbine and dynamo. English engineers have carried the mighty power of the falls of the Zambesi river in central Africa by copper wire 700 miles to work the gold mines in the Transvaal, and produce millions of dollars of gold from rock that would otherwise never be lifted from its place in the deep mines. And what has been done to mine gold with electricity in Africa, can be done with the same sort of power to run all manner of manufactories, to plow the fields, thrash the grain, grind the wheat, haul the railroad trains, cook the dinners, turn night into day, and winter into summer heat in every dwelling house. And thus it will be seen that human life, and all life, animal and vegetable, is but a mere incident in the vast operation of the physical laws of our solar system; the laws which clothe the earth with forests, that bring forth fruit, food and flowers in their season, and keep up the endless cycle of reproduction, age after age.

The grandeur of this proposition is beyond description. Portland, Oregon, can command a greater electric power than all the cities in the United States east of the Missouri river. It needs only common honesty, and a descent honest state and city government, to give this city a greater power to build up and support a large population than is possessed by any other city on the continent. The uses of electricity are yet in their infancy, and what they may be safely developed into cannot even be imagined. It is light, heat, wealth, and comfort already. And we can imagine, that long ages after the cities of the east have exhausted the coal mines of Pennsylvania, Virginia, and Illinois and have been compelled to mine under the vast ice covered areas of the Arctic to get coal to prevent annihilation of their millions of people, Portland, Oregon, will be enjoying every comfort and pleasure, both summer and winter, produced by the inexhaustible electric power of the grand mountains within sight of every home.

THE COMING SUPREMACY ON THE PACIFIC



PORTLAND ON THE DIRECT MAIN ROUTE AROUND THE WORLD CONNECTING ALL THE GREAT COMMERCIAL CITIES AND NATIONS





## CHAPTER XXXI.

1850—1910.

### *The Social Life—Economics, Prices, and Wages—Economics, Morals and Politics—The Political and Economic Drift—The Lesson of It All.*

Having traced the development of a great city from its initial log cabin, and its hesitating first settlers, down to the period when it is carried along by a vigorous confident population of over two hundred thousand souls; when its business houses are towering to the height of fifteen stories of steel and porcelain brick; when its railroads are spreading in every direction; and its ships and merchandise are carried on every sea; when its banks, manufactories, and merchants are prospering beyond the dreams of avarice; and its organs of public opinion circulate far and near, let us see what effect this material prosperity has had upon the life of those who have wrought the work, or been carried along on the wave.

Notwithstanding the simple sturdy life of the pioneers, they had and enjoyed the relaxation of social pleasures. And although their pleasures were wholly unlike what is seen in surfeit on every hand in Portland in 1910, their daily lives were influenced by what they had, just as the wild riot of dissipation called pleasure is influencing the lives of the people, especially the young, to-day. If anybody thinks that hard work, plain food, and scanty clothing made the pioneers blue and misanthropic, they are greatly mistaken. From the time Fred Bickel (still with us) hung his "dress coat"—the only one in town—on the bushes for an airing, and ten minutes later looked out of his bachelor's quarters in an upper room to see a noble red man of the forest striding down Stark street with the coat on his back, to the infinite glee of all the town—down to the time when Tom Mountain, (also still with us) mixed up all the babies, changed their clothing around while in his charge on the grand excursion of the Jennie Clark, while the mothers were enjoying the dance, so that the said mothers did not know their own children—on down to the time that William Beck donated the silk "plug hat" he had worn at the first bridge celebration to Skookum Charley of Grande Ronde, the sturdy pioneers had their fun, pleasures and recreation in plenty; and thereby hangs a tale.

William Beck was about the last man in Oregon that would have bought a tall hat. But the bridge celebration was to be the big event of that generation; and Joe Buchtel and Joe Strowbridge, made a point that the celebration could not possibly come off unless the president of the Bridge Company appeared at the head of the procession dressed cap-a-pie in the best Oregon could produce—and especially with the tall hat. So like a martyr to a good cause, William Beck yielded to the clamor of the "boomers" and got the hat and wore it across the Morrison street bridge and back again to the gun store; and then put it on a high shelf. But annoyed with the presence, of what he felt to be his only indulgence in a vanity, he resolved to get rid of that hat. The first customer

coming in after that pious resolution was Skookum Charlie, an Indian Chief from the Grande Ronde reservation. After selling Charlie a gun, he thought of the hat, got it down from its high shelf, and offered it as a present to the Indian. Charlie did not take readily to the gift, thinking it was too much of a Boston man's hat. But Beck was not to be defeated in his benevolent enterprise, and showed the chief how he could stick Eagle's feathers all around thicker than hat pins in a ladies hat of this day, and that it would be "big medicine" at Grande Ronde. The feather idea caught him, and he took the hat, and carried it back to the Indian village in the Grande Ronde in triumph. Prior to this Charlie had secured in Portland another treasure in the shape of a fine carriage. Making known his wants in the carriage line to a friend at Northrup's hardware store, and the fact that he had cash to purchase with, some wag, possibly, Ed. Northrup himself, directed the Indian Chief to Ewry and Garnold's undertaking shop, with a hint to them that they might sell the Indian a hearse. It was a capital idea. They had a hearse they did not need; in fact there was scarcely any use for a hearse those days, and they would sell it cheap; a fine carriage, glass side panels, fine seat in front, cloth curtains, tassels, etc., and the price not more than a dozen bear skins. And the Indian took and hauled it home, proud as a veritable lord of all the reservation. And then came Barnum with his circus. The circus is the event of a lifetime with an Indian; and Skookum Charlie must take the whole family in the new carriage to Portland to see the sights. The tall hat was brought out and decked all round with colored eagle's quills; and they all started for Portland—the chief and wife number one on the driver's seat of the hearse carriage with a half dozen little Indians stowed away inside, gazing out at the wonders of the world through the glass pannels. Arriving at Portland, they camped alongside of the circus in King's cow pasture, where the big apartment houses are now at King and Washington streets. The circus men were not slow to catch on to a good idea—they would have Sookum Charley drive in the grand parade down town with the show wagons. At first the chief demurred, as too much display, but with liberal gifts of candies to the little Indians, a circus rider ladies tinsel dress to the squaw, and free tickets to the whole family, the manager captured the piece d'resistance of the whole show—and Charley got a prominent position in the parade with his ponies and hearse, the chief and wife on the driver's seat, the little brown faces flattening their noses against the glass panels, while the big boy stood up with his body protruding through a hole cut in the top of the hearse where he swung his candy cane to the cheering multitude on the sidewalks. It was a great day—and a great show—and Portland got the worth of its money.

#### FIRST ASCENT OF MT. HOOD.

In those early days the whole country was wild, fresh, new and healthy. There were deer, elk, bear, grouse, pheasants, on every hill side and trout in every stream. The pioneers had the cream of Oregon. They were great eaters, and hunters and fighters. They took to the mountains every summer. The first attempt to scale the heights of Mt. Hood was made by Thos. J. Dryer, editor of the Oregonian on August 19th, 1854; and other efforts to get to the top of the mountain in 1857 and 1858; but none of these succeeded. But in the last days of July, 1859, Mr. Dryer and others, renewed the attempt and got safely up to the top of the mountain and down again without loss or injury to any one. We take from the Oregonian of August 5th, 1859, some account of the first successful ascent of Mt. Hood by white men.

(From the Weekly Oregonian, Saturday morning, July 16, 1859, T. J. Dryer, Editor.)

*Personal:* The editor will leave on Monday morning next for the mountains and will probably be absent two or three weeks. In the meantime, Mr. Henry Pittock, always to be found at the Oregonian office, is fully authorized to trans-

act all business connected with the office. Our readers will hear from us as often as circumstances will permit.

(From the Weekly Oregonian, Portland, Oregon, Saturday morning, August 6th, 1859.)

#### TRIP IN THE MOUNTAINS.

We left this city on the 18th of July, in company with T. Myers, H. W. Davis, and J. M. Blossom; overtook our companions, C. Pickett, A. G. Myers, and M. McLaughlin, who had left on the Friday previous with pack animals, stores, etc., about 20 miles on the route toward the Cascade mountains. The advance party had encamped to await our coming. Upon our arrival we found the camp well stocked with grouse, pheasants, rabbits, squirrels, etc., upon which we all feasted to the entire satisfaction of a most voracious appetite.

The next morning at an early hour, our whole party, consisting of seven men and eleven horses, packed up and got under way, and proceeded towards the mountains. After several hours march, we left the main trail, known as the Barlow road, some five or six miles east of Philip Foster's, on a trail leading to a fine prairie about five miles south, where Mr. Foster informed us we would find an abundance of grass, good water, fine camping-ground and splendid hunting.

The next morning all the hunters left camp at an early hour, with an understanding to shoot any sort of game that wore hair or carried feathers. About noon Myers came in with a load of grouse and pheasants; Davis and Pickett soon followed, each with a respectable number; and Blossom still later with nothing, in consequence of conscientious scruples of firing a first-class *yager* at small game, and a determination to kill either an elk, bear, or deer or nothing.

After a considerable picking of feathers we enjoyed a good game supper, and prepared our mountain bed for the night. Proceeding on towards the mountain up Zigzag, Rock creek, Sandy and getting lost, the party finally made camp two days afterward as follows:

About two o'clock P. M. the whole party got into camp, where we found an abundance of grass and every convenience for comfort. Fishing-rods were cut, lines strung, and in a few minutes the frying-pans were over the fire, full of fine mountain-trout, weighing from a half to one and a half pounds each. They were no sooner cooked than despatched by as hungry a set of pleasure-seekers as ever surrounded a camp fire. Some of the party had shot a brace of grouse on their way in, and as trout were plenty within a few rods of the camp, and we were all very tired, it was decided that all would remain in camp and rest for the remainder of the day.

The next morning early Blossom, Pickett, McLaughlin, Davis and Young Myers started out for a hunt, leaving the elder Myers and ourself to keep camp and catch trout. We soon heard the echo of Blossom's *yager* on the mountain side, and soon after the signal—two shots from a revolver in quick succession—to come out. In less than half an hour we reached Blossom, where lay at his feet a fine, large fat black-tailed deer. It was soon packed into camp, and very soon several of his ribs stuck on sticks were before the camp fire. In the afternoon about a dozen grouse and pheasants were brought into camp, and several long strings of trout hung up on the camp poles. The next day being Sunday, was devoted to shaving, bathing, fishing, hunting, eating, drinking, reading, smoking, lounging, chatting and yarn telling.

On Monday morning early we struck camp and left for Mt. Hood. We soon reached the main trail, or Barlow road, and followed it to within about two miles of Summit prairie—eight hours' march. The road is comparatively good for pack animals, but impracticable and impassable for wagons. In two and a half hours after leaving the Barlow road, "we pitched our tents" near the upper edge of timber on the south side of Mt. Hood, where we found an abundance of grass between the large fields of snow which surrounded us on every side, and which extended down to the main trail or Barlow road.

The next morning the two Myers, Blossom, Pickett, Davis and ourself mounted our riding horses and started for the summit at four o'clock. After five hours' "beating" as sailors would term it, we attained an altitude much higher than we were able to do on horseback last year, in consequence of the large quantity of snow yet on the mountain. We left our horses under the lee of a large ledge of rock and commenced the ascent on foot. At twelve and a half o'clock we had all reached the extreme summit in good condition, save somewhat jaded. The party partook of the lunch which each had brought with him, with a relish seldom enjoyed by the most fastidious epicure. After feasting our eyes for an hour or more upon the world below, until all were satisfied that no man who has never been on this mountain's top, can form the remotest idea of the grandeur and sublimity of the scene, and that no man can by language describe it intelligently to another, we resolved to return to camp. The descent for a portion of the way was far more difficult than the ascent. We were compelled to come down the main peak by the aid of a rope looped over the crags of rock. When all were down to a standpoint the rope was overhauled and again fastened, when one after another descended until finally we regained the snow where every man adopted his own way and pursued his own course in descending. Some of the party took it into their heads, after we had got down to where the snow was smoother and the angle about 45 or 50 degrees, to try another mode, to-wit: place the "seat of honor" on the snow, a mountain staff in each hand drawn up closely under the arm as a drag, hoist your heels, and away you go with a speed equal to a locomotive. Thus several descended for a couple of miles in double-quick time. We reached our horses in safety and regained our camp, just as the sun was sinking into the Pacific ocean.

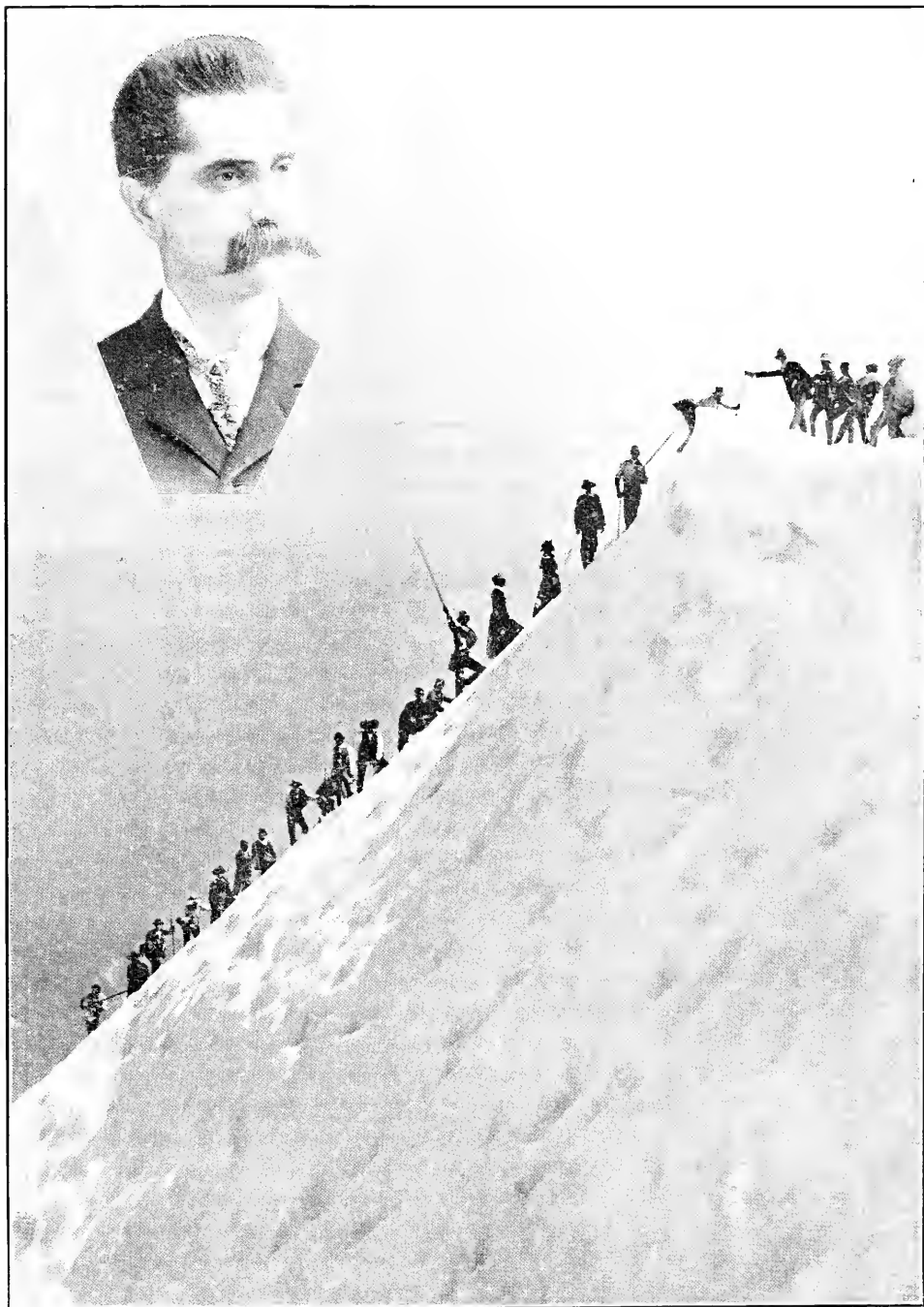
After a good supper, a good smoke, and listening to a great variety of opinions in relation to Mt. Hood, and a universal surprise expressed that people did not have a more correct idea about it, we retired to our blankets and were soon sound asleep, dreaming of towering mountains, fearful chasms, tumbling rocks, volcanoes, earthquakes, etc., etc."

Mountain exploration and climbing was reduced to a science later on by Mr. W. G. Steel who organized the society of the "Mazamas"—from "Mazame"—the Mexican for mountain goat. Through the efforts of Mr. Steel, and the organization of the Mazamas, headquarters at Portland, Oregon, nearly all the great mountains of Oregon and Washington have been ascended, explored and mapped, adding largely to the stock of knowledge of animal and vegetable life on these lofty uplands. Many young and even middle aged women have become members of the Mazama organization, and make enthusiastic and successful mountain climbers; although it is a most severe trial of physical strength and endurance to ascend a rugged mountain to the height of two and a half miles above sea level, covered with ice and snow, bearing immense glaciers, seamed with awful crevices, threatening life at every turn.

#### THE ROSE FESTIVAL.

Portland has the most unique annual festival of any city in the United States, lasting an entire week, with the opening of the roses in June of each year. One hundred thousand dollars was spent in producing this week of festivity in 1910. More than one-quarter of a million visitors were entertained at this jubilee in 1910. More than 5,000,000 beautiful roses were used in decoration. Portland has a thousand miles of roses. If set side by side, they would reach to Los Angeles.

Tokio is noted for its cherry blossom parades. Florence, Naples, Venice and Nice are famous for their floral carnivals, and New Orleans for its Mardi Gras. Portland with her peerless floral pageants has won world-wide renown as "The rose city."



W. G. STEEL, PRESIDENT OF THE MAZAMAS.—ASCENDING MOUNT HOOD



This land of perpetual flowers has an ideal climate and an endless profusion of matchless bloom. Thousands travel across the continent annually to behold the wealth of fragrance and color that has made Portland famous throughout the civilized world.

Portland was named "The rose city" by Mr. Frank E. Beach, president of the North Western Insurance Company. It was made "the rose city" by the indefatigable labors of Mr. Frederick V. Holman, an enthusiastic rose culturist, who talked, taught and wrote all about the culture of roses for years while he practiced law and wrote history.

"The rose festival" was proposed by Mr. E. W. Rowe, who was also the first president of the Rose Festival Association; and was made the great success that it is by Mr. George L. Hutchin, who has always been the general manager of the festival, and by Mr. Ralph W. Hoyt, now president of the Rose Festival Association, and who has devoted his time and money freely to the work of raising funds and generally promoting the success of the grand annual festival.

George Washington's birthday anniversary, February 22d, is rose planting day at Portland, Oregon, and this patriotic remembrance of "the father of his country" is thus happily united with the festival that brings recreation, pleasure and joy to the hundreds of thousands of people who lay aside all business cares to rejuvenate health and strength.

Portland has in common with all other American cities, ample means of social culture, and society dissipation. Much of this has been noticed, but the great mass of what goes under the name of social culture is foreign to the purpose of this history. Portland has its "race" days, its hunt club, golf club, boating clubs, livestock shows, kennel clubs and shows, society columns in the Sunday papers, and newspaper pictures of loving maids and lovesick swains that get married; all of which may be an index to various sorts of people.

The county clerk gives another view to the social "swim," and reports that during the year 1909 there were 2,726 marriage licenses issued at the court house in this city; and during the same time 420 divorces granted by the courts at the same place. In the first four months of 1910 there were 794 marriage licenses issued and 147 divorces granted at the same seat of justice; in August, 1909, there were 29 divorces granted, but in August, 1910, the number jumped to 41; so that the divorce court is rapidly gaining on hymen at Portland, Oregon.

And as showing the difference between the policy of our own country, and that of our neighbor, Canada, with a population greater than all the Pacific coast states, we quote the following official statement for 1910:

"Canada has an average of 10 divorces a year, and does not propose to let down the bars to separation scandals, such as are furnished by the United States. The Dominion will fight any proposition that savors of an attempt to disrupt homes or to check the colonization of its vast area.

Recent efforts to establish divorce courts, where persons of moderate means could secure legal separation, have met with general opposition.

At the last session of parliament, there were granted by the senate 20 divorces. This was an increase of three over the previous year, and this small increase was viewed with alarm as a menace to the future development of the country's social life.

During the last eleven years the senate has granted 111 divorces, an average of ten each year. During the last three years the average has come up to 15 a year."

#### LABOR UNION CONTESTS.

From sports, recreation and social interests, to industry and hard work is but a single step in the life of a western city. Trade unions are organized to control the workers in every line and item of productive industry. There are hundreds of these unions in Portland, with an aggregate membership of 8,000. As in every other city, they seek to control the day's wage and the hours of

work, and exclude all non-union men from employment in the same trades. This has naturally produced friction and opposition not only from non-union workers, but from employers who favor freedom of employment, to secure which, a powerful organization called the "open shop" has been organized to protect non-union men and their employers. This organization has been strengthened by the recent events of the teamsters' strike, during which many non-union teamsters were clubbed and beaten by the union men, so that the mayor and chief of police were compelled to put on an extra force of policemen to protect the non-union men; which extra force cost the city \$18,000 for pay of men.

#### THE COXEY ARMY.

The first and severest trial of the patience and patriotism of the so-called laboring class in the city of Portland came to a crisis in May, 1894. The financial panic, which had closed many of the banks, and a great many of the industries in 1893 all over the United States, bore down heavily on the men who depended on their daily wage for their daily bread. The business houses and well-to-do citizens of Portland met the crisis with large-hearted sympathy and generosity, contributing freely to the support of places to house and feed the destitute, as well as take care of the families of those in need. The winter of 1903-4 wore away without any special demonstration from the army of unemployed men; but with the coming of spring there arose a new sensation in the land, which, while it did not help the penniless laborer, made him forget his troubles. A sporadic genius suddenly arose at Massillon, Ohio, like a comet in the sky, calling himself "General Coxe," and appealed to the unemployed throughout the land to form a grand army, "the Army of the Commonwealth," and march to Washington city in such divisions as was convenient and demand relief from the president and congress. Armies formed all over the country; one at Los Angeles, one at San Francisco, one at Portland, and one at Seattle. The Los Angeles army made the longest march, going to El Paso, Texas, thence to St. Louis, and finally reaching Indianapolis, where it disbanded. The San Francisco army marching by Salt Lake and Omaha, reached Eddyville, Iowa, and disbanded. The Seattle army marched as far east as Spokane and went to pieces. The Portland army under the lead of General Sheffler, got as far east as Cokeville, Wyoming, got employment in the coal mines and disbanded. The only army that finally reached Washington was that commanded by Coxe himself; marching on foot all the way from Massillon, Ohio, to the capital, where the General, being refused admission to the presence of congress, delivered a petition for redress of the grievances of the laboring man to the sergeant-at-arms of the house of representatives at the east portico of the capitol.

These armies from the Pacific coast did not march much of the way on foot, but seized railroad trains and ran them as far as they could before being stopped. General Sheffler marched out of Portland with over 1,200 men, with their blankets on their backs, and a few days' rations. Following the line of the O. R. & N. Co. railroad, they halted at Cleone, 12 miles east of Portland, where they seized the first passenger train going east and ran it to Caldwell, Idaho, where it was halted by a detachment of U. S. soldiers, and most of the men rounded up into a stockade. But afterward, making terms with the railroad company, they got a train of box cars that carried them on to Cokeville, where they got employment. On all these marching lines the people sympathized with the marchers and furnished them food and shelter.

#### ECONOMICS, PRICES AND WAGES.

From the Spectator at Oregon City, of October 18, 1849, we learn that the price of beef on foot was given at 6 to 8 cents a pound; in market 10 to 12 cents a pound, pork at market 16 to 20 cents per pound; butter 62 to 75 cents per pound; cheese, 50 cents; flour, \$14 per barrel of 200 lbs.; wheat, \$1.50 to \$2.00 a bushel, and oats the same. Potatoes, \$2.50 per bushel, and green apples \$10



a bushel. Groceries and dry goods were much less than formerly. The prices of provisions had been raised by the rush to the California gold mines, while store goods had fallen from increased importations.

PORTLAND PRICES.

	1850	1870	1890	1910
Apples, dried, per pound.....	\$ .50	\$ .07	\$ .06	\$ .08
Peaches, dried, per pound.....	.50	...	.12	.15
Beef, fresh at block, per pound.....	.18	.12	.12	.20
Pork, fresh at block, per pound.....	.16	.10	.07	.20
Hams .....	...	.16	.12	.20
Butter, fresh, per pound.....	1.00	.30	.25	.36
Cheese, per pound .....	.50	.20	.14	.18
Flour, per pound .....	.10	.03	.02	.03
Coffee, green, per pound .....	.18	.25	.22	.20
Sugar, brown, per pound .....	.20	.12	.05	.10
Sugar, loaf, white, per pound.....	.50	.18	.07	.07
Tea, per pound .....	1.00	1.00	1.00	1.00
Molasses, per gallon .....	1.50	.75	.75	1.00
Tobacco, per pound .....	.75	1.00	1.50	2.00
Rice, per pound .....	.20	.15	.06	.05
Lard, per pound .....	.40	.18	.10	.20
Salt, per pound .....	.06	.03	.02	.01
Iron, per pound .....	.16	.04	.04	.02½
Nails, per pound .....	.18	.06	.05	.04
Chickens, per dozen .....	...	4.00	6.00	7.50
Eggs, per dozen .....	1.00	.35	.15	.35
Wheat, per bushel .....	3.00	.80	.65	.90
Potatoes, per bushel .....	6.00	.75	1.50	1.25
Oats, per bushel .....	1.50	.40	.38	.50
Baled hay, per ton .....	...	11.00	16.00	20.00
Rough lumber, per thousand .....	75.00	14.00	10.00	14.00
Cooking stoves .....	75.00	30.00	25.00	30.00
Hops .....	...	.20	.10	.15
Whiskey, good, per gallon .....	1.50	4.00	5.00	6.00

WAGES IN PORTLAND, 1910, COMPARED WITH SCALE IN OTHER LARGE CITIES.

Portland, Oregon.	Wages.	Working hours per day.
Barbers, per week .....	\$16.00	10
Bartenders, per week .....	18.50	10-12
Carpenters, per day .....	3.50	8
Cigarmakers, per day .....	3.50	8
Electricians, per day .....	3.50	8
Longshoremen, per day .....	4.95	9-10
Painters, per day .....	3.50	8
Plasterers, per day .....	5.50	8
Plumbers, per day .....	5.00	8
Printers, per day .....	5.00	7-7½-8
Steamfitters, per day .....	5.00	8
Structural iron workers, per day .....	4.50	8
Tailors, per day .....	3.00	8-10
Teamsters, per day .....	2.75	9-10-11
Tilesetters, per day .....	5.50	8
Waiters, per week .....	12.50	10-12
Waitresses, per week .....	9.00	10

## THE CITY OF PORTLAND

	Seattle, Wash.	Butte, Mont.	San Fran., Cal.	Working hours per day.
Barbers, per week.....	\$17.00	\$24.00	\$16.00	10
Bartenders, per week.....	20.50	25.00	20.00	10-12
Carpenters, per day.....	4.50	5.00	5.00	8
Cigarmakers, per day.....	2.75	3.50	3.50	8
Electricians, per day.....	5.00	6.00	5.00	8
Longshoremen, per day.....	3.50	....	5.00	9 to 10
Painters, per day.....	4.50	5.50	4.50	8
Plasterers, per day.....	6.00	7.00	6.00	8
Plumbers, per day.....	6.50	8.00	6.00	8
Printers, per day.....	5.25	5.50	5.50	7-7½-8
Steamfitters, per day.....	6.50	8.00	6.00	8
Structural I'n w'k'r's. per day.....	4.50	5.50	5.00	8
Tailors, per day.....	3.25	4.00	3.25	8 to 10
Teamsters, per day.....	2.25	3.50	3.50	9-10-11
Tilesetters, per day.....	5.50	6.00	6.00	8
Waiters, per week.....	12.00	21.00	12.00	10-12
Wattresses, per week.....	9.50	16.00	9.00	10

	Los Angeles Cal.	Ill.	Phila- delphia Penn.	Working hours per day.
Barbers, per week.....	\$14.00	\$14.00	\$12.00	10
Bartenders, per week.....	20.00	10.00	16.00	10-12
Carpenters, per day.....	3.50	5.00	4.50	8
Cigarmakers, per day.....	3.00	3.00	2.50	8
Electricians, per day.....	3.50	5.00	4.00	8
Longshoremen, per day.....	4.50	6.00	3.50	9 to 10
Painters, per day.....	3.50	4.40	4.00	8
Plasterers, per day.....	5.00	5.50	4.50	8
Plumbers, per day.....	5.00	5.00	5.00	8
Printers, per day.....	4.50	5.00	4.75	7-7½-8
Steamfitters, per day.....	5.50	5.50	5.00	8
Structural I'n w'k'r's. per day.....	4.00	5.00	4.50	8
Tailors, per day.....	3.25	3.00	2.50	8 to 10
Teamsters, per day.....	2.25	3.50	2.50	9-10-11
Tilesetters, per day.....	4.00	5.50	4.25	8
Waiters, per week.....	10.00	10.00	9.00	10-12
Waitresses, per week.....	8.00	7.00	6.50	10

	New York, N. Y.	Boston, Mass.	Working Hours. per day.
Barbers, per week.....	\$12.00	\$12.00	10
Bartenders, per week.....	17.00	16.00	10-12
Carpenters, per day.....	5.00	4.50	8
Cigarmakers, per day.....	3.00	3.50	8
Electricians, per day.....	5.00	4.00	8
Longshoremen, per day.....	3.50	3.50	9 to 10
Painters, per day.....	5.00	4.00	8
Plasterers, per day.....	5.00	4.50	8
Plumbers, per day.....	5.00	5.00	8

In London, England, on same dates, reported by United States consular agent, Henry Studmiczka:

Common laborers, \$4.38 per week with board.  
 Common laborers, 12 cents per hour without board—average.  
 Stone masons, 21 cents per hour.  
 Brick layers, 21 cents per hour.  
 Plasterers, 22 cents per hour.  
 Plumbers, 22 cents per hour.  
 Carpenters, 21 cents per hour.  
 Painters, 18 cents per hour.  
 Furniture makers, 21 cents per hour.  
 Machinists, 20 cents to 28 cents per hour.  
 Boiler makers, 20½ cents per hour.  
 Compositors, 20½ cents per hour.  
 Bakers, first-class hands, 13½ cents per hour.  
 Iron Founders, 20 cents per hour.  
 Policemen, 21 cents per hour.  
 Letter carriers, \$8.51 per week to old soldiers.  
 Teamsters, \$1.60 per day of 15 hours,—average.  
 Street cleaners, 1.13 per day.  
 Street car conductors, 16 to 24 cents per hour.  
 Sailing vessel seamen, \$14.60 per month.  
 Cost of living in London on same date:

## ARTICLES.

Apples, second and third quality; pound, 4 to 6 cents.  
 Bread, four pounds, 12 cents.  
 Butter, dairy, pound, 32 to 34 cents.  
 Cheese, Canadian, pound, 14 to 16 cents.  
 Coffee, pound, 16 to 36 cents.  
 Eggs, 12 to 16, 24 cents.  
 Salmon, pound, 6 to 8 cents.  
 Fish, various kinds, pound, 4 to 12 cents.  
 Flour, second quality, 3½ pounds, 9 to 10 cents.  
 Bacon, pound, 16 to 24 cents.  
 Beef, frozen, pound, 10 to 14 cents.  
 Beef, fresh, pound, 16 to 20 cents.  
 Pork, steak and ribs, pound, 12 to 16 cents.  
 Milk, fresh, pint, 4 cents.  
 Potatoes, pound, 1 to 2 cents.  
 Potatoes, per cwt., 72 to 96 cents.  
 Rice, lowest quality, pound, 4 cents.  
 Sugar, white, pound, 5 cents.  
 Sugar, yellow, pound, 4 cents.  
 Tea, pound, 20 to 60 cents.  
 Tomatoes, pound, 8 cents.  
 Vegetables, general, pound, 3 to 4 cents.

Not less than 75 families were visited, and from all the information gathered from these interviews, a family of man and wife and possibly two small children may subsist on the following food per week:

Articles	Quantity Pounds.	Cost.
Bacon .....	2	\$ .48
Bread .....	30	.90
Butter .....	1	.24
Cheese .....	1	.14
Coffee .....	¼	.06
Currants .....	1	.06
Meat, frozen .....	6	.60
Milk .....	10	.40
Potatoes .....	14	.24
Rice or equivalent .....	3	.12
Sugar .....	5	.20
Tea .....	1½	.12
Vegetables .....	5	.10
		<hr/>
Total .....		\$3.66

## ECONOMICS, MORALS AND POLITICS.

For fully one-half the population of all American cities, the three subjects of economics, morals and politics is materially influenced by the habits and tastes of the people in the matters of amusements and patronage of alcoholic beverage dispensing saloons. The right to regulate these drinking places has been maintained by every community for at least a hundred years; and total prohibition of the manufacture and sale of ardent spirits has been enforced locally in a great many towns and counties, and in some of the states, and in about one-third of the state of Oregon. The retail liquor business in the city of Portland so far as trade statistics show it, stands as follows for the year 1910:

Business	Number of licenses issued.
Breweries .....	4
Wholesale liquor dealers .....	20
Wholesale liquor dealers and rectifiers.....	10
Saloons, dram drinking places.....	419
Groceries—liquor .....	10
Restaurants selling liquor .....	35
Theaters, first-class .....	8
Nickelodeons .....	8
Nickelodeons .....	24

And as showing the size and influence of the liquor traffic in Portland and its close relations with the city government, the following statistics are quoted:

"Liquor licenses last year in Portland made up \$360,800 of the general fund of \$630,299.47, or \$101,300.53 more than all other licenses, fees and moneys which go to make up the city's general fund.

"Liquor licenses have borne about the same ratio to the general fund in previous years as last year and the present year. In 1901, liquor licenses made up \$169,730.96 of the \$234,422.40 in the general fund; in 1902, \$193,084.06 of the \$225,655.89 in the general fund; in 1903, \$140,683.35 of the \$294,280.98 in the general fund; in 1904, \$163,799.75 of the \$330,957.20; in 1905, \$208,891.95 of the \$383,464.75 in the general fund; in 1906, \$218,166.60 of the \$392,114.02 in the general fund; in 1907, \$330,241.46 of the \$504,065.25 in the general fund; in 1908, \$367,425 of the \$577,655.82 in the general fund; in 1909, \$390,800 of the \$630,299.47 in the general fund; in 1910, \$364,939.95 of the \$672,088 in the general fund."

In the political contest just closed (November 8, 1910) in this state, state prohibition was the paramount question with the great mass of the steady-going thinking voters. It is not the purpose of this book to discuss the policy or rightfulness of this or any other moral or political question, but simply to point out the trend and efforts of economic causes. The entire cost of operating the 419 saloons and the 40 or more cheap theaters, nickelodeons, etc., must be set down to economic waste, a waste of time, labor and capital. The sum total of cash expended and of waste of time cannot be less than three million dollars per annum.

But the waste of the money is not all of the results of this patronage of saloons and amusements. Those who profit and live by it are continually put on the defensive to defend it from the attacks of those that would destroy it. This compels the saloon interests to go into politics to protect a business rather than a political principle. And to the extent that any political party submits to control or influence by any special business interest, moral or immoral, it becomes the agent of personal rather than political policies. The same may be of course justly said of the financial interests represented by railroads, banks, or protected manufacturing monopolies. These influences modify the life and character of any community and of the children raised in such community.

It is easy to see, and capable of absolute proof by living examples of thousands of successful men, that any laboring man in this city of Portland, or elsewhere in Oregon, if working for only the lowest wage of two dollars per day, can save money enough in a few years, over and above the necessary cost of living in a decent, honorable way, to purchase land, or otherwise make himself independent of the daily grind of a wage servant and make himself an honorable, respected and useful member of society.

That the saloon and the cheap theater has an influence on the morals as well as the economics and politics of any community there can be no dispute. The Catholic church in America is the most liberal and broad-minded of all the religious organizations on all questions of morals. And for both moral and economic reasons, this great organization has taken, along with the Protestant churches, a positive and unyielding stand against the saloon. The question, then, of the advance or retreat of public opinion on the question of prohibition of the liquor traffic, becomes pertinent to any history of any community. The city has recently defeated by a majority of 6,500 votes, the proposed law to prohibit the saloon in Portland; and recorded its voice and influence in favor of local regulation as against state prohibition.

But notwithstanding this decisive vote against total abstinence, there have not only been changes, but also progress. Forty years ago Portland had for two years a city council of nine members, six of whom were saloonkeepers; and the mayor himself, Hamilton Boyd, was a patron of saloons; and the marshal (chief of police), James H. Lappeus, was also the proprietor of a saloon. There were at that time about thirty saloons in the town; and it was a straight whiskey proposition. The marshal enforced the ordinances strictly, and the council gave the city a clean, honest government without grafting contractors of any kind. The saloon was not then used as an aid to gambling, robbery, or the debauchery of women. With the increase of population and strife for money, came the demoralization that aroused the dormant conscience of the church, and the forethought of the parents of children, to place restrictions on the saloon or destroy it altogether. This battle is now on throughout the nation. It will not cease. There are a hundred prohibitionists now to the one who preached to empty benches forty years ago.

#### MORALITY, THE MUNICIPAL ASSOCIATION.

As a bond of union or connecting link between the vital interests of industry, morality and politics, the Portland Municipal Association deserves honorable mention in this chapter. Organized July 14th, 1903, the association accomplished

a great work for public morality and civic virtue within the first four years of its existence. Its first board of directors was composed of F. S. Akin, J. W. Bell, W. H. Markell, E. C. Bronaugh, F. A. Frazier, Miller Murdoch, John A. Patterson, and W. L. Johnston; and of which board, W. J. Honeyman was president, John Bain, secretary, and D. A. Patullo, treasurer. The membership of the association was about two thousand voters in the city; and the total income from membership dues and special contributions for the first four years was \$4,453. The association justified its organization, and proceeded to active work upon the following principles:

"The welfare of the state is superior to the interests of any single enterprise or class.

Party politics should have no place in municipal government.

The vices of a city form the breeding-ground of graft.

The morality of a community is the foundation of its prosperity."

Upon the above platform, within its first four years, the association put an end to prize fighting in the city, open gambling, slot machine lotteries, restaurant and saloon "boxes," dance halls and combination "houses," closed the liquor saloons on Sundays, drove the social evil into hiding, and overthrew a city government presided over by the most distinguished and popular citizen of the state. No other citizen organization in the history of the city ever accomplished so much, and with so small an amount of money. Throughout this strenuous conflict for the four years, Mr. John Bain, the secretary, Miller Murdoch, the attorney, and David A. Patullo the treasurer bore the brunt of the battle.

The laws are enforced by the present mayor, Joseph Simon, and his chief of police, A. M. Cox. In the month of July, 1910, 25 convictions were secured in the police court against highly respected citizens for violating the speed law against automobilists.

Violations of the liquor and gambling regulations have been followed closely. Grill rooms where women were served have been put out of business. Violations of the Sunday closing law have shown diminution.

Fines and forfeitures collected in July will exceed \$4,000, as against \$1,831 for the corresponding month last year.

#### THE POLITICAL DRIFT.

For many years the political sentiments of the city presented a solid unbroken front in favor of the republican party. And like most all other American cities, the hosts of the dominant party were handled by a skillful restricted leadership. The official plums and juicy party patronage was distributed with a discriminating sagacity that suggested the vital importance of standing well with and close up to the party leader. As long as the fires of the southern rebellion could be worked to throw a halo over the partisan warwhoop, the republican leaders had little trouble in keeping their adherents in line. There came, however, a time when the issues of the civil war seemed to have been decently buried and the grass grown over their graves. Then came questionings and doubts as to the absolute necessity of always voting an absolutely straight ticket. Hard times came on and new political issues arose. The populist party was organized. It rushed on to the battlefield as the friend of the people, and as the defender of unlimited coinage of silver money. Its advent was resented by both the republican and democratic parties; and they united to defeat the new party men—and did defeat them, and finally drove the populists from the field.

But they retired only to re-appear in another form. In their brief career as a party the populists had made a wide acquaintance among farmers, union labor men and small tradesmen. They were the people, and they appealed, not to millionaires, and great corporations but to men of moderate or humble circumstances. They brought forth three new political propositions. First, a direct primary nomination of all candidates for public office, by the votes of the electors and not by the selection by a convention. Second, the making of laws by the ini-

tiative of the people upon petition filed with public officials, and voted upon direct by all the electors, and third, the referendum from the acts of the legislature, or law making body, whereby the electors at the next ensuing election could by ballot directly affirm or disapprove of any act of the legislature.

The first result of these innovations was to enable the people to propose and adopt laws that under the old regime could not get a hearing before the legislature. The second result was that the legislature, which never represented the average intelligence of the state, is reduced to a mere body of clerks to prepare laws for reference to a popular vote of the people. The third result is disorganization of both the old political parties.

Disorganization of the party starts at the primary election. With money in hand to foot political log rolling accounts, a skillful and unscrupulous political manager of one party may emasculate and corrupt the primary of the opposing party, by votes from the ranks of the opposition who falsely registered their political party associations at the county registry; and thus name for a party a candidate or candidates that cannot poll the strength of the party at the general election. In such a pass, the machine manager puts forward an "all things to all men" candidate, and defeats the candidate he had already imposed upon the opposition party. This scheme has been twice successfully carried out in Oregon, on the most important offices in the state.

In the present (1911) legislature the republicans will have 13 senators and 30 representatives in favor of the assembly plan of suggesting candidates for office; and 14 senators and 27 representatives who are opposed to the assembly plan. Thus while it is possible for the anti-assembly republican senators, with the aid of three democratic senators, to organize the senate and pass such laws as they choose, the assembly members of the house of representatives holding one-half the vote of that body, can defeat any bill passed by the senate; and thus dead-lock the legislature on a question of purely party management. This dilemma is further complicated by the fact, that while the republicans having a registered voting electorate of 85,000 in the state to a registered democrat electorate of 26,000, the democrats have elected their candidate for governor by a majority of 6,000; and he will stand ready to cast his veto power, for or against legislative measures according to his view of their political influence on the future interests of his political friends. The questions of education, saloon regulation, taxation, corporation control, bank guarantee, pure food, or the tariff on foreigners or foreign goods, have now no certain standing and support in the legislature or before the people.

By making an issue and division inside the party lines, of "assembly" or "anti-assembly" for the suggestion of candidates, a political party is "slaughtered in the house of its friends." For if there can be no consultation and unity of action, the weakest and worst men in the party will be imposed on that party as its candidates by the action of the opposing party falsely registering, and falsely voting at the primary.

The effect of all this political "crookedness" does not end with the party that is divided and defeated. The corrupting practices cannot be made successful without demoralizing the party that contributed to their success; and without ruin to many worthy and aspiring men in its own ranks. And sooner or later the dishonorable trick planned to ruin the opponent will return to plague the inventor. The great mass of the electors intend to be honest and play fair. They may be hoodwinked and misled for a season, but eventually dishonesty in politics like dishonesty in business, will overwhelm the guilty parties. The famous saying of Lincoln will be verified over and over—that a part of the people can be fooled all the time; and all the people can be fooled part of the time; but all people cannot be fooled all the time.

#### THE LESSON OF IT ALL.

Soon after the adoption of the national constitution in 1789, Washington wrote a letter to his bosom friend, General LaFayette in France, from which the following extract is taken:

"I expect that many blessings will be attributed to our new government, which are now taking their rise in that industry, and frugality, into the practice of which the people have been forced by necessity."

As many persons are prone to expect from the forms of government those benefits and blessings in life which can only come from industry, frugality and morality, it seems necessary to point to this eminently wise and good man, very properly named "The Father of His Country," as a teacher of that which is true, sound and safe on the subject of our municipal as well as national prosperity. No code of laws, form of government, or manner of its administration, can confer happiness and prosperity upon any people burdened with paupers, misled by ignorance or demoralized with vice or dissipation. Eminent for industry, frugality and all the virtues of private life, Washington had, more than any other man of his time, taken note of the things that made men strong, useful and successful, and clearly saw that while the new constitution and government was a necessity to bind the people together and found a nation, yet it was the virtues of the individual man that must bring happiness and prosperity to all the people.

And with this index to the prosperity and happiness of our forefathers, we can see in the lives and acts of the pioneers of Oregon and Portland, the setting of the tide towards the prosperity and happiness of their descendants. Satisfied with the old fashioned simple ways of life, they devoted their energies to the development and cultivation of those qualities and virtues which promote the permanent welfare of all men. They devoted their resources, economized their savings, and freely gave of their substance to lay the foundations broad and deep to maintain the institutions of education, morality and religion. The pioneers clung to the never-failing all-conquering virtues of industry and frugality. Their lives would not adorn a modern novel. They may seem hard and uninteresting to their gregarious joy-riding, happy-go-lucky successors. But they had no need for a penitentiary, and nobody to lock up in an insane asylum; no state wide convulsions to restrain the demoralization of saloons, and no prosecutions of the unspeakable "white slave traffic." They wrought for the real, the enduring good of their fellow-men and women. Great wealth and vulgar display had no attractions for them. They would fight for what they considered righteousness and justice; and would not compromise for temporary gain. They professed a religion of fixed and unyielding dogmas, and lived up to its tenets as necessary to salvation. They established schools to teach what they believed, and that enforced a discipline that produced vigorous self-respecting men, and supported them with their own money and not that of the state. Football sluggers, college yells, and hazing ruffianism had no place in their curriculum.

In any comparison with present day conditions and people, the old pioneers will rest in honored graves and enjoy for all time an immortality of fame.

It would be interesting to inquire how far the pioneer spirit influenced present day conditions. The three questions that provoked the most discussion in the provisional government legislature (leaving out the national question) were those of education, temperance and morality. The impress of the pioneers in education comes down to the present in the three successful colleges they established—the Willamette, the Forest Grove, and the McMinnville; and the St. Paul's and St. Mary's seminaries. And these schools substantially hold to pioneer ideals in thoroughness, high moral aims, and utilitarian results. The foot-ball craze does not in these schools overawe all other forms of training. From one of these schools graduated an editor of national reputation, and without a superior in the nation. From the same school graduated the state's most efficient member of congress in the past; from another of these schools went the state's most efficient member of congress of today, and the third school sent forth a president of the American Medical Association, a United States senator, another congressman and a supreme judge; and a long list of other men of equal fame and honorable public service—all sons of pioneers. A long list of other men and women in addition to many names already noticed in this book might be made, showing the fiber and persis-



tence of the pioneer stock. What school of the moderns can make any such showing? Not even the colleges of other states can send here men of equal ability, honorable record, and public service. And the test of public service can be fully equaled in all ranks and employments in the state where the sons and daughters of the pioneers have been brought into comparison with the standards and competitors produced by modern ideals and teachings.

It is not necessary to claim that the sons and daughters of the present era—the actors on the present stage, have not equal natural ability with the children of the pioneers. It is not a question of ability, but a question of training and environment. The moderns have not less ability, but different training. Just as the twig is inclined the tree is bent. The people of the present day have allowed themselves to be persuaded that a vast amount of training, the study of a great number of books, and “cramming” the youthful mind with a multitude of subjects is necessary to an education. It is not education at all, but dissipation. If a department store brain and equipment for life is the aim of the parent, then he will get a department store clerk as the outcome of his boy in nineteen cases out of twenty. That will be the result of training.

As to environments, the conditions are even worse for the boy than the popular college. Called to take their places in the ranks of modern town society, the young man or woman finds themselves beset on every hand with all manner of influences to divert their minds and attention from the real and serious things of life, to the dissipation of time and money on the “attractions—advantages of society.” Many of these things occupy the mind to the exclusion of more useful and important concerns, and not a few of them are morally debasing. It will not be claimed that relaxation from study and business should not be indulged in. Neither will it be claimed that clean and healthful amusements have no value. All work and no play will make Jack a dull boy in the majority of cases. It is not the play, but the character of it, and the extent of it that dissipates the mind. Evil influence comes in where “money making” insinuates its graft on the minds and morals of the young. Fifty years ago, the idea of playing base ball for money, or “slugging” on a foot ball field for the gate fees, would have provoked the same horror to parents, as the Roman holiday, which two thousand years ago, cast malefactors and Christians alike to an arena of Numidian lions.

The one chief factor that has changed the standards of character and rectitude in modern times, from the standards of the pioneer days, east and west, is the corrupting influence of corruptly accumulated wealth. The old Jewish prophet was not mistaken when he declared that “the *love* of money was the root of all evil.” Go back as far as you please, and you will find that the pioneer founders of all the abiding benefits of American civilization, were satisfied with a very modest amount of this world’s goods and gear, as compared with their descendants of the third generation.

What do we see now? Greater inequalities of wealth and position in the United States within 134 years after its founding, than in any European nation that is a thousand years old. Direct poverty alongside of single fortunes of two hundred million dollars accumulated in forty years. Working men clubbing and beating working women in a contest for labor and bread, in a city of two million people which is not yet two generations old; and where men have accumulated fortunes of fifty million dollars, from the labor of their fellow men, in a single generation. Combinations of capital to fix prices, and raise or depress wages, increase or decrease the supply of commodities, and drive out competition, with a more effective and autocratic power than was ever exercised by any absolute monarch of any old world dynasty. Unscrupulous adventurers, casting behind them all the restrictions of honor, decency and fair play, with millions accumulated from reckless gambling or downright extortion, buying their way to the highest legislative or executive offices, to disport their vanity and corrupt the public conscience.

It is therefore, little wonder that the laws of nation, state, and municipality has had to be reformed, on a stricter basis than the Jewish lawgiver’s ten com-

mandments. So that we now see the bounds of theft and robbery defined to the limits of a hair's breadth; and the tax payers compelled to support men to prevent short weights in every commodity, to prevent adulterations of every article of food that can be mixed, watered, sanded, diluted, or substituted. And with all the acumen of reformers, and the vigilance of honest voters, the purgation of cheats, frauds, and mountebanks has so far failed to reach that last refuge of the rascal—the patriot that buys his way into the United States senate.

Sixty years ago the banker, manufacturer, tradesman or farmer would have been horrified at the idea of a public officer set to watch his dealings and compel him to be honest. And in those halcyon days no voice or suspicion was ever raised or needed to be, that any public official was anything but the honest man his neighbors took him to be. There was not then any Aldriches in the United States senate voting millions of dollars into their private purses through tariff taxes upon their neighbors; and there were no dilettante golfers disgracing seats alongside of Daniel Webster, Henry Clay or honest old Tom Benton.

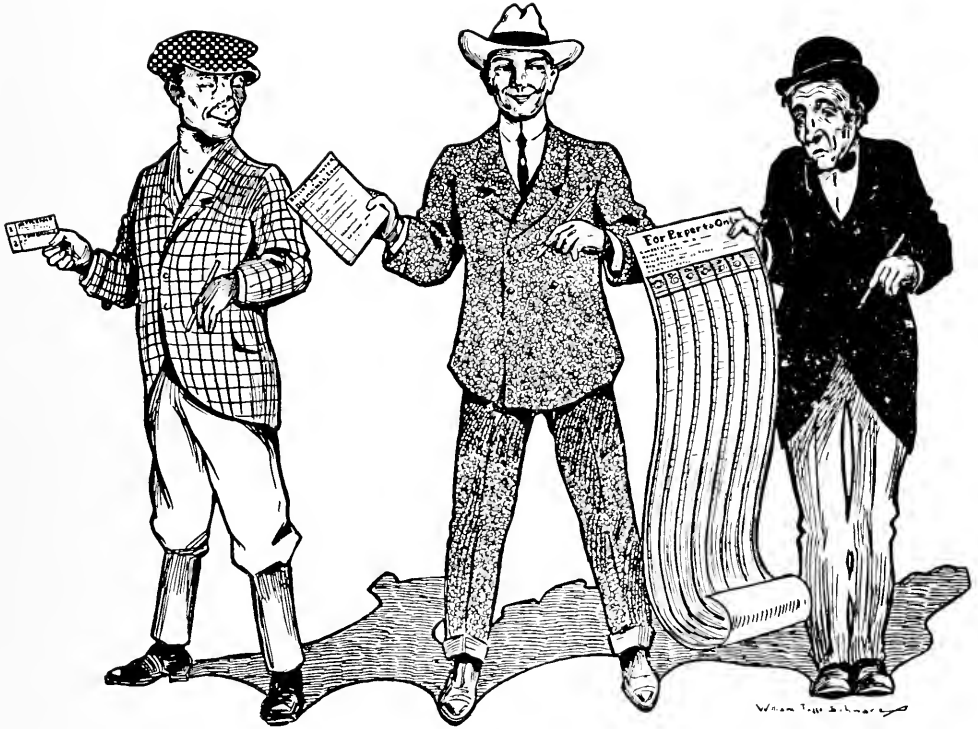
These observations do not apply any more to Portland than to other cities—not even as much. Look at old Virginia, when a colony of farmers, producing George Washington, Thomas Jefferson, John Marshall, James Madison, James Monroe, Patrick Henry, John Randolph, "Light Horse Harry" and Richard Henry Lee. The world never before, or since, beheld such a group of intellectual giants. Every man of them reared on a farm. What is Virginia in the national councils today? Nothing! The same may be said of Massachusetts and any other of the eastern states. Ohio and Iowa are about the only states that can make tolerable comparisons of the present with the past; and both states are very largely a state of farmers, small traders and artisans. New York with all its millions, has nothing to show but Roosevelt and Hughes. To be sure, there is Rockefeller, Morgan and Carnegie—but they will never be enrolled among the patriots or the saints.

That was a favorite piece of declamation among the boys and girls at the country log school houses sixty years ago, where Edward Everett tells the American people, "We must educate, we must educate, or perish by our own prosperity." Edward Everett was the most perfect and conspicuous example of not only all that collegiate culture could do for a man, but he had, from favorite fortune been able to add thereto all that foreign travel and distinguished associates could confer. And he was the best specimen of the conservative statesman prominent in the public affairs of his era. He was willing to temporize with slavery in the south, even when Whittier's lines were burning up the fame of Webster, and Phillips and Garrison were shaking the fabric of national peace with their thundering appeals to the conscience of the people. How much of this character Everett owed to his inherited temperament, and how much to the environment that made him the polished man of letters it is useless to guess. He was a type of a large class of men who trusting more to books and colleges halted and hesitated to grapple the monster that threatened national unity to preserve national disgrace. In that supreme trial of all that was good, grand and heroic, in the patriot, the man who came to the front to save the nation knew nothing of collegiate culture, or even the advantages of the common schools. The character which placed him next to "The Father of His Country," was of the heart and conscience, rather than of the head or of culture, and education.

It was from principles of action rather than ability to act. The uneducated man with right principles is a safer citizen than the man with all knowledge and education, and no principles. "I am not bound to win, but I am bound to be true. I am not bound to succeed, but I am bound to live up to what light I have. I must stand with anybody that stands right; stand with him while he is right and part with him when he goes wrong."

Upon that platform the people gave Abraham Lincoln their supreme unre-served confidence and support. And with that principle, made the rule of action of every boy and girl, the city will be safe, clean, honored and prosperous for all





**THE GLASGOW VOTER**  
(Scotland)

My city is governed by the Council and my ballot contains just the single office Councilor from my ward. I have one man to choose and it's so easy for me to know what I'm voting for that I never get buncoed. That's why Glasgow is the best governed city in the world.

**THE DES MOINES (IOWA) VOTER**

My city is governed by a commission of Five, and my ballot contains just those five offices. I have just five men to choose and you can't fool me into voting for a man I don't really want. No long ready-made tickets for me—I'm boss myself with this Short Ballot, and the politicians in this town are out of jobs.

**THE PORTLAND, OREGON VOTER, WITH A BALLOT THREE FEET LONG**

My city, county and state are governed by hundreds of elective officers and my ballot is so long with seventy-five candidates and thirty-two initiative laws, that no one but a professional politician can vote it intelligently. I'm voting half the time for men I wouldn't vote for if I could find out about them. My ballot is designed to favor the expert politicians and befuddle the plain voter, and it succeeds. That's why I have government by politicians instead of government by the people.

time—colleges or no colleges. The election just passed shows that there are many thousands of men and women willing to battle for truth, purity, morality and justice. It is a long and serious contest—line upon line, and precept upon precept—to make and preserve a national character. Our old pioneers had a comparatively easy job in their time; for there were not many of them, and very few temptations compared with this day. While the moral status of a city is not necessarily the life of all its people, yet it has a powerful influence on every individual life. That influence is exerted upon the young and inexperienced, when too young or lacking in experience to discern the influence of conduct or associations. That there is a standard of morals or ethics which rules a city or state in its organized civic life, and which carries its people upward or downward in the eventful wind up of society, there can be no doubt. And recognizing this principle, as derived from all history, we have the lines:

“There is a moral of all human tales,  
 ’Tis but the same rehearsal of the past,  
 First, freedom, and then glory—when that fails,  
 Wealth, vice, corruption—barbarism at last,  
 And history, with all her volumes vast, hath but one page.”

But over against that is the life of the individual soul, or family, determined to not fail. Society and all its privileges, functions, advantages or drawbacks may have done its best, or its worst, yet anchored to the immutable principles of truth, justice and morality it rises above the base, the brute, the weakness of human nature, and mounts to the summit by slow and painful steps.

“By the things that are under feet;  
 By what we have mastered of good and gain;  
 And the vanquished ills that we hourly meet.”

From the individual we turn to the state, from the unorganized mass to the concrete civic organization; and find under the new system of law making a reversal of the practice and experience of all American states since the formation of the federal union. Under the new system of law making provided by amendments to the state constitution, there are for the city of Portland, five separate, distinct and diverse law making powers.

*First:* primarily, the electors of the city.

*Second:* the common council of the city.

*Third:* the port of Portland commission.

*Fourth:* the legislature of the state.

*Fifth:* the electors of the state.

All of these authorities have the power to levy taxes; one of the most important of sovereign powers. And each have also many other powers, and may have the power to extend their own authority. This is not settled, and the supreme court has apparently avoided an opinion on the point in cases which have come before it. A revision of the state constitution seems to be demanded to segregate and limit these authorities, and to harmonize and unify the local and municipal authorities with that of the state. And to the force or weakness of the above enactments is added the power of the electors to “recall” and remove from office any public official, or administrator of the law, no matter at what stage of his service, or in what measure he is endeavoring to carry out measures affecting the public welfare. How far such a “club” prevents the people from getting the services of the most capable and conscientious men, is an important question.

But it is not upon the technical statement of this new system or its administration, that we will dwell; but on its influence and possible results. It was the criticism of the historian Macaulay, that the Americans had set up a government that was all sail, and no ballast. And that as long as we had plenty of free land

to give away, all might go well; but that as soon as the land was gone, and population began to press upon production for ease and comfort, then the trouble would come.

We are prone to think the ancients knew but little of value. We throw aside the experience of older communities as worthless. The bible is voted a useless book. And proud of all the achievements of science put on all steam and sail, and breast the future with unconcern. But one thing—one unalterable unchanging truth, we forget—human nature does not change.

“Their climes they change, and not their minds, who sail across the sea.”

The conspiracies, fights and factions of ancient Greece and Rome are re-enacted in every modern nation.

“In yon field below,  
A thousand years of silenced factions sleep—  
The Forum, where the immortal accents glow,  
And still the eloquent air breathes—burns with Cicero.”

The pendulum swings. From the Areopagus of Greece and the Forum of Rome to King John at Runnymede, was a thousand years. By slow and painful marches through every phase and graduation of power in the hands of the people, and to the hands of the King, Greece and Rome had fallen to rise no more; and England had risen to the dignity of a nation that administered laws and justice through parliaments and courts.

The pendulum swings. From Runnymede to Philadelphia in 1776 was 560 years. By the invention of the magnetic compass, the art of printing, and the discovery of America, kings had been shorn of absolute power, parliaments had taken the place of mass meetings to make laws, and a new nation had been founded on the principle of representative government.

The pendulum swings. From the declaration of American independence to the settlement of the North American continent from the Atlantic to the Pacific, and the adoption of the principles of direct legislation by the people of Oregon, is 130 years; and, the pendulum swings again—swings back 600 years to Gessler, Tell and the Swiss mountains; back 2,000 years to the Caesars, to Pericles and law making, law executing by the decrees of the people in public mass meeting. No! not by the people in popular assemblies; but by the people in divided, separated independent units and a secret ballot. Is this reform? Is this progress? Has all the experience of two thousand years, the statesmanship of Pericles, the wisdom of Cato, the learning of Bacon, the patriotism of Washington and the great heart of Lincoln—all, all gone for nothing? Is there no wisdom in counsel; no strength in combination? Is it now to be a factional scramble for place and power by antagonistic and diverse interests; great capitalists, great corporations, multi-millionaires, deft political schemers, all appealing to the ignorance, prejudices or self-interest of rival and incoherent bodies of unorganized voters?

Civil government is now on trial in Oregon, as never before, and the end is not yet.

## CHAPTER XXXII.

1825—1910.

*Vancouver—First White Settlement in Old Oregon—The Governor of the Vast Wilderness—The Character of Old Vancouver—The Disputed Hudson's Bay Company Title—Modern Vancouver—Great Prospects in the Future—The Home of Great Enterprises.*

(BY A CITIZEN OF VANCOUVER.)

The settlement at old Fort Vancouver was the first permanent settlement by white men made in old Oregon. The establishment set up at Astoria by John Jacob Astor was never anything more than a fur trader's post. Even after abandonment by Astor's men and taken by the British gun boat, and then still later occupied by the Hudson's Bay Company, it was throughout only a temporary settlement to serve a passing exigency. If Astor had not been betrayed by his own men and the establishment captured by the British, there can be no doubt that Astor would have founded a city at Astoria that would have forestalled the building of a city at Portland.

It is true that the Hudson's Bay Company settlement was also temporary and intended only to accommodate the fur trade of that company. But the circumstances of the settlement, meeting the oncoming tide of American immigration, forced a result that the British traders never expected or intended, and one that the directors in London greatly deplored. It attracted people to the old fort to trade for goods, to sell peltries and to support immigrants, and gather around it a nucleus of humanity that in the end located the city of Vancouver.

The site of Vancouver was located by Lieutenant Robert Broughton, of the British exploring ship, Chatham, commanded by Captain George Vancouver of the British navy, on October 26, 1792, fourteen days less than 300 years after Columbus discovered America. Vancouver had sailed into the mouth of the Columbia on the 19th of October, but did not think it was much of a river. But to satisfy his curiosity he put Broughton in a small boat with a half dozen sailors and sent them up the river. They were seven days in getting up to the site of this city, and so pleased with the location that they named it after their captain—and the name stuck.

According to Vancouver's report, Broughton, before leaving here, took possession of the river and surrounding country in his Britannic Majesty's name. This place remained a vast wilderness, inhabited only by Indians, until after the consolidation of the northwest and Hudson's Bay Fur Trading Companies.

Dr. John McLoughlin, who had been given the position of chief factor of forts in the west, while passing down the Columbia to take charge of Fort George, now Astoria at the mouth of the river, noticed an attractive little plain near Point Vancouver. Seeing the many advantages of this position, he determined to make it his headquarters, and therefore, in the latter part of 1825 he moved his headquarters from Fort George to Fort Vancouver. Because of

its geographical location, it was a converging point of trappers, and because of its fertile surroundings, it was all that could be desired agriculturally. The fields were cultivated, and a grist mill and a saw mill were built. In a very few years, many bushels of grain, besides those used in supplying the other forts and settlers, were shipped to England. They also raised many cattle on the excellent pasture lands.

At first the fort was built about one mile from the river. Four years later another establishment which was simply a stockade, was built on lower ground near the river bank. It was made of posts about twenty feet long, which enclosed a rectangular space thirty-seven rods in length, by eighteen rods in width. It contained all the principal buildings including Dr. McLoughlin's residence. The servants of the company with their Indian families lived just outside, where, in course of time, a considerable village grew up.

Dr. John McLoughlin, who was virtually ruler of the northwest, was a man of great integrity and firmness of character, but very kind. Although his first consideration was always his duty to his company, it was impossible for him not to befriend the American settlers and explorers who often arrived, hungry, sick, and ragged after the hard overland trip. He also furnished them supplies on credit, which he himself was often forced to pay.

He and the other officers of the company made it a policy to keep the settlers south of the Columbia river, which they hoped to make the southern boundary of their territory, although the joint occupancy treaty of 1818 gave these settlers equal rights with the English.

Among the early comers whom he befriended, was Jedidiah S. Smith, one of the earliest rival fur traders, who arrived at Fort Vancouver after an overland journey from California to Oregon. He was the first to make this trip. He had been robbed of his furs by the Indians whom McLoughlin's men later captured. McLoughlin then bought the furs from Smith for twenty thousand dollars.

John C. Fremont, our pathfinder, says of McLoughlin: "He received me with that courtesy and hospitality for which he was noted; and all the immigrants, arriving, had been furnished shelter so far as it could be afforded in buildings connected with the establishment."

Another pioneer trader was Nathaniel Wyeth, whose plans McLoughlin tried to frustrate, and whom he finally forced to sell his rival fur trading establishment located on a nearby island. Upon his arrival, however, he was entertained at the fort and he and McLoughlin became good friends.

Captain Charles Wilkes, while in the west, with a few companions, was welcomed here and he greatly admired McLoughlin's rule over the Indians. It was while Wilkes was here it is alleged that he advised against a provisional government, for which the settlers were working.

Jason and Daniel Lee, with co-workers, the first missionaries in the Oregon country, had come across with Wyeth's party and arrived at Fort Vancouver on the 17th of September, 1834. Here was preached the first gospel sermon in old Oregon on the 26th of September, by Jason Lee, to a large audience, composed of Americans, Scotch Canadians and Indians.

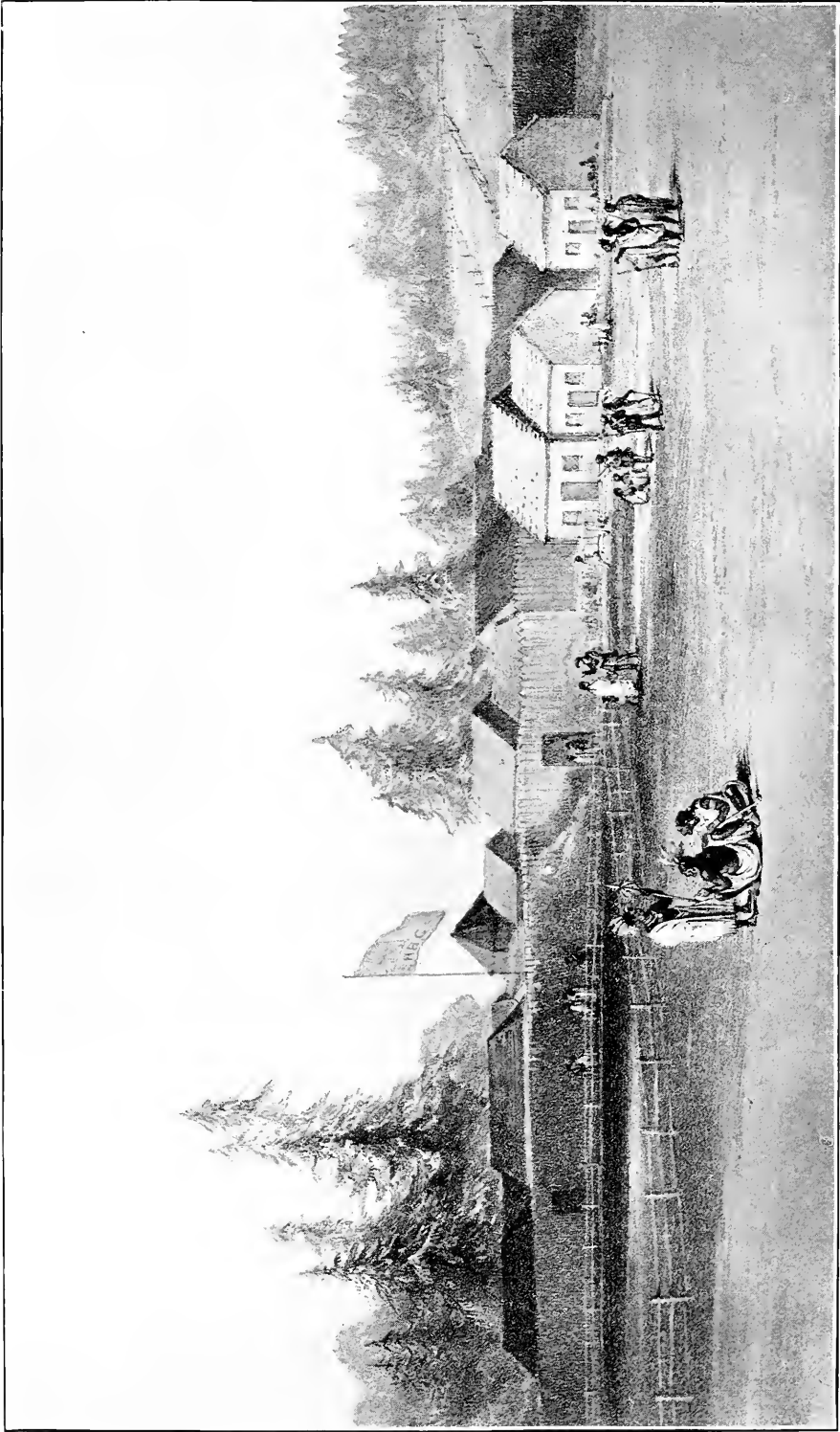
The seventy-fifth anniversary of this first sermon was celebrated at Vancouver in 1909, with appropriate exercises, including the reading of the original diary of Jason Lee. The spot where the sermon was preached has been identified in the government pasture field, and the Vancouver History committee think it appropriate to mark this spot with a permanent monument. This will be left to the Washington Historical Society. A fund, however, was started for the erection of a memorial in the city park.

Dr. Marcus Whitman and co-workers were also welcomed at this fort and furnished with supplies. Their wives remained here until the mission at Walla Walla was completed.

Social life at the fort was very pleasant. The officers were all men of good education and enjoyed good literature. In the spacious dining hall, meals, sump-







OLD HUDSON BAY COMPANY, FORT VANCOUVER, 1827



HUDSON BAY COMPANY FORT AND VILLAGE OF VANCOUVER—1854



tuous enough to please the appetite of an epicure were served. On special occasions, preparations, equal to those of Thanksgiving time in the colonial days, were made. The wives of the officers were usually half-caste women; but were often good mothers and housekeepers. They, with their children, ate in a separate hall.

The village had its regattas, balls and other amusements, rendering it a place of much gaiety, especially about June, when the brigades arrived with the up-river trade, and their crews of jovial, picturesque French voyageurs.

The first school was taught here in the winter of 1832-33 by John Ball, who had come from New England with Wyeth.

Religious services were often held by visiting missionaries or by Dr. McLoughlin, himself. On one of the return voyages, from Canada, two Catholic priests were brought and were furnished with property by the Hudson's Bay Company.

The first steamship to appear on the Pacific coast was the "Beaver" in 1835. It was built on the Thames for the Hudson's Bay Company. The officers of the company in England became dissatisfied with McLoughlin because of the hospitality he showed the settlers, and because of his having started a farm and having built a saw mill at Oregon City.

According to Rev. Dr. Atkinson in an annual address before the Pioneer and Historical Society of Oregon, held in Astoria on the 22d day of February, 1876, Dr. McLoughlin answered these charges by saying:

"When any person comes to my door, starving and naked, I will feed and clothe him. I have done my utmost duty to the company, but when you require me to sacrifice my duty to my fellow-man and to my God, I can serve you no longer."

He resigned his office and thenceforward identified himself with the American citizens.

His resignation was accepted and James Douglas, his old friend and fellow worker, succeeded him.

After the forty-ninth parallel was agreed as the boundary line between the United States and English territory, Fort Vancouver was upon United States land, but was maintained by the H. B. Co., for a number of years while financial negotiations were being concluded, which were effected on July 1, 1863. Then the Hudson's Bay Company, who had maintained headquarters here for about thirty-five years, abandoned it forever, and moved to Victoria, B. C.

Vancouver barracks, the government post now occupying this site and lying wholly within the city limits, is considered the most healthful and most beautifully located post in the United States. It was established on the site it now occupies by Major Hathaway, and Captain B. H. Hill, with permission of the Hudson's Bay Company, whose rights were still recognized on the 15th of May, 1849, as Columbia barracks. They, together with Company L and M, of the First Regiment of the United States propeller "Massachusetts" came around Cape Horn. They were the first United States troops to arrive on the North Pacific coast. Company M was left at Astoria, while Company L proceeded to Vancouver and camped temporarily in the rear of the Hudson's Bay Company's fort until their quarters were built. It was Major Hathaway's command that erected the first buildings here, which were made entirely of hewn logs.

Colonel Loring, who arrived late in the summer with a battalion of mounted riflemen, erected most of the buildings.

About the 21st of September, 1852, Lieutenant Colonel Bonneville arrived with a detachment of the Fourth Infantry, after a journey of many hardships across the Isthmus of Panama, and a trip by steamer from San Francisco. Soon after his arrival, the government took a reservation of six hundred and forty acres, whose boundaries were located by him as they now stand, and began at a cotton-wood tree near the river.

On the 13th of July, 1853, shortly after the division of the Oregon territory, the name was changed from Columbia barracks to Fort Vancouver, which name was again changed on the 5th of April, 1879, to Vancouver barracks, the name it now bears.

With this infantry came Captain U. S. Grant (afterwards President Grant) who was regimental quartermaster, and who was stationed here for about two years, residing near the river.

Sergeant Robert Williams, one of Vancouver's pioneer soldiers, furnishing much of this information, was in this same regiment, and played an honorable part in the wars against hostile Indians. He is still living at Vancouver at an advanced age.

Troops stationed at Vancouver took part in the various Indian wars including those against the Yakima and Nez Perces Indians.

It is alleged that it was by the aid of an Indian princess, Winnemucca, that the Nez Perces war was brought to so early a close. Her father, Chief Winnemucca, had always befriended the whites and at this time the hostile Indians were trying to force him to join them. Then it was that Winnemucca broke through the hostile lines and fled for help to the approaching army under General O. O. Howard.

She was brought back to Vancouver barracks, by Howard, and became a teacher of the children of the Indian prisoners. She had been educated by Catholic sisters of San Diego. She captured the heart of a sergeant at the fort whom she married and upon his discharge they left the fort.

Some years while P. Hough was principal of the Vancouver Columbian school, a tree was planted and named in her honor on the school grounds. Many of the early pioneers remembered seeing this Indian maiden.

Vancouver barracks has now become a very important fort and is now the headquarters of the department of the Columbia and Alaska. Many different regiments have been stationed here and it served as a recruiting ground during the Spanish-American war. Generals Otis, Anderson and Funston and others prominent in the Spanish-American war have commanded at this post.

But let us return to the early settlement of Vancouver and vicinity.

After an overland path had been made from the east, many settlers began to come into the Oregon country. Some found their way to Vancouver, but as we have said were always discouraged by the Hudson's Bay Company from settling north of the Columbia river. However, a few of the braver ones, in spite of their threats, were obstinate.

One of the earliest settlers was Henry Williamson, who staked out a claim on the present site of Vancouver, where he built a log cabin and had a part of his claim laid out in town lots by Surveyor F. W. Crawford, father of E. G. and W. P. Crawford, two of Vancouver's prominent business men.

Not long after this in 1845, came Amos M. Short and his heroic wife, Esther. Although the Hudson's Bay Company showed a great hostility to them and refused to furnish them supplies, they nevertheless, laid out their claim beginning at a certain balm of Gilead tree and erected their log house and built fences. The English officers did everything possible to harass these pioneers, even to destroying their fences and at one time while William Short was away, they placed Mrs. Short and the children in a batteau with one oar and set them adrift on the Columbia. It was only with the greatest effort that she was able to save herself and her children.

While William Short was absent, at another time, at Oregon City, awaiting trial before the Oregon provisional government, for having shot an officer, an interesting little incident happened which is told by Glenn W. Rauch, a son of one of Vancouver's early pioneers in his "Pictures of Northwest History."

"A small squad of men was sent under Fi Ceatte, an adventurous Courier-de-bois who had been in the employ of the company for many years, with instructions to continue the work of destroying the fences. When Esther Short



FIRST CATHOLIC CHURCH BUILDING  
ERECTED IN OLD OREGON AT  
VANCOUVER





saw this little army approaching her castle, she was very indignant. She felt she had suffered from British cruelty long enough and was determined not to bear this tyranny longer. So just as Fi Ceatte put his hands upon the topmost rail and began to wrench it from its place, by a deft swing of her arm, she struck him with the palm of her hand a stinging blow across the cheek. Before he realized it, the astonished trader was lying on the greensward at his conqueror's feet."

He then retreated to the fort, where he recounted the incident to Governor Peter Ogden. The governor had a hearty laugh at Fi Ceatte's expense, and then remarked:

"I guess we had better give it up; we can never hope to win against such women as that."

Fi Ceatte resided at Vancouver for many years, and in 1902 when the story was written, was still there at the age of eighty-five years.

It has been suggested that a monument be placed in the city park which was donated to the city by Esther Short, as a suitable memorial to this brave-hearted woman.

Memorials are being placed in all parts of the northwest commemorating some brave deed of our pioneer men, but—"why should men do all the deeds upon which the heart of a patriot feeds?"

One of the first two postoffices, north of the Columbia river, was established in 1850 and called Vancouver, in Vancouver County, as all the territory north of the Columbia was then called. After Clarke County was organized, it was changed to Vancouver, Clarke County. This name, however, was soon changed to Columbia City, Clarke County, and remained that until 1855, when the name was changed permanently to Vancouver, Clarke County.

Moses Kellogg was appointed first postmaster and was succeeded by R. H. Lansdale.

The age-worn records in the auditor's office at Vancouver, show that in 1850 at the July session of the probate court, R. Lansdale, clerk of probate, in Clarke County, Oregon territory, was appointed county agent to take possession of the land claim of the company for the purpose of a county seat, and to lay out a certain portion into town lots for the use of the county. He, therefore, proceeded to lay out said portion of land into town lots, to which was given the name of Columbia City.

The description of the plat begins thus:

"Beginning at a balm of Gilead tree, marked A. M. S. on north bank of Columbia, river, etc."

This old tree which stood at the foot of Main street has become famous as the "Old Witness Tree." It was the starting point from which many surveys were made, and from beneath its branches have embarked Indians, Hudson's bay trappers and explorers. It has been said that it was here that Lewis and Clark moored their canoes in 1905. This may have been so, as history shows that they stopped at a place on their return voyage near where Vancouver is.

During the high water in the summer of 1909, this old tree, was undermined, and toppled over into the Columbia river.

Realizing the predicament the old tree was in, the high school pupils started a fund for building a breakwater in front of it to protect it, but its danger was realized too late.

When the Fourth Infantry arrived here in 1852, there was one store, and lots sold for (\$25.00) twenty-five dollars per block.

During the Yakima uprising in 1855, a company of volunteers was organized at Vancouver under Captain William Strong to aid the regulars. It was also during this time that an interesting little episode took place near Vancouver

The friendly Klickitats on the Lewis river, who it was feared would join the hostiles, were brought to the fort where they could be watched. As the regulars were away fighting, the garrison was left in charge of the volunteer force. As

everything seemed peaceful, they also were preparing to leave for the Yakima country, when it was discovered the Indians had quietly taken up their tents and left.

The volunteers immediately went in hot pursuit and overtook them at a place about ten miles from Vancouver, thereafter called "Battle Ground." A council was held and the Indians promised to return. On the way back, the body of Chief Cumtux was found. The cause of his death is not known, but the settlers were afraid that this would arouse the Indians. However, they promised to return peacefully, if allowed a few days to bemoan their chief.

As the anxious and fear-stricken women of Vancouver watched their husbands return without the Indians, they were disgusted, and called it "Squaw-back-down." Gathering together, hoods, aprons, and other feminine wearing apparel, they hastened out to meet them and presented them with these things. While they stood conversing a scout arrived saying the Indians had started back. The humiliation of the women can easily be imagined.

In 1869 the Columbia City plan was abandoned, and the Catholics laid claim to this Vancouver tract, basing their claims on the congressional donation law of 1848, which gave to all missionary societies then in the Oregon territory, engaged in missionary work, six hundred and forty acres of land. They based their claim upon occupancy and missionary work up to and continuously after the act of 1848, and thereupon laid out the site of Vancouver as it stood for years.

(Information in regard to different city claims was received from Mr. Patrick Hough, a resident since 1883, and a teacher in Vancouver, continuously since that time until 1908.)

When the military post became permanent, the authorities disputed the bishop's claim on two points—first: that the bishop and his fellow missionaries had been employees of the Hudson's Bay Company, whose title was extinguished by treaty of 1848; second: that the military occupancy of 1849, antedated Bishop Blanchet's record of claim under the act of 1848.

These questions were argued before the courts and in the land office for many years, being appealed from one court to another. In the meantime, the United States erected permanent structures, and the general land office at Washington offered the bishop thirty thousand dollars to vacate; but congress failed to make the appropriation.

In 1886, it was finally decided by the supreme court of United States that the mission claim was not valid. As the church authorities had spent many thousand dollars defending the claim, congress, about eight years ago at the suggestion of Representative Jones, (now Senator Jones), appropriated twenty-five thousand dollars to reimburse the church for money spent on the claim. Thus ended the long-drawn out controversy and claim of the Catholic church to the Vancouver townsite.

And thus it came to pass, that when the territory of Washington was organized in 1853, there were two parties, the bishop and Amos Short, whose claims overlapped some distance west of Main street, probably to Esther avenue. Therefore, when people bought property on this lap, they received deeds from both parties, while those purchasing east of the lap from the bishop only, and west of the lap took claim from Short only.

This state of clouded titles continued until 1872, when congress authorized President Grant to issue a patent to Abel G. Trip, the mayor of Vancouver, for the present city site. So in addition to previous titles, all property owners received new deeds based on the president's patent.

This trouble, together with the bar at the mouth of the Willamette river, which prohibited deep sea vessels entering its harbor, were two causes that retarded Vancouver's growth while Portland was forging ahead.

The first school in Vancouver was conducted by W. R. Hathaway, about 1853, in a building erected by the Hudson's Bay Company on the United States Military reservation. A school was later held in the rear of the old Catholic

church on Fifth street, and which was destroyed by fire during the big Vancouver fire, when practically the whole heart of Vancouver was wiped out of existence. This school was conducted in the latter part of the fifties by Father Brouillet, who represented the mission at Washington, D. C., for so many years.

The next school, the first public school, was conducted by S. B. Curtin, one of the old pioneer teachers in the old Episcopal church at the corner of Sixth and Reserve streets, which building is now used as a residence. This was about the year 1860.

The first school built by the district was the building now occupied by the fire department between Seventh and Eighth on Washington street.

Later, there was a school near the big mill and then old Central was built. This building is still used.

Vancouver now boasts four good schools with another under construction, besides the two state institutions for defective youth, and a new Carnegie library opened the first of January, 1910.

In the last few years, Vancouver has taken a start which will soon advance her to the position of one of the largest and most prosperous cities in the state of Washington.

In January, 1909, was completed across the Columbia, the largest double track steel bridge in the world; and thus bringing regular train service from all parts of the country. This bridge is now used by the Great Northern, Northern Pacific and Harriman lines, giving Vancouver a regular train service of twenty-two trains daily.

Electric car service connects Vancouver and outlying districts in the country.

Congress has made appropriations through efforts of our congressmen, and efforts of energetic citizens for dredging the mouth of the Willamette, thus allowing deep-draught sea vessels to enter.

Last year the city limits were extended, which together with the influx of newcomers, have increased the population from about five thousand, five or six years ago, to nearly ten thousand at present.

Property has doubled in value and many fine tracts have been platted into town lots.

Last fall, one of Vancouver's prominent lawyers, W. W. McCredie, was elected as United States congressman, to succeed F. W. Cushman, deceased.

The city of Vancouver was incorporated by act of the territorial legislature of January 23, 1857. The act appointed the following officers to hold office until election of their successors, which election was to be held on the first Monday in November, 1857, to-wit:

Sumner Barker, Joseph Brant, Moses E. Goodwin, John F. Smith, Gay Hayden, Samuel Marsh, and Henry C. Morse, councilmen; Patrick Ahern, recorder; B. L. Gardner, marshal; N. Bateman, assessor; Paul E. Eubank, collector; and Henry S. Burlingame, treasurer. The council were to elect one of their number mayor until the election.

At the election in November of that year, Levi Farnsworth, was chosen mayor, and it is he who signed the first ordinance, which was passed on March 16, 1858, according to the records. This was an ordinance to forbid business on the Sabbath day.

As to claims, the donation land claim of Amos M. and Esther Short, occupied that part of the present city lying west of Main and south of 26th streets. The city park and public levee were given to the city by Esther Short, she having donated the east half of the claim, and her husband the west half.

The most interesting relic in old Vancouver is an apple tree now 85 years old, and still yearly bearing good fruit, which was produced from the seed of an apple from a dinner table in London, England, at a dinner party given to an officer about to sail for the Columbia river in 1825. The apple seeds being deposited in the vest pocket of the officer by a young lady guest at the table, and

planted at Fort Vancouver when the gentleman reached his post in October of that year.

An officer in the service of the United States and for many years commander of the Vancouver post, gives a further account of the land troubles and other matters at Vancouver as follows:

"In the days of old when the Hudson's Bay barons held their sway at Fort Vancouver, a church of England chaplain, Rev. Beaver, accused the chief factor, of King David's transgression. Thereupon the chief smote the bold prophet and discharged him from the company's service. This incident was unimportant in itself, yet had important consequences, from the fact that Catholic priests were given the position of the over zealous chaplain. For soon after this change the regents of the company in London began to show a disapproval of the liberal policy of the chief factor, who in time severed his connection with the company to become a resident of Oregon and a citizen of the United States.

Up to May, 1849, the portentous banner of Britain waved over the Hudson bay establishments on the north bank of Columbia; but at that time a garrison of United States soldiers displaced the Hudson bay officials at Fort Vancouver, who then moved their headquarters to Victoria on Vancouver island.

But the Catholic chaplain remained and claimed the Hudson bay reservation at Vancouver, under a provision of the enabling act of Oregon, which assured a statutory title for 640 acres of land to any religious denomination having a mission in the Indian country. Under color of this claim, the military officers commanding the post established at Vancouver, through good nature or indifference allowed the representatives of the Catholic church to hold joint possession with them on the government reservation from 1849 to 1888. At that time Gen. Thos. M. Anderson, then colonel of the Fourteenth Infantry became commander of the post. His first act was to eject the Catholic claimants. This compelled the church to bring suit. The title of the action was: The Roman Catholic bishop of Nesqually, vs. John Gibbon, Department Commander, Thomas M. Anderson, commandant of the post.

The government defended its claims on the ground that the Reolet fathers designated by Dr. McLoughlin were not missionaries, but the paid servants of the Hudson's Bay Company, at a stipend of £100 a year, and the further claim that if missionaries, the padres were sent by the bishop of Quebec, a subject of Great Britain which claimed the whole of the Oregon country to the California line. It was upon these contentions that the supreme court of the United States finally decided against the church, and in favor of the military.

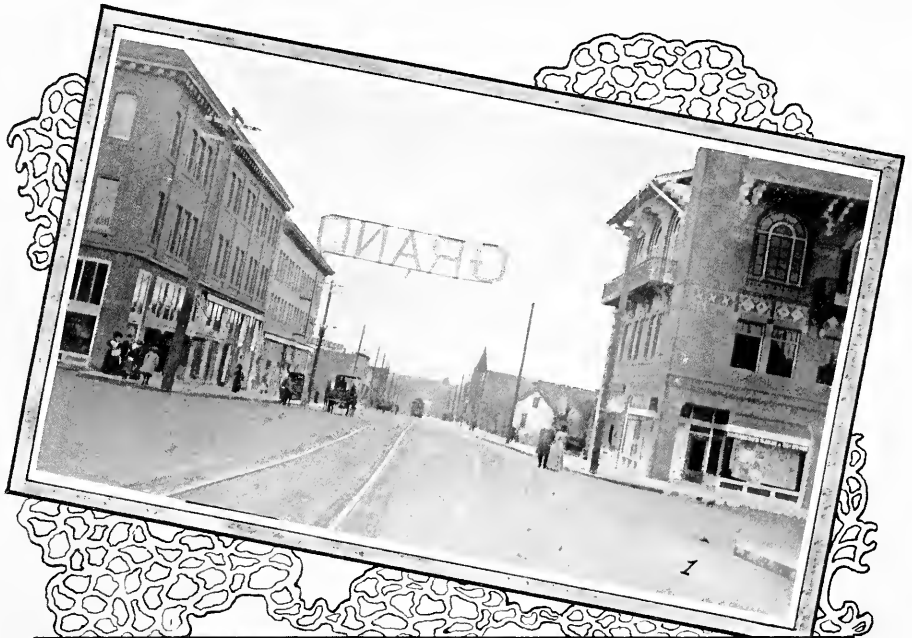
The city of Vancouver is the trading center and capital of Clarke County, which has an area of 646 square miles of very rich and productive soil.

Immense crops of hay, oats, potatoes and all kinds of garden vegetables are produced. Upon the upland all varieties of soil are to be found. A wide range of crops is grown with success, fruit-raising, especially yielding large returns. Among the fruits the most important is the prune. The growing, drying and packing of the Italian prunes for the eastern market is an important industry. From 200 to 300 carloads of the dried product are shipped out of the county every year.

Originally, almost the entire county was covered with a dense forest of red and yellow fir, cedar and hemlock, and the work of marketing this great supply of timber and of transforming the land into cultivated farms is going on at a rapid rate. Over 260,000,000 feet of lumber, railroad ties and logs were produced during the last year.

The city itself possesses the most beautiful site for a great city that can be found. Without the high hills which fence in the west of the city of Portland the plateau on which Vancouver is located rises gently from its harbor on the broad Columbia, and rolls back for twenty miles to the foothills of the Cascade range. The eternal snow peaks of St. Helens in Washington, and Hood in





UPPER VIEW—STREET SCENE IN VANCOUVER IN 1911  
LOWER VIEW—GREAT STEEL BRIDGE ACROSS THE COLUMBIA RIVER AT  
VANCOUVER

Oregon, are in plain sight from all parts of the city; while in clear weather a great part of the city of Portland is in plain view, stretching up and down the Willamette and across the peninsula to the front door of Vancouver.

The city has fine schools, one college, a seminary for girls, a great hospital, several banks, fine hotels, great lumber mills, eight churches, the Washington State School for Deaf, Dumb and Blind, a street railway system, and the United States army barracks. Within the last two years the largest railroad bridge in the United States has been erected across the Columbia river at this point; and the city is now a railroad center with direct connections to Oregon and all points south to San Francisco; also to Tacoma, Seattle, and all points north to British Columbia; also to Spokane, and all points east to the Atlantic states; while another road is in course of rapid construction which will open all the great central Oregon region to the trade and business aspirations of Vancouver business men. No city on the Pacific coast is better situated to command trade and commerce than Vancouver. Four miles of dredging to deepen the ship channel to the mouth of the Willamette river will permit the largest ships that enter the Columbia to come up to Vancouver and dock and receive cargo. Its history is most interesting; its climate is that of perfect health; its resources for wealth and prosperity are incalculable; and the opportunities it offers for comfortable homes, profitable business and continued prosperity, are not equaled by any other point in the state.

The remarkable history of its past seems to guaranty great prosperity in the future. Vancouver has been the birthplace and home of great works. Dr. John McLoughlin founded Vancouver, and Vancouver became the homing port and center of attraction for the sea rovers, forest rangers and pioneer immigrants of all the great northwest. It founded civilization in an empire of the greatest possibilities, and became the unwilling nursing mother of the first American government on the Pacific coast. And when human activities and commercial possibilities reached the point that demanded the combination of capital to open the country to trade and commerce, Vancouver became the home for the first great transportation company of the northwest. Fifty years ago the Oregon Steam Navigation Company was incorporated in the then little village of Vancouver. The Oregon Steam Navigation Company opened the Columbia and eastern Oregon to the trade of the world, and became the foundation and father of the Oregon Railroad & Navigation Company that built 2,000 miles of railway in Oregon and Washington. And a half century later in the same village, now grown to be a city, the Oregon Trunk Railway Company is incorporated to open central Oregon to all the benefits of railroad transportation and trade and commerce with all the world. Let us hope and prophesy that the "Oregon Trunk" will accomplish as great results for Vancouver and Oregon as did the pioneer Navigation Company.

## CHAPTER XXXIII.

### *Historical Sketch of Oregon City by Eva Emery Dye, Author of "McLoughlin and Old Oregon," "McDonald of Oregon," and "The Conquest."*

In 1806 Lewis and Clark heard of "Hyas Tyee Tumwater," the Great Falls, and of the land where the "Clackamos" dwelt. In 1812 Astor's men had some trouble with the Willamette Indians. In 1816 Alexander Ross says the Indians at "Wallamitte Falls" demanded tribute, and would not permit hunting on their lands. Lining the river banks on both sides, they fired a shower of arrows, the men fired back and killed an Indian, then made the best of their way back to Fort George (Astoria). Then twenty-five men and a clerk were sent to pacify the natives, had another quarrel, and "the whole party owed its safety to the darkness of the night." By the advice of Peter Skeen Ogden, an experienced clerk of the northwest school, negotiations were now begun in earnest. Forty-five armed men in three boats left Fort George in charge of Ross himself, and reached the falls on the third day. Says Ross, "The Indians had assembled to resist any attempt to ascend the Wallamitte. We found them encamped on the west or left bank. We took up our position with two field pieces to guard our camp on the east, or right hand side, which is low, rocky and somewhat uneven. . . . Early the next morning we set the negotiations on foot and made several attempts, but in vain, to bring the Indians to a parley. I went to their camp, offered to smoke and held out the hand of friendship, but to no purpose. They refused holding any communication with us, but continued to sing their war songs and danced their war dance.

"We, however, were not discouraged by any demonstrations on their part. We quietly waited to see what time would bring about. The first day passed without affecting anything, and so did the second. Friendly offers were held out to them, but as constantly rejected. On the third day, however, the chief and warriors crossed over to our side, and stood in a group at some distance from our camp. I knew what was meant by this, so I took a flag in my hand, and went alone to meet them. Just as I had reached the party the whole Indian camp burst into a loud and clamorous scene of mourning. That moment the chiefs and warriors forming a ring, squatted down and concealing their faces with their garments remained silent and motionless for about the space of half an hour. During all this time I had to stand patiently and wait the result. Not a word was uttered on either side, but as soon as the lamentations ceased, the great men, uncovering their faces, stood upon their feet. I then offered the pipe of peace, according to Indian custom; but a significant shake of the head from the principal chief was my only reply.

"After a momentary pause, the chief, turning to me exclaimed in his own language, 'What do the whites want?' Rather nettled at his refusing the pipe, I answered, 'Peace—peace is what we want,' and in saying so, I presented him with my flag. 'Here,' said I, 'the great chief of the whites sends you that as a token of his love.' A moment or two passed in silence, a whisper went round;





MRS. EVA EMERY DYE  
Author of many books



the peace offering was accepted, and in return, the chief took a pipe, painted and ornamented with feathers, and laid it down before me. This was a favorable sign. They were gratified with the toy; it pleased them. The chief asked to smoke. I then handed him the pipe he had but a little before refused, and some tobacco, and they sat down and commenced smoking. The smoking ended, each great man got up in turn and made a speech; before they had all got through nearly two hours had elapsed, and all that time I had to stand and wait. These speeches set forth, in strong language, a statement of their grievances, a demand for redress, and a determination to resist in future the whites from proceeding up the Wallamitte. As soon as the Indians had said all they had to say, they sat down."

After long negotiations related by Ross, the conditions of a rude treaty were "that the Wallamitte should remain open; that the whites should have at all times free ingress and egress to that quarter unmolested. . . . The business being ended, the chief as a token of general consent, scraped a little dust together, and with his hand throwing it in the air, uttered at the same time the expressive word "hilow," it is done. This was no sooner over than the chief man presented us with a slave as a token of his good will, signifying by the act that if the Indians did not keep their promise, we might treat them all as slaves. The slave being returned again to the chief, we prepared to leave the Indians, paid our offering for the dead, shook hands with the living, satisfied the chiefs, and pushed down the current.

"On reaching Fort George, the articles of the treaty were read over and drew from Mr. Keith a smile of approbation that was no small credit to me, for he is a very cautious man and not lavish of his praise. 'Your success,' said he, 'removes my anxiety, and is calculated not only to restore peace in the Wallamitte, but throughout the whole of the neighboring tribes.'"

In 1829, Dr. McLoughlin, in charge of the Hudson's Bay Company of fur traders, built a log storehouse at the falls for the convenience of his men passing up and down the river in canoes, but the Indians tore it down.

In 1834 the Methodist missionaries passed the falls and went on up into the valley and established a mission near the present city of Salem.

November 24, 1835, Dr. Samuel Parker, of Ithaca, N. Y., arrived at the falls of the Willamette at 1 o'clock in the afternoon and hired eight Indians to carry the canoe by the falls, the distance of half a mile. He says, "It was a pleasant day, and the rising mist formed in the rays of the sun a beautiful bow; and the grass about the falls, irrigated by the descending mist, was in fresh green. The opportunities here for water power are equal to any that can be named. There cannot be a better situation for a factory village than on the east side of the river, a dry, widespread level extends some distance, and the shores form natural wharves for shipping. The whole country around, particularly the east side, is pleasant and fertile, and can the period be far distant when there will be here a busy population? I could hardly persuade myself that this river had for many thousand years, poured its waters constantly down these falls without having facilitated the labor of man. Absorbed in these contemplations, I took out my watch to see if it was not the hour for the ringing of the bells. It was 2 o'clock and all was still, except the roaring of the falling water. I called to remembrance, that in the year 1809 I stood by the falls of the Genesee river and all was still except the roar of the cataract. But it is not so now, for Rochester stands where I then stood."

Mr. Parker went on up the river to visit the Methodist mission, and on Monday at 3 o'clock in the afternoon of November 30th, he arrived again at the falls on his way down the river and says, "Here I engaged two Indians belonging to a small village, who have a permanent residence a little below the falls. Wanaxka, the chief, came up to the falls where I was about to camp alone for the night and invited me to share his hospitality at his house. I hesitated what to do, not that I would undervalue his kindness, but feared such annoyances as

might prevent my rest. On the other hand, there was every appearance of a cold, heavy storm, very little wood near which I could procure for a fire with only my hatchet, and I should be alone, exposed to ravenous wild beasts—the latter consideration, however, I scarcely regarded. But believing it would please the chief should I accept his invitation, I went with him to his dwelling, which was a long, permanent building on the west side of the river, up an elevation of one hundred feet, and near which were several other buildings of nearly the same dimensions. Besides the family of the chief, there were two other families in the same building, in sections about twenty feet apart, separated from each other by mats hung up for partitions. Their houses are built of logs split into thick plank. These Indians do not sink any part of their buildings below the surface of the earth, as some of the Indians do about and below the Cascades. The walls of the chief's house were about seven feet high, the roofs are more steeply elevated than what is common in the United States, made of the same materials with the walls, only the planks are of less thickness. They have only one door to the house, and this is in the center of the front side. They have no chimney to carry off the smoke, but a hole is left open above the fireplace, which is in the center of each family's apartment. This answers very well in calm weather, but when there is much wind, the whole building becomes a smoke-house. The fireplace of the chief's apartment was sunk a foot below the surface of the earth, eight feet square, secured by a frame around, and mats spread upon the floor for the family to sit upon. Their dormitories are on the sides of the apartment, raised four feet above the floor, with movable ladders for ascent; and under them they stow away their dried fish, roots, berries and other effects. There was not an excess of neatness within, and still less without.

“These Indians were also kind. They gave me most of one side of the fireplace, spread down clean, new mats, replenished their fire, and were ready to perform any service I should wish. I let them fill and boil my teakettle, after which I spread out my stores so bountifully provided by Dr. McLoughlin, and performed my own cooking. During the evening, the chief manifested a disposition to be sociable, but we had but a very little language common to us both besides the language of signs. The next thing when the hour of rest arrived, was to fortify myself against a numerous and insidious enemy. I first spread down the cloth of my tent, then my blankets, and wrapped myself up as securely as I could, and should have slept comfortably had I not too fully realized my apprehensions.

“As soon as daylight appeared, on December 1st, I left the hospitable habitation of Wanaxka, and with my two Indians, proceeded down the Willamette about sixteen miles before we landed for breakfast.”

Sometime after the destruction of the first building, Dr. McLoughlin erected a second storehouse at the falls, protected this time by a stockade of hewed logs, with a gate and padlock. At this place wheat was stored and Indian goods that were used in buying skins and salmon. In the edge of the forest this small stockade stood, about where the Oregon City woolen mill is now, and later it developed into a Hudson's Bay store for the convenience of incoming settlers. Dr. McLoughlin started to blast a race for a mill, but the company opposing, the mill was built on the Columbia above Vancouver, and the squared timbers he had prepared were left on the ground at the falls.

In May, 1840, the bark *Lausanne* brought into the Columbia a large company of Methodist missionaries. While the *Lausanne* was unloading by means of canoes, the brig *Maryland* from Newburyport, Capt. John H. Couch, passed them and entered the Willamette river, ascending on the high water of June to the falls, but being warned that with the recession of the water he would be left stranded, the captain hastily fell down to about where the city of Portland now stands. On the same high water, with a canoe-load of goods, Rev. Alvin F. Waller and wife, missionaries of the ship *Lausanne*, went on up to the falls,

where with the squared timbers borrowed of Dr. McLoughlin, he built a dwelling house only a few rods from the cataract, the first home in Oregon City.

In June, 1841, Commodore Wilkes of the United States Exploring Expedition, entered the Willamette. He says, "We reached the falls about noon, where we found the missionary station under charge of Rev. Mr. Waller. The Hudson's Bay Company have a trading post there and are packing fish which the Indians catch in great quantities.

"There was a petty dispute between Mr. Waller and the company, and he complained of them. It seems the company refused to buy any beaver skins except from the hunters and trappers, and he accuses them of monopoly in consequence.

"The company, on the other hand, says they have no idea of selling goods out of their own stores, for the purpose of enabling others to enter into competition with them, and that they will spare no expense to keep the trade as long as they can, in their own hands.

"Mr. Waller and his wife gave us a kind welcome and insisted on our taking dinner with them. As they have no servants Mrs. Waller prepared the dinner, while Mr. Waller took care of the outdoor business. Though the house was built of rough materials, it was very evident that neatness and order prevailed. Her management of the home-made cooking stove which stood in the room, claimed my admiration. At the same time she made herself quite agreeable, and although she had many, very many things to contend with, appeared quite satisfied with her lot and condition.

"After we had partaken of our dinner, consisting of salmon and tea, with bread and butter, Mr. Waller took us to see the falls. On our way thither, he pointed out a log house that had been built by the agent of Mr. Slacum, in order to secure the right of site or mill privilege. The Hudson's Bay Company have gone to considerable expense in blasting the rock for a mill-race for the same purpose, but from appearances, this work has remained untouched for several years. . . . A Mr. Moore, from the western states, whom I saw on the Willamette, informed me that he had taken possession of the west side of the falls, under a purchase from an old Indian chief.

"At the time of our visit to the falls, the salmon fishery was at its height, and was to us a novel as well as amusing scene. . . . I never saw so many fish collected together before; and the Indians are constantly employed in taking them. They rig out two stout poles, long enough to project over the foaming cauldron, and secure their large ends to the rocks. On the outer end they make a platform for the fisherman to stand on, who is perched on it with a pole thirty feet long in hand, to which the net is fastened by a hoop four feet in diameter. . . . They throw it into the foam and it being then quickly carried down, the fish running in a contrary direction are caught. Sometimes twenty-five large fish are taken by a single person in an hour. . . . The number of Indians at the falls during the season is about seventy . . . others visit in canoes, raising the number up to not far from one hundred."

Wilkes mentions an Indian village "swarming with fleas" on the west side.

This Mr. Robert Moore mentioned by Wilkes arrived in Oregon in 1840, and by purchase from old Chief Wanaxka, claimed a section of land extending two miles up and down the river, including the whole west frontage of the falls from the beginning up to the Tualatin river, and half a mile back. Perched on the steep hillside directly overlooking the cataract he had built a log cabin, appropriately named the "Robin's Nest."

Across the river, where his trading house stood, Dr. McLoughlin originally claimed from the Abernethy creek to the head of the falls, approximately two miles up and down the river, and a mile back, which he named Oregon City, and in 1841 donated a block for a Catholic church. After measurement, part of McLoughlin's claim was abandoned to Archibald McKinlay of the Hudson's Bay Company, and Moore, as his wife never came to Oregon, subsequently re-

leased half of his extensive holdings. Directly embraced by the cataract, between the two, an island lay, green and heavily timbered, around which swept and foamed the misty waters.

In 1841 the Island Milling Company was formed, to build saw and grist mills, and Felix Hathaway, in the employ of the mission, began to build a house on this island at the falls. Dr. McLoughlin remonstrated, and Hathaway desisted. About this time George Abernethy opened a mission store, bought wheat of the settlers, and salmon of the Indians, which he traded to Honolulu for sugar, molasses and other commodities. He also had a boat to transport passengers from the Clackamas rapids to the falls. "We began as an Indian mission; we ended as an American colony," said Abernethy.

In the autumn of 1842 an overland emigration of 137 people arrived and began to build houses for shelter during the winter. Medorum Crawford (whose daughter, Mrs. H. C. Stevens, still resides in Oregon City), says in his journal of 1842, "On the fifth day of October, our little party, tired, ragged and hungry, arrived at the falls, now Oregon City, where we found the first habitations west of the Cascade mountains. Here several members of the Methodist mission were located, and a sawmill was being erected on the island. Our gratification on arriving safely after so long and perilous a journey was shared by these hospitable people, each of whom seemed anxious to give us hearty welcome and render us every assistance in their power."

Dr. McLoughlin engaged Sidney W. Moss to lay out the town with a pocket compass he had brought across the plains. For lack of newspapers and other entertainment a lyceum and debating society was organized to while away the winter evenings, and one of the questions was, "Resolved, that it is expedient for the settlers of the Pacific coast to form an independent government." It was well known that Dr. McLoughlin favored an independent Pacific republic. "We are too far away, for either England or the United States to rule us," he said. After a warm discussion, the question carried by a great majority. George Abernethy leaped to his feet. "We are drifting from the union. I offer for the next debate, 'Resolved, that if the United States extends its jurisdiction over this country within the next four years, it will *not* be expedient to form an independent government.'" Everybody went and patriotism carried all before it—everybody voted for the union.

On account of this large increase of people, in December, 1842, Mr. Waller began to build a Methodist church, after securing subscriptions to the amount of \$847 from the people, and a block of land from Dr. McLoughlin. Cornelius Rogers was engaged to build the church, but as he was arriving from above to undertake the work, the canoe containing himself and bride, and her little sister and another passenger, and two Indians, was caught in a current of the high water of February and swept over the falls. A wild cry was heard as the canoe made the frightful plunge into the depths below, and all were lost. This catastrophe cast a gloom over the little settlement, and in March many moved on to California, where they became prominent pioneers and founders of cities.

In May, 1843, the ship *Fama* arrived from Honolulu with supplies for the missions. Among the passengers were Peter H. Hatch, wife and child, who had been missionaries in the Sandwich Islands, Francis W. Pettygrove and family, with a stock of goods, and Philip Foster and family, who all settled at or near Oregon City. Mr. Pettygrove opened a store, and later became one of the founders of Portland. Both Mr. Hatch and Philip Foster later settled on the Mt. Hood road where their houses became the first civilized stopping places for hundreds of emigrants.

In May of 1843, also, the discussions of the winter bore fruit when a meeting of organization was held at Champoeg and a committee of twelve was appointed to meet at Oregon City and report on a plan of government. Paying their own expenses, on May 10th, at the falls they met, in the old granary of the Methodist mission, a story and a half building, with a square room in front





FIRST CHURCH BUILDING ERECTED IN OLD  
OREGON—BY THE METHODISTS IN 1842



for a meeting house, and the rest used for the storage of grain. Robert Moore, who had bought his land claim of the Indians, was chairman, and George W. Le Breton, who came with Couch in the brig Maryland in 1840, was secretary. Mr. Moore wanted to locate the capital at Linn City, a level space below his Robin's Nest on the other side of the river, but the matter was deferred. After a week of strenuous work, the committee rested, and on July 5th, in a mass meeting of the citizens of Oregon at Champoege, their articles of compact were ratified. The laws of Iowa, a single copy of which had found its way across the plains, were adopted as the laws of the provisional government of Oregon. Joseph Meek, a popular mountain man, was elected sheriff, and moved at once to Oregon City, where a quilt hung over his cabin door on the west side of the river.

In the meantime, in March, 1843, a petition was drawn up and signed by sixty-five leading citizens against Dr. McLoughlin, charging many deeds of oppression and wrong to the settlers; that the doctor as head of the Hudson's Bay Company had no right to an American claim; that he could build mills and saw lumber with cheaper labor and undersell the settlers; that he refused to allow the company's vessels to bring goods from the Sandwich Islands for settlers; that he refused to sell cattle to Americans, and other things, all of which were answered serially by the doctor who was simply following out his line of duty as head of the company. It was always a fixed principle of the Hudson's Bay Company to undersell anybody who came in their way, and never on any account to permit the use of their vessels by competitors. The settlers did not recognize themselves as competitors, but the doctor did so recognize all merchants and manufacturers who interfered with the profits of the Hudson's Bay fur traders.

As Indians for untold ages had fought over the falls, so now the whites were battling for this point of vantage. The Americans said that Dr. McLoughlin had taken claims at other strategic points and built trading houses for the Hudson's Bay Company. They did not understand joint occupancy to mean a monopoly of trading privileges among the settlers. Judging by the laws of their own country, the Americans did not consider Dr. McLoughlin personally a settler when he continued to remain at Fort Vancouver and did not himself occupy his land claim. They could not imagine the head of the Hudson's Bay Company as a private citizen. That he had chosen a claim at the falls and began improvements there meant simply that he was holding it for the company. As a chief factor of the company he necessarily represented the company. They, as American citizens, were working for American interests. He is an Englishman, was believed to be working for English interests. The conflict was inevitable.

Dr. McLoughlin was between two parties and distrusted by both. As an Englishman, Americans questioned his motives. As a benefactor of Americans, the English fur company compelled his resignation and dropped him from their service. Even after he left the company in 1845 and moved to his Oregon City land claim, those who had lived there first could not forget, and never did forget, that they had been bona fide settlers several years before his arrival. This, then, was the politics of 1843 and succeeding years.

None too soon was the provisional government established, for as early as August, 1843, boats of every description, canoes, batteaux and rafts came paddling up the Willamette with the new overland emigration, a thousand people with families and herds of cattle. The town could not shelter them all, camps were set up along the river bank, and Mr. Moss went up and down ringing a hand-bell calling the people to dinner where he had set up a half-faced barracks to feed the people. This was the beginning of Moss's hotel and of his fortune. Dr. McLoughlin, who had helped many at Vancouver, came up to Oregon City in his anxiety and assisted them in every way in his power. He also now had a Hudson's Bay Company store there and trusted them for goods when they could not pay, as also did Abernethy and Pettygrove. Every door was open, beds were laid on every floor, and in workshops and in the half

built Methodist church. All winter long and into the spring belated ones came straggling in, having tarried at The Dalles and Vancouver, and at Whitman's in the upper country. Some passed on up the Willamette, founding the city of Salem; some went over to Tualatin plains, establishing Forest Grove; in fact Oregon City was the capital and center for which all steered from the moment of leaving Missouri, and from Oregon City they radiated, taking up the unsettled country. Oregon City has never lost this characteristic of a floating population looking for a place to settle.

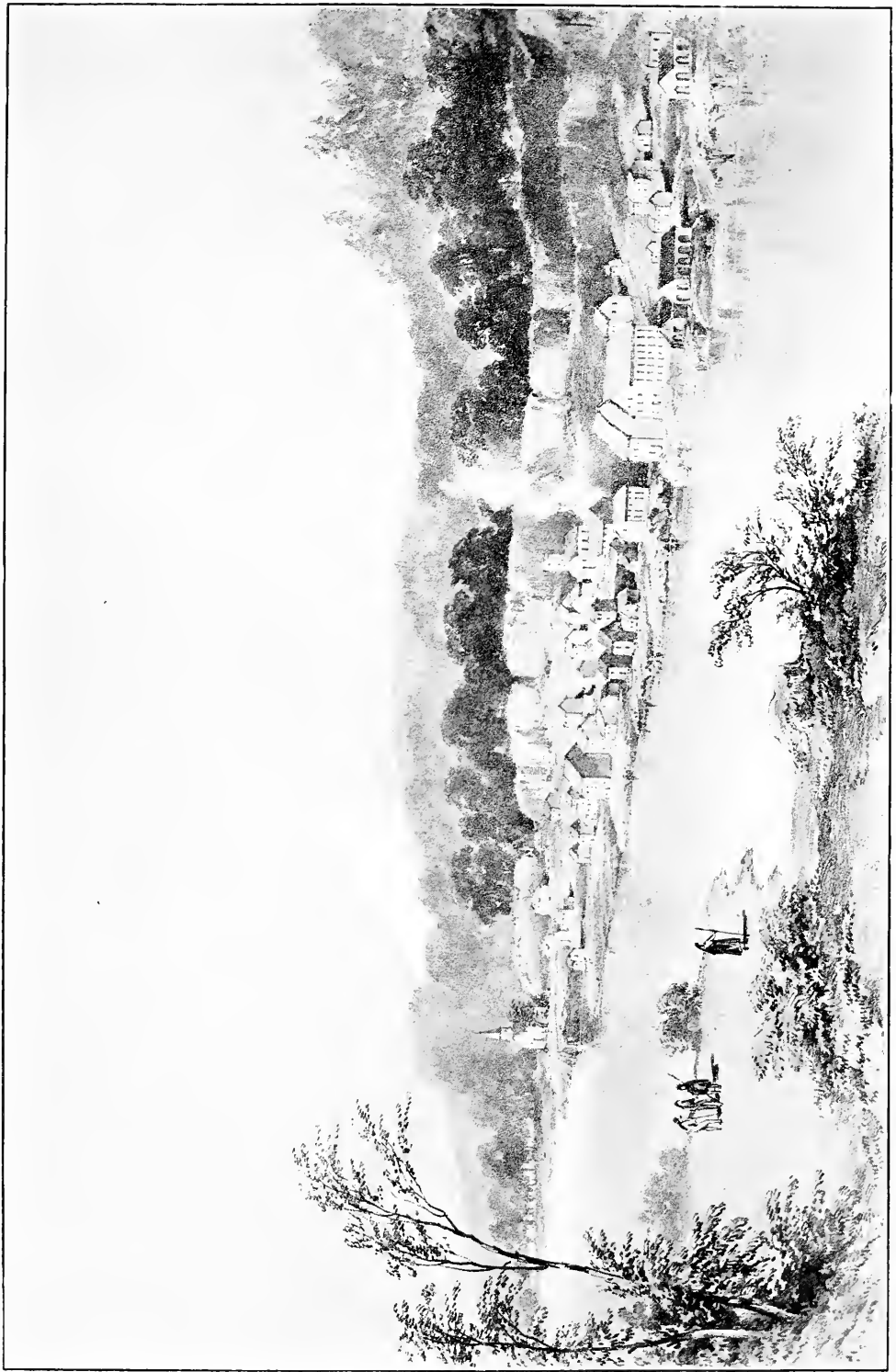
Among the emigrants of 1843 who settled in Oregon City were Gen. M. M. McCarver, the founder of Burlington, Iowa, who, in trying to locate the future great city of Oregon missed Portland by about ten miles; James A. Athey and family settled on the west side somewhere beyond Wanaxka's village, where with a turning lathe he manufactured the first furniture made in Oregon; James W. Nesmith, who read that solitary Iowa law book by the light of a pine knot fire and became a lawyer and a member of congress; Hiram E. Straight and others. With this accession of immigrants, the Oregon Lyceum took on new activity. A committee was appointed to secure subscriptions to start a newspaper. In March, 1844, the committee reported \$645, and in October George Abernethy, the treasurer, reported that he had sent \$800 to "The States" for press, type, ink and paper.

Disquieting rumors followed in the track of the newcomers whose numbers excited the Indians, and when, early in 1844, a few painted Indians galloped through the town brandishing their tomahawks, many of the more timid looked for an immediate attack. "After staying an hour "shooting up the town," Cockstock, the principal offender, recrossed the river to Wanaxka's village for an interpreter, that he might talk to the white folks, and tell his trouble. It seems he had been engaged by a colored man to grub the stumps off a piece of land, for which he was to receive a horse. When the land was done, he came for his pay, but the negro had sold the horse and refused to pay. Taking the law into his own hands, Cockstock went and took the horse; the new owner complained to the authorities, and a warrant was out for Cockstock's arrest. Not understanding the white man's way of doing things, he came into town but was unable to tell his troubles. Having found an interpreter, he attempted to return, but was met by several citizens who tried to arrest him; a fight ensued, Cockstock was killed; also a Mr. Rogers, and George Le Breton was fatally wounded, dying a few days later. Of course, there was much excitement, and when the legislature met in June, at the house of Felix Hathaway, M. M. McCarver speaker, one of the first acts was to prohibit negroes forever from settling in Oregon. In view, also, of similar difficulties with Indians and some whites, the same legislature passed a prohibitory liquor law, forbidding the introduction, sale or distillation of ardent spirits in Oregon. This prohibitory liquor law was the first in the United States, antedating the Maine law by several years.

In December the legislature met at the house of Dr. John E. Long, the pioneer physician of Oregon City, and among other things passed an act for the erection of a jail with money from the estate of Ewing Young, who had died without heirs. Dr. McLoughlin offered a lot and Peter H. Hatch, a blacksmith, forged the iron for this, the first prison in the colony. An emigrant wrote home to the east, "We are getting along finely, we are building a jail." At this legislature, also, Robert Moore and Hugh Burns were granted rights to keep public ferries on the Willamette, one crossing just below the falls, and the other at about where 11th street now is, and John McLoughlin was given a permit to construct a canal around the falls, which he did about where the basin now is, facilitating the landing of boats.

Again in the autumn of 1844 all eyes were turned toward the Columbia, whence boats were paddling into the Willamette bearing another thousand immigrants, ragged and weary. Dr. McLoughlin gave some employment at a mill he was building at the falls, others engaged at Abernethy's mill on the island,





OREGON CITY IN 1845, FROM DRAWINGS OF BRITISH NAVAL OFFICERS

and on his new store, the first brick business house in the settlement. At the first annual election, held in June, 1845, Mr. Abernethy was chosen governor while he was absent at the Sandwich Islands buying goods for his new store. Dr. John E. Long became secretary of state, but was drowned soon after, while fording the Clackamas river on horseback, and lies buried in the Catholic churchyard at Oregon City. Frederick Prigg was chosen in his place and he, too, was drowned soon after. Francis Ermatinger, clerk in the Hudson's Bay store, was made treasurer, and James W. Nesmith, judge. Marcus Ford became district attorney, Sidney W. Moss, assessor, and Joseph L. Meek, sheriff again. Thirteen representatives were elected, among them H. A. G. Lee, Hiram Straight and M. M. McCarver of Oregon City. At this legislature of 1845, wheat was made a legal tender in the payment of debts, and Sheriff Meek took a census of the population, reporting 2,110 people in Oregon, all but ninety-one of whom lived in the Willamette valley.

After the emigration of 1843 had arrived, Sidney W. Moss found in a tent on the bank of the river a widow, with several children, whose husband had died on the journey. Engaging the lady to take charge of his boarding house, he set out with the hand of her little son in his to find a schoolmaster. Hailing John P. Brooks, he engaged him on the spot, gave him a room in his house, and paid him himself to open the first public school in Oregon City. In this year also the Catholic sisters opened a private school.

In May, 1844, Rev. Harvey Clark, a self-supporting Congregational missionary, was preaching at the house of Peter H. Hatch when it was proposed to organize a church. With Robert Moore, Osborne Russell, a trapper from a Baptist family in Maine, who had been converted while reading his Bible in the Rocky mountains, and Peter H. Hatch, as deacon, the church was organized. Mr. Moore desired the name to be "The Presbyterian Church of Willamette Falls," and being the oldest man, influential and of strong convictions, the others yielded the name, although the mode of constituting the church was essentially congregational. About this time, also, the Methodist church, begun in 1842, was completed and dedicated, the first Protestant house of worship west of the Rocky mountains.

In the fall of 1843, Rev. Modeste Demers of Canada, conducted the first Catholic service in Oregon City in a small house owned by a Mr. Pomeroy, and here services were held until a Catholic church was built in 1845, and dedicated in 1846.

In December of 1845, Rev. Hezekiah Johnson and Rev. Ezra Fisher arrived in Oregon City, and commenced preaching at private houses and in outlying neighborhoods. A Baptist church was organized at the house of Peter H. Hatch, on Fourth and Water streets. In October, 1847, Dr. McLoughlin donated two lots, and Mr. Johnson built a meeting house, largely with his own hands, thus completing the first Baptist church west of the Rocky mountains. In the fall of 1848, Mr. Johnson started a school in his meeting house, that later, with Rev. Ezra Fisher in charge, was called the Oregon City University, and finally removed, became the Baptist college at McMinnville. From Oregon City as a center, Mr. Johnson traveled as an evangelist by canoe, on foot and astride his trusty cayuse. He said this was his best study, and his best sermons were worked out on horseback. Rev. Fisher also traveled extensively organizing churches. One time his pony "Dolly" threw him and a rib was broken. Some months after an eastern paper printed this item, "Rev. Ezra Fisher of Oregon, while on his way to one of his appointments, was thrown from his carriage and one of his ribs was broken." This created amusement when read on the Willamette, for there were few carriages in Oregon, and none for poor Baptist ministers who were preaching and supporting families on two hundred dollars a year.

Every autumn immigration was greater than the last, and 1845 proved no exception. Earliest of all came Col. William G. T'Vault, who brought news of the election of James K. Polk to the presidency on the cry of "'54, '40 or fight."

In the midst of the enthusiasm of this report, Colonel T'Vault was chosen editor of the Oregon Spectator, the first newspaper published west of the Rocky Mountains, and amid general rejoicing, in February, 1846, the initial number was run off the new Hoe hand press that had arrived from New York around "the Horn."

Three thousand people are estimated to have come in 1845. Never the world saw more eager, restless, self-directing spirits, splitting into innumerable caravans, and dividing at the very start. William B. Ide led off a party to California, where the next year they raised the famous bear flag for independence from Mexico. Many came trooping down The Dalles on frail barks at the risk of their lives, and up the Willamette to Oregon City. It was a season of constant excitements. News arrived of the "Lost Immigrants," a party that turned off at Fort Boise to find a shorter route than the one by The Dalles. "I have trapped on the headwaters of the John Day, and often met Canadians from the Willamette who came over a pass by the Santiam," said Stephen L. Meek, and sixty wagons and several hundred people set out for the new short cut race into the Willamette valley. But wandering in the wild highlands of eastern Oregon they became frightened and lost. There was a pass, but they could not find it. Horsemen scoured the hills for water, provisions failed, stock died, mountain fever came, seventy coffinless graves were dug in the grassy, rocky desert. Word of their sufferings reached Oregon City. Captain Cook, an Englishman at Oregon City, had built a scow schooner, the Calapooia, and engaging this, the townspeople dispatched it loaded with necessaries to meet the lost train that was now falling back on The Dalles. Lost for six weeks in the inhospitable wilds of eastern Oregon, the decimated company of men, women and children at last reached Oregon City with nothing at all.

Immediately followed another sensation, Capt. Samuel K. Barlow, impatient of the crowding throng and the lack of boats at The Dalles, resolved to make or break a road of his own by a cattle trail around the south side of Mt. Hood. Thirteen wagons and forty people followed, and they, too, were lost, in the frightful snowy mountains. Half perishing with exposure, William Barlow, the son, got out ahead and carried word to Oregon City. Eleven horses laden with flour, sugar and other provisions for their relief were sent up the devious deer trails of Mt. Hood. For days the rescuers searched, and discouraged, turned back, but when six miles on the homeward course, determined to try again, met the famishing people and saved their lives. Of the eleven horses sent with that relief party, every one perished. Today pleasure parties traversing that historic Mt. Hood route, look up at that special frowning ridge where the immigrants wandered, and are amazed that any emerged alive. Still another company that started for Oregon City in 1845, wandered into the Sioux Indian country and never were seen, never were heard of again.

Each year brought new and unforeseen alarms and suffering in the untried paths that entered Oregon. In 1846 a party attempted to enter by the southern route; heavy rains set in; the deep, dark canyons were flooded with water, and abandoning property and wagons, on the backs of their trusty oxen, the entrapped fugitives barely escaped with their lives. For years the Umpqua canyon was strewn with the wrecks of wagons, crockery and featherbeds, looted by the Indians and scattered to the winds. Many of these people became founders of towns on the Willamette, but a goodly number came back with the relief parties sent out from Oregon City.

Out of this disaster George L. Curry, editor of the Spectator, and future governor of Oregon, rescued his sweetheart, Chloe Boone, great-granddaughter of Daniel Boone; but the old compass was lost, the one that Lord Dunmore of Virginia, gave Daniel Boone when he went out to explore Kentucky in 1774. Judge and Mrs. John Quinn Thornton escaped out of this wreckage, and arriving at Oregon City in February, 1847, Mrs. Thornton opened a private school for young ladies in which were taught "all the branches usually comprised in a thorough English education, together with plain and fancy needlework, drawing

and painting in mezzotints and water colors." James Douglas, of the Hudson's Bay Company, and many other prominent people, sent their daughters to Mrs. Thornton's school. To supply an immediate necessity, a large edition of Webster's old blue-backed spelling book was printed on the Spectator press, and also an almanac for Oregon, California and the Sandwich Islands.

The news of the Spectator, six months old, was obtained from papers brought by the immigrants, from Honolulu, sailing vessels, and from the Hudson's Bay Company ship from London, or overland mail from Canada. Some very good poetry appeared in the Spectator, written by Curry himself, and by Sidney W. Moss, who also wrote a book, "The Prairie Flower," that was sent east and published by Emerson Bennett at Cincinnati, running up to 90,000 copies, for all of which Mr. Moss received not one cent. The mother of Edwin Markham also contributed verse, and the famous poet himself was born soon after in a little cottage on Main street in Oregon City.

A charter for the first Odd Fellows lodge on the Pacific coast, was requested in 1846 by Oregon City Lodge No. 1. This charter, granted and sent out by ship by way of Cape Horn, was miscarried. Contrary winds prevailing, the ship, instead of entering the Columbia, went to Honolulu, where Gilbert Watson, to whom it was entrusted, died. Taking the charter, the Odd Fellows there drew a pen through the name "Oregon City" and writing above it "Excelsior Lodge No. 1," hung it on the walls of their lodge room at Honolulu. This was not discovered at Oregon City for three years, and while waiting for the charter, Salem, and then Portland, organized, and finally Oregon City in 1851.

The first Masonic charter for Oregon was hauled from Missouri across the plains by Pierre Barlow Cornwall in 1848. After escaping attacks by Indians and other adventures, on arriving at Fort Hall, Mr. Cornwall heard of the discovery of gold and promptly turned off on the California trail, leaving the charter to Joseph Kellogg, who brought it safely through the scene of the late Cayuse war to Oregon City, where Multnomah Lodge No. 84 was organized September 11, 1848, in the Thomas Pope house on the bank of the river. Immediately after, the members left for the mines, and no other meeting was held for some time. Almost all the other benevolent orders followed in later years, and have been a marked feature of the social and philanthropic life of the town.

The legislature of 1845, in December, enacted a law establishing a general postoffice at Oregon City with W. G. T'Vault as postmaster-general. The first contract to carry mails overland was let to Hugh Burns, in the spring of 1846, to carry the mail from Oregon City to Weston, now Kansas City, Missouri, at fifty cents a letter. For lack of patronage this was discontinued some months later.

A British warship, the Modeste, in the Columbia river in the summer of 1846, determined the Americans to celebrate the Fourth of July with more than usual splendor. Benjamin Stark, who had arrived on the bark Toulon from Boston, presented Oregon City with a twelve-pound cannon, the first in the colony. William Holmes, an immigrant of 1843, presented a liberty pole, which was erected, and a salute of thirty-one guns for the thirty-one states was fired. A procession was formed at the city hotel and marched to the Methodist church with a home-made flag at the head. Prayer was offered by Rev. Josiah L. Parrish of 1840, the Declaration of Independence was read by Asa L. Lovejoy, of 1843, and the oration was by Judge Peter H. Burnett, afterward the first governor of California. Then all marched back to the hotel, where a public dinner was served, followed by thirteen regular toasts, and ten volunteer ones, full of the spirit of '76, but without the use of wines or liquors, as Oregon was then a prohibition state.

The Americans were particularly outraged by the conduct of the officers and crew of the Modeste who defied the colonial law and dealt liquors in every direction, and certain unpatriotic Americans were detected in secretly selling watered whiskey to the Indians.

The United States schooner Shark, twelve guns, had been repairing at Honolulu, and endeavored to reach Oregon City for that Fourth of July, but the commander was unable to bring the Shark up in the falling water. Taking a boat, Lieutenant Howison arrived at Oregon City and reported a United States squadron of frigates and sloops of war on the coast of California. The rejoicing people fired a salute in honor of the lieutenant and the news he brought. He became the guest of Governor Abernethy at his Green Point home, and together they made a tour of the Willamette valley. The two became warm friends, and in returning down the river, the lieutenant entertained the governor on board his schooner, the Shark. Much then was the consternation of the people at Oregon City to hear that in passing out of the Columbia in September, the Shark became a total wreck. All her crew were saved and housed in Astoria, now becoming quite a village. Lieutenant Howison presented the stand of the colors of the Shark, the only thing saved, to Governor Abernethy for the use of the colony, and as many guns as could be recovered. Three of the guns went ashore at low water at Cannon Beach, giving it its name, but were never brought to Oregon City.

Word that congress had passed the notice bill for the termination of the treaty for the joint occupation of Oregon, in the meantime had arrived, and had been brought in dispatches to Lieutenant Howison by Selim E. Woodworth, son of the author of "The Old Oaken Bucket," who was a young midshipman in the navy. This same September the bark Toulon brought Honolulu papers with news of the boundary settlement. At last the Oregon question was ended. Up went the flag at Oregon City, and cannon and anvil rang. Men grasped each other's hands, and the Spectator spread across its front in big capitals, "Hail Columbia, Happy Land."

In August of this year, 1846, the jail at Oregon City was burned by an incendiary. In September and October travelers began to arrive direct to Oregon City over the Mt. Hood road, that Samuel K. Barlow with forty axemen had been cutting all summer to save future immigrants from the losses and dangers his own party had suffered the autumn before. Said Judge Deady, a later eminent jurist of the state, "The opening of railways since has been of less importance than the opening of that road."

Another significant event also had occurred. In 1844 Captain Couch with his Boston brig was again in the river just in time to meet the immigrants. He foresaw the future. By the next year he had laid the foundation of the town-site of Portland on the banks of the Willamette, at the head of ship navigation. He still had a store at Oregon City, as also had Frank W. Pettygrove, but each nailed up a shingle to cabins on their claims: "Capt. John H. Couch claims 640 acres of land on this spot. Call on me at Oregon City." "F. W. Pettygrove claims this 640 acres. Call on him at his store in Oregon City."

In a letter to the Oregon Spectator, in July, 1846, General McCarver said, "The best families of the country are eating their meals and drinking their tea and coffee—when our merchants can offer it to them—from tin plates and cups." The tin cups and saucers he referred to cost \$2.50 for six in the Oregon City stores. Honolulu was the chief market for Oregon produce, with a freight rate of \$24 a ton. Tea in 1847 was \$1.50 a pound, and calico 25 cents a yard, bought with orders on merchants, wheat, or beaver skins. Salt in 1845 at McLoughlin's store was \$2.00 a bushel. In 1846 not a single ship from Atlantic ports arrived in Oregon, and all supplies for the year were brought from the Hawaiian Islands by the Toulon, and yet thousands of people were arriving destitute of all household commodities.

In March, 1847, the brig Henry, Captain Kilbourne, arrived from Newburyport and sailed directly up to Oregon City. Captain Kilbourne brought a lot of second-hand furniture that sold at an enormous profit; Mr. Athey, with the furniture shop on the west side of the river, said it was more than it was worth to fix it up. But Captain Kilbourne traded that furniture to newcomers, thank-



ful to get it, for lumber, flour, salmon, beef, potatoes, cabbage, onions, cheese, cranberries and turnips. Whatever any settler had, he traded to Capt. Kilbourne for furniture, and the brig Henry sped away to California stowing along with the vegetables an invoice of that first almanac ever adapted to the meridian of California. This was the beginning of an important trade between the two states.

The brig Henry was also the first ship to bring out any goods for women's wear, delaines, muslins, cambrics, cassimeres, cottons, shawls, hose and handkerchiefs. Clothing had been so scarce that Mr. Straight, elected to the legislature in 1845, was distressed because he had no coat, and feared he would have to sit in his shirt sleeves; but Mr. Moss, fortunately owning a spare coat, sold it to him for forty dollars.

There were now five stores in Oregon City, kept by the Hudson's Bay Company, Abernethy, Couch, Moss and Robert Caufield, who had just arrived with two wagon loads of goods hauled over rivers, plains and mountains all the way from Cincinnati. Pettygrove had gone to Portland.

In December, 1847, the Oregon legislature met at the Methodist church in Oregon City, and the governor read his message, making special mention of excitement among the Indians on account of the increasing immigration. Here at 2 p. m. on the second day of the session, Governor Abernethy presented a second, and special message, announcing the actual outbreak of Indian hostilities in the Whitman massacre at Walla Walla, word of which had been brought by a panting messenger from Fort Vancouver. Only a few weeks before, Dr. Whitman had been in Oregon City, urging the governor to make a special effort to arouse Congress for the protection of Oregon. Scarcely had the governor given his emergency message before James W. Nesmith was on his feet with a resolution for the dispatch of a company of riflemen to The Dalles, to wait for reinforcements. The governor called a meeting that night, a company of forty-five was organized, and the next day at noon, December 9, 1847, they set out in boats cheered by the city cannon and shouts of spectators. Above them floated a flag presented by the women of Oregon City. Already three commissioners had gone ahead of them to obtain a loan of supplies from the Hudson's Bay Company at Fort Vancouver. Chief factor James Douglas, who had succeeded Dr. McLoughlin in command, politely but firmly declined to let them have anything except on their personal credit, and, in order properly to equip the company, Jesse Applegate, Asa L. Lovejoy, and Governor Abernethy, signed a note for a thousand dollars, and giving them their outfits, sent the volunteers on to The Dalles. Returning immediately to Oregon City, the commissioners called a meeting of merchants and citizens that night, at which a thousand dollars was pledged for the war, and later raised to \$3,600 from all parts of the valley. These loans were for the most part in wheat, provisions of all kinds, arms and ammunition, leather, clothing, whatever could be used, lead, horses, bridles, trail-ropes, etc. A few days later Governor Abernethy issued a proclamation calling for more men, each man to furnish his own horse, arms, clothing and blankets and this company also was dispatched to the field, the women of Oregon City presenting a second flag to Capt. Thomas McKay and his company of Canadian Frenchmen passing through to the seat of war.

Two special messengers were dispatched to Washington, Joe Meek by land and Judge Thornton by sea, to notify the president and congress, and to obtain assistance. Also letters and messengers were sent to the American consul at Honolulu, and to the United States naval and land forces in California. But, unknown to Oregon, war had been declared with Mexico, instead of obtaining help from California, a ship was on its way north calling for help down there.

In the meantime, Peter Skeen Ogden, the same diplomatic Ogden who thirty years before paved the way for the original treaty with Indians at Oregon City, had gone from Fort Vancouver with blankets and other commodities to ransom the captive women and children held by the Cayuse Indians. On a Sunday morn-

ing in January, 1848, a courier arrived at the falls with a dispatch to Governor Abernethy, that was delivered to him in church. The sermon stopped as the governor, rising in his seat, read a letter from Douglas, that Ogden had arrived at Vancouver with three boats, containing all the women and children, and several missionaries from other stations in the upper country. All was excitement as the next day the boats bringing the captives were reported at Oregon City. Afar off, as soon as they were sighted at Clackamas rapids, the river banks were lined with people, and as the grizzly old fur trader drew up to the landing at the tail-race of the present woolen mill, the jubilant cannon rang again and again in gratitude and honor for their deliverance. Governor Abernethy indited a letter of thanks to Mr. Ogden in behalf of the colony. Peter Skeen Ogden afterward came to live at Oregon City, and died there, and is buried in the cemetery, but no name marks his grave. Unless something is done soon, it may become lost and forgotten. One of the rescued children, now an old and grayhaired man, recently made a pilgrimage to the spot, and with tears in his eyes exclaimed, "There should be a monument there. Maybe I will be the one to build it, maybe I will." The captives were delivered to Governor Abernethy, and soon found homes among the sympathetic people of the colony. In June matters quieted down and the volunteers came home, leaving a few in temporary forts to guard the line of march of incoming immigrants.

With the Cayuse war closed, and the provisional government of Oregon established, then occurred an event that startled the world and changed the face of history. Gold was discovered in California. Barely had those trains of self-governing immigrants established title to that Pacific shore, when James Marshall, of 1844 to Oregon, and 1846 to California, uncovered the treasure store of ages. General McCarver mounted his horse and with a few friends and pack-animals started for the land of gold in August, 1848. Peter H. Burnett followed in September, with a hundred and fifty men and fifty wagons, laden with provisions and mining implements. Peter W. Crawford, with a hundred young apple trees, would not wait to go to his claim, but stuck them into a garden near the Robin's Nest, where they grew into an orchard. Soldiers just home from the Indian war remounted their wild cayuses and galloped away. Oregon City was deserted. The Spectator suspended for want of printers, the legislature adjourned for lack of a quorum. Women began to gather the crops and attend the stores. A call came for 20,000 barrels of flour, several thousand bushels of wheat, meat, butter and potatoes to feed California. A schooner built at Oregon City, loaded with farm produce, ran directly to McCarver's new town, Sacramento, where several tons of eggs sold at a dollar apiece. Apples brought their weight in gold, flour \$16 a barrel. Sawmills at Oregon City were kept running day and night to supply the ever-increasing demand for lumber at \$60 a thousand feet. Oregon's two greatest needs had been money and a market; both had come.

When Joe Meek and Judge Thornton presented their dispatches to President Polk and to congress, there was a stir in Washington. Indian massacre, war—an infant state out there was crying in its cradle. President Polk appointed Joseph L. Meek United States marshal for Oregon, and delegated him to carry a territorial governor's commission to Gen. Joseph Lane in Indiana. Lane had no previous intimation, but accepted on the spot, and in three days closed up his affairs and set out with Joe Meek on horseback for Oregon. After months of travel over the long and dusty Santa Fe trail, they came into California—to hear an astounding story that had not yet reached the east when they left. At San Francisco Oregonians with bags full of gold dust were waiting for a ship, and together all sailed to the Columbia river. Impatiently chartering a canoe, Joe Meek and the governor arrived at Oregon City March 2, 1849.

George L. Curry, living in the largest house in town save McLoughlin's and the Moss Hotel, saw the approaching boat, and with T'Vault hastened to welcome the new executive. "Don't you know me?" inquired the postmaster.

"T'Vault of Kentucky," answered the quick-eyed official. Engaging Curry as secretary, all night the two sat in an upper room of the T'Vault house, where the court house now stands, preparing a proclamation. In the morning Curry himself in his shirt sleeves set the type, George Boone turned the hand press printing them off, and the governor's proclamation was distributed announcing the extension of federal jurisdiction over Oregon territory. Thus, on the very last day, March 3, 1849, Joseph Lane, "Marion of the Mexican War," kept his promise to bring in Oregon during President Polk's administration. A barbecue in honor of the new governor was held at the Holmes' claim, a mile square in the woods, just out of the settlement, at which a hundred and fifty invited guests sat down to a baronial board groaning with half an ox, chickens, turkeys, venison and salmon galore.

At once Governor Lane ordered a census, and took up his duties as superintendent of Indian affairs. One of his first acts was in behalf of Wanaxka, whose Indian fishing village on the west bank of the Willamette, near the falls, had been maliciously burned by a party of white fishermen who coveted the spot. A similar Indian rancherie at the mouth of the Clackamas, mossgrown and drooping with age, disappeared as one of the sequels of the Cayuse war.

The pressing need of money that could be handled, led to the organization of a private company to coin dust into five and ten-dollar gold pieces. A Salem blacksmith forged the dies out of wagon tires and scraps of old iron; W. H. Rector did the lathe work, and John G. Campbell the engraving, and in a small wooden building on Main street, gold dust to the amount of \$60,000 was coined into money stamped with the Oregon emblem—the beaver. Then the dies were ordered destroyed. From a high rock that stands below the falls they were said to have been thrown into the river, but some years after D. P. Thompson, in cleaning out the rubbish in a room on Main street, found those dies and sent them to Salem where they are now in the vault of the secretary of state. It has even been suggested that there may have been two sets of dies, as one authority claimed he saw Campbell throw those dies into the chasm below the falls. The set now in the office of the secretary of state is said to be of slightly different workmanship. But as this coin was made of pure gold without alloy, it was gladly bought up by the San Francisco mint at a premium and recoined.

In July, of 1849, the legislature held a brief session at Oregon City, and in the fall the first mounted rifles, recruited at Fort Leavenworth, arrived tattered and worn, having lost their goods in a wreck on the Columbia, and two-thirds of their horses in crossing the Barlow road over the foothills of Mt. Hood. The girls of Mrs. Thornton's school, where Mrs. Lena Charman's house now stands, flocked to the windows to see the soldiers march up Main street. Over the hill at the Methodist church they came, an elevation long since leveled, down into the corduroy-bridged mud hollow at Eighth street, tramp, tramp, with flag flying and drums beating, the finest martial music ever heard in Oregon.

No quarters were ready for the soldiers at Oregon City, and they were housed for the winter in tenements rented at exorbitant rates. Dan O'Neil, a boy of twenty-one, of the mounted riflemen, took command of a fleet of four or five Hudson's Bay batteaux, bringing stores from Vancouver to Oregon City. Of this event, he himself wrote, "With a crew of six Indians to each boat, and a load of about five tons, we would leave in the afternoon, making our first landing and camp somewhere near where St. Johns now stands. On the second night we would reach Milwaukie and on the next afternoon make our arrival at Oregon City. Getting over the rapids below Oregon City was a tedious but exciting part of our journey, the Indians wading and towing through the swift current, patient and enduring, good-natured and willing, as long as they received their dollar a day and plenty of fresh beef. Occasionally one would lose his hold and go whirling down the rapids for some distance before he would recover himself, and several times while poling on the head boat, I lost my balance and took a spin in the rapid waters."

In April, 1850, Governor Lane went up to The Dalles and brought down the five Cayuse murderers who had surrendered to the government. They were confined on an island in the midst of the falls, connected with the mainland with a bridge and guarded by a detachment of riflemen. The trial was set for May 22, 1850, the prosecution was conducted by Amory Holbrook, and the defence by the territorial secretary. After a fair trial, Judge O. C. Pratt sentenced them to be hung on the third of June. There was some fear of a rescue on the day of execution, and hundreds of settlers came armed, concealing their weapons in convenient places in order not to excite the suspicions of numbers of attending Indians. But all passed off quietly; the gallows stood on the site of the present city waterworks.

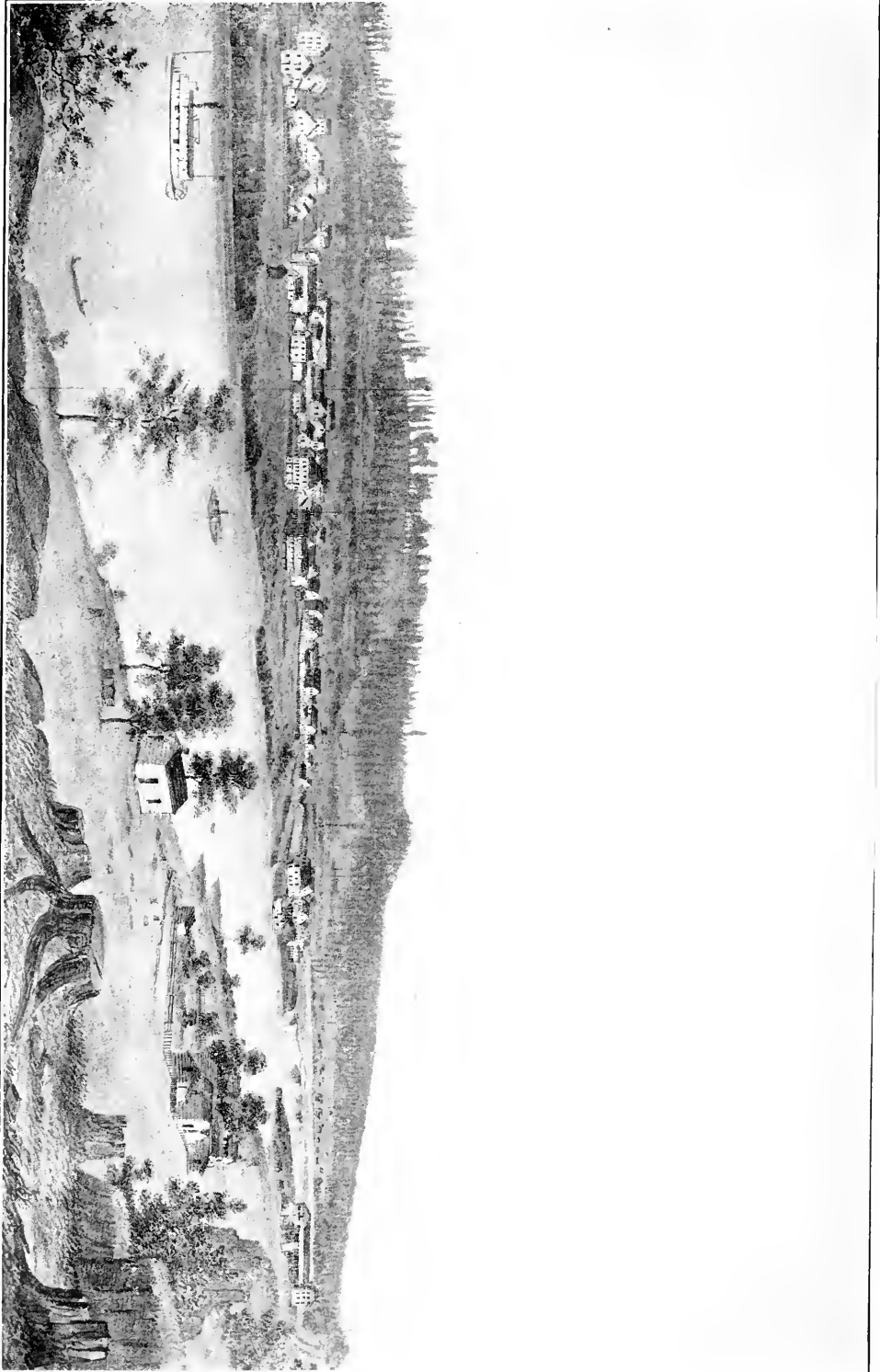
With the returning gold seekers, conveniences and even luxuries were for the first time known in Oregon City. McCarver came back in his own bark, the Ocean Bird, with an upright piano, the first in Oregon, a lot of furniture and a house to put it in, built in Boston of Maine lumber, knocked down and shipped to San Francisco, whither all the world was sending commodities at that time. Whole towns of Long Island Dutch farm houses were being built in Brooklyn, to be carried by sea to the Pacific, and one was brought to Oregon City. Berryman Jennings, Samuel S. White, Dolph Hanna and General McCarver cleared \$12,000 more than they had paid for the Ocean Bird on the very first voyage, bringing passengers to Oregon. On another trip to Honolulu she brought them \$16,000. Even China was sending houses to America, and three Chinese houses of teak wood were brought to Oregon City, where they were bought and set up by Robert Caufield and David Burnside. Some of the panels of those Chinese houses are in use to this day in Oregon City. McCarver paid his foreman, Andrew Hood, \$16 a day to set up that Boston house on his farm, displacing the original log cabin. Dr. McLoughlin and Dr. Barclay brought interior finishings for their houses, even to the fire brick and flagstones, from England. Furniture for ex-Governor Abernethy's fine home at Green Point, was brought at this time, and pianos for the Holmes's and others, but the oldest piano of all was brought for the daughter of Dr. McLoughlin on the bark Lausanne in 1840.

Oregon apples were as good as gold in California. It is related that one day Mrs. Hedges met General McCarver and told him she had just sold her apples to Mr. Strowbridge for \$11 a bushel. "And I have sold my apples to Mr. Strowbridge for \$17 a bushel," answered Mr. McCarver.

In 1851 the brig Henry, Captain Kilbourne, arrived again at Oregon City, this time with a lot of millinery. "You can get bonnets at your own price, Mrs. C.," said Dr. McLoughlin, hurrying into the Caufield store. "But, Doctor, I cannot, I haven't the money." "Tut, tut, tut," laughed the Doctor, "didn't I say you could fix your own price? They can't sell or give them away." Mrs. Caufield went down to the brig and bought the whole outfit, and set up the first millinery establishment in Oregon. People came all the way from Salem to buy Leghorn bonnets of Mrs. Caufield.

In June, 1848, Rev. George H. Atkinson and wife arrived at Oregon City, a few weeks before the news of gold nearly depopulated the place. He preached in the south room of the house owned by Deacon Hatch, on the bank of the river, corner of 4th and Water streets, the same room in which four years before Rev. Harvey Clark had organized a church. He found now seven members, having services once a month and carrying on a union Sabbath school with Rev. Hezekiah Johnson's Baptist church. Deacon Hatch came four miles over the hills with his ox team from his new farm on the Clackamas river, with his wife and children, to superintend this pioneer Sabbath school. Rev. David Leslie was at this time pastor of the Methodist church. The next week Deacon Hatch had horses ready to take Mr. Atkinson to West Tualatin Plains, now Forest Grove, to plan with Rev. Harvey Clark for the establishment of a college in Oregon.

In September, just when the gold seekers were starting away, a council of ministers and churches met for this purpose at Oregon City, and organized an



OREGON CITY IN 1858



association and board of trustees, and gave the first donation of \$100 for Tualatin Academy and Pacific University at Forest Grove. Deacon Hatch, a trustee, moved over there for a while as its agent, and helped erect the first hewed log building of the institution, and on horseback Dr. Atkinson rode back and forth from Oregon City to Forest Grove, summer and winter, looking after the school he had helped to found.

Across the Willamette at his Robin's Nest, Robert Moore had organized a Reformed Presbyterian church with Wilson Blain as pastor; early in 1849 the name of Dr. Atkinson's church was changed to "The First Congregational Church of Oregon City." A lot had been given by Dr. McLoughlin for a church, but being considered too far up the hill to be available, another one was purchased and a church was built at a cost of \$3,900. In August, 1850, Rev. J. H. Wilbur of the Methodist church, Rev. Hezekiah Johnson of the Baptist church, and Rev. St. Michael Fackler of the Episcopal church assisted in the dedication.

Early in 1849, shortly after Gen. Joseph Lane arrived with a commission as governor, Dr. Atkinson consulted with ex-Governor Abernethy, George H. Curry, and other citizens, upon forming a school district and establishing a system of free public schools. A meeting was called and the subject discussed. Governor Lane's first message to the legislature recommended the establishment of free public schools, and Dr. Atkinson was appointed the first school commissioner to district the county and encourage the establishment of schools.

As free graded schools were deemed too expensive for Oregon City at the time, Dr. Atkinson suggested a female seminary, and collected subscriptions for it to the amount of \$4,000, of which amount he himself gave \$1,500. Dr. McLoughlin gave the block of land on which the seminary was built, now the Barclay school—Dr. Barclay in his own person was the first school board—and a seminary was erected at a cost of ten thousand dollars. Dr. Atkinson sent to Governor Slade of Vermont for teachers, and five ladies arrived in 1851, two of whom, Miss Lincoln of Portland, Maine, and Miss Smith of New York, were employed by Dr. Barclay at once to open the school. The next year the teachers having married, Dr. Atkinson was permitted to go east for ten months to secure teachers and funds for this seminary and Tualatin academy. With the new teachers, Professor E. D. Shattuck and wife, the seminary attained a high standing. In 1861 Dr. Atkinson was invited by the city school board to take charge of the seminary which had become a free graded school. He took it for one year with Mrs. Atkinson and Mr. Randall as assistants, established the grades and continued preaching as usual. In a sketch of this period Dr. Atkinson says school teaching for six terms aided him in getting free from debt for the first time in fifteen years.

In 1865 Dr. Stephen D. Pope took charge of the school, graduating the first class, six girls, in 1870. "The proudest day of my life," said Dr. Barclay, as he signed their diplomas both as mayor and school commissioner. Professor Pope afterward went to Victoria, B. C., where he was superintendent of public schools for many years. Oregon City now has half a dozen handsome school buildings, the Barclay, the Eastham named for State Senator E. L. Eastham, and built on another block donated by Dr. McLoughlin, a new \$40,000 high school in process of erection, besides new graded school buildings in the suburbs at Park Place, Gladstone, Bolton, Canemah, Mt. Pleasant and West Oregon City. In 1885 the Catholic St. John's parochial school was opened by Rev. James Rauw, succeeded by Rev. A. Hillebrand in 1888, who has developed it into McLoughlin institute, a handsome structure on Main street, dedicated October 4, 1907.

The pioneer of the Episcopal church in Oregon was Rev. St. Michael Fackler, who in 1847 found a few members of his denomination in Oregon City, and held occasional services in the house of Archibald McKinlay, a retired clerk of the Hudson's Bay Company and son-in-law of Peter Skeen Ogden. In 1852 Rev. James A. Woodward held Episcopal services in the Congregational church

until a room was fitted up for the purpose. In 1861 Bishop Scott built the present Episcopal church.

On May 30, 1849, Dr. McLoughlin filed his intention to become an American citizen, but this did not end his troubles, although he had resigned from the Hudson's Bay Company and moved to Oregon City before the treaty of joint occupancy was abrogated. On the anti-Hudson's bay platform Samuel R. Thurston was elected Oregon's first delegate to congress, and although ill, set out in a boat from his home on the west side of the river at Oregon City, on the journey to Washington. There he so presented the case that congress withheld the claim of Dr. McLoughlin, while confirming that of every other settler. When news of this arrived at Oregon City, a public indignation meeting was held at which fifty-six leading citizens signed a memorial declaring the reservation unjust, and later, in 1862, the state legislature restored the title to his heirs; but, meanwhile, the doctor, overwhelmed with distress and grief, had died in 1857, owing more than he could pay to the Hudson's Bay Company for outfits and favors granted to the early impoverished American immigrants. By united request of the chief factors of the west, the Hudson's Bay Company cancelled the claim in view of the very great services of Dr. McLoughlin. No officer surpassed him in executive ability. During this time the uncertainty of Oregon City titles drove more and more settlers to other towns.

Senator Thurston, dying on his way home, was succeeded in congress by Joseph Lane. Abraham Lincoln was appointed governor of Oregon but declined, and General John P. Gaines, of Mexican war fame, accepted and arrived at Oregon City with his family and furniture in 1850. Among other things, Delegate Thurston had secured an appropriation of \$20,000 for public buildings. Oregon City wanted these, so did Salem, Corvallis and Eugene, and the capital location fight began in earnest. It became a political issue, the democrats going for Salem and the whigs for Oregon City. In December, 1851, the legislature met at Salem, except a minority of one senator and four representatives, who resolved that Oregon City was the capital, and continued to meet and adjourn for two weeks. At the old legislative hall, corner 6th and Main streets, Columbia Lancaster elected himself president of the upper house, and made motions and seconded them himself, and prepared a memorial to congress that was signed by himself and the speaker of the house of representatives, at Oregon City. At this same time a majority of the legislature met at Salem and a majority of the supreme court met at Oregon City. Governor Gaines said Oregon City was the capital, and when Judge O. C. Pratt ordered the territorial library brought to Salem, Judges Strong and Nelson ordered it to remain at Oregon City.

To end the trouble, by request of the president, congress fixed the capital at Salem, and Oregon City, for years the social, commercial and political center of the northwest, the home of governors, judges and other prominent people, lost the capital in 1852. In 1853 there were one thousand people at Oregon City, and two thousand at Portland. On December 4, 1850, Thomas J. Dryer began the Oregonian at Portland, and three months later, March, 1851, Asahel Bush issued the first number of the Statesman at Oregon City. When the capital was changed to Salem, the Statesman followed; when it went to Corvallis, there, too, went the Statesman. Some laughed at the "paper on wheels." "Wherever the seat of government is, there is the statesman," answered Asahel Bush, as back with the legislators it finally went to Salem for a permanent home.

But Oregon City had other papers, the Spectator, the Free Press started by George L. Curry, when he left the Spectator. In 1855 W. L. Adams bought the Spectator press for \$1,200 and started the Oregon Argus, which he edited for nine years as a republican journal. With the old whig stronghold, Oregon City, as his headquarters, Adams stumped the state, writing his editorials on his knee, armed with two revolvers and a bowie knife, and called the first republican convention ever held in the state. He is known today as "The Father of the Republican Party in Oregon." Says an admirer, "Through the Argus, with



D. W. Craig as foreman and right hand man, he overthrew all opposition, dismantled their guns, licked the republican party into shape, and laid the foundation for free Oregon." Abraham Lincoln read the Argus, and leading eastern journals testified their admiration of him as a writer. In six weeks after he was inaugurated, Lincoln appointed Adams collector of customs for the district of Oregon, the first appointment made by Lincoln in the state.

In 1864 D. W. Craig bought the Argus and moved it to Salem, where it became merged in the Statesman, and the old Spectator press went to Roseburg. In 1866 D. C. Ireland, formerly with the St. Paul Pioneer, came to Oregon City and started the Enterprise that is still the popular local paper with Edward E. Brodie as editor. A former reporter on the Enterprise was Ella Rhodes, now Ella Higginson, whose books published by Macmillan of New York, have become a permanent part of American literature. In 1906, in conjunction with the Enterprise, H. A. Galloway published the Daily Star, which aroused local pride and gave the town a new impetus, and in 1911 Mr. Brodie launched the Morning Enterprise, a newsy little daily. In 1882 the Oregon City Courier, democratic, was established, that later combined with the Herald, populist, into the Courier-Herald, and is now the Courier again, under the efficient management of W. A. Shewman.

Around Willamette Falls centers the dramatic history of Oregon City. Gateway to the interior, every enterprise paid tribute to that upheaval of rock that for half a mile cuts the river in two, and lifts the shores into precipitous benches like colossal stairways. With the river the only highway, all travel, freight and immigration, must halt at the foot of the falls, and portage over almost insurmountable obstacles to the head beyond. This created the old immigrant road on Canemah hill that wound directly up over a basaltic bluff overlooking the cataract below. This was the immigrants' entrance to the Upper Willamette, and in due time back came loads of grain down the rocky stairway, to mill and to market, slow-going ox-teams in long trains, fifty, sixty and seventy wagons a day, creaking up and down where today it seems impossible for wheels to go.

This old hill road was superseded by a shore road on the bank of the river to Canemah in 1852, when Captain Peter H. Hatch blasted a highway out of solid rock under the bluff, costing \$20,000, made up by popular subscription in Oregon City. This has since been further widened for railroad and trolley lines. This river road now became a scene of still busier traffic, teamsters working all day and night, freighting ever increasing merchandise around the falls. Main street of Oregon City used to run where the basin now is, and warehouses at Canemah above, and where the Hawley mill is below, were bursting with the surplus of the fertile valley.

A still further advance was made when D. P. Thompson, Asa L. Lovejoy and the Dement brothers constructed a horse railway, transferring from boats at Canemah, along Main and Water streets, to a warehouse dock at the foot of Eighth street below the present court house. Two boats ran constantly on the lower river, and nine on the upper, bringing fruit, grain, cheese, butter, eggs, poultry and other farm products from the interior down the river to Portland and the Columbia. The next step was a water basin blasted out to take the place of the land portage.

Canemah, an Indian word for "canoe-place" had always been a deep-water landing above the falls. Between Hawley's paper mill and the woolen mill, a sandspit below a reef of rocks had been for ages the landing below the falls. From here a wagon road ran up a little canyon into Main street. The frontage is deep, ships from the Pacific came up there on the high tide of June, and to connect the two was a future scheme of business adventure.

The chasm under Hawley's present warehouse was blasted out by Dr. McLoughlin, and his mill was between the site of Hawley's warehouse and the river. Bolts in the rocks yet show where it stood. He also had blasted a small

basin and channel as a millrace, where the present basin is, which was then heavily timbered with cottonwoods and firs.

Along with the Argonaut, S. S. White of Oregon City, went to California to buy a vessel for the Oregon trade, intending to get but one, but finding really fine vessels deserted by their crews for sale for a song, he bought three, one of which, the Ocean Bird, with Berryman Jennings and McCarver as partners, became a moneymaker. Then he bought the Louisiana, on which the Lot Whitcomb machinery had come out, and with cargoes of Oregon produce made voyages to China. It is probable that in this way the Chinese houses came to Oregon City.

But boats that could run on inland waters were now in pressing demand. In September, 1849, David Wilkins, of Pittsburg, Pennsylvania, addressed a letter to the merchants and business men of Oregon City, asking for information as to the practicability of building a light draft steamer to run on the Willamette. Mr. Wilkins offered to build and ship in a sailing vessel around the Horn a hundred-fifty-ton steamer for \$8,000. Nothing was done about this, but on July 4, 1850, there arrived at Oregon City on her trial trip, the first steamer built in Oregon, the Columbia, of Astoria. A celebration was held in her honor, and on Christmas day, 1850, the Lot Whitcomb, in which many Oregon City men were interested, was launched at Milwaukie amid much rejoicing. But the Lot Whitcomb was never able to get above the Clackamas rapids. Thirty thousand dollars were expended in improving those rapids in 1852, but, in the meantime, Oregon City developed an industry of which there is little actual record. In a natural depression of the rocks at the falls, just back of where Mill A now is, a dry dock was established, with a dam of crib work and a gate in it, to let boats in and out, and in this natural dry dock at Canemah in the fifties and sixties whole fleets of steamers were built, that ran on the upper Willamette, and some taken below ran on the Columbia and all the rivers of the northwest.

The first experimental steamer built at the Canemah dry dock was the Hoosier, made from a ship's long boat, with a pile driver engine and boiler, a little side wheeler with Captain George A. Pease as pilot and purser. She was finished in May, 1851. About that time Captain Irving in the bark Success arrived at Oregon City with three small steamers on deck, the Little Eagle, the "Bully Washington," a small iron steamer picked up on the Sacramento and launched above the falls in June, 1851, and the Multnomah, built in the east and brought out in sections and taken piece by piece above the falls where it was set up, also, in June, 1851, and ran between Canemah and Corvallis, the first boat to ascend as far as Corvallis, bringing down a thousand bushels of wheat at a trip. Captain A. F. Hedges, who laid out Canemah in 1844, went east and brought out steamboat machinery to build the Canemah, the fourth boat above the falls, launched in 1851, a side wheeler, bluff bow and square stern, that carried mail and passengers.

The James Clinton was built at Canemah in 1856 by Captain Cochran, and others, who constructed the Surprise the next year. With Cochran as captain the James Clinton was the first boat to reach Eugene, arriving March 12, 1856. This was considered a great feat. The citizens of Eugene had promised to take five thousand dollars worth of stock if a boat could be brought up. Before, the grain had gone down in flat boats paddled by Indians.

The Franklin, built at Canemah, was owned by McCarver and son, and the Shoalwater, later renamed the Minnie Holmes for a popular young lady of Oregon City.

In 1853, a rival company projected transportation on the west side of the river, with hoisting works to lift goods above the falls and deposit them in steamers, instead of wagoning them a mile or more, as had been done. A basin and bulkheads were constructed and mills erected at the lower edge. The hoisting works were made of ropes, wheels and an elevator, in which passengers and goods were transferred.

On account of traffic diverted this way, Linn City sprang up on the river shore on the west side; a hotel and other buildings gave the settlement a consequential air. Money for steamers and construction work was obtained by a man named Page, backed by California capital, but misfortune attended the enterprise from the start. They also had a dry dock, in which their first steamer was burned on the stocks October, 1853. About six o'clock in the evening of October 8, 1854, Oregon City heard a boom like a cannon, the second steamer built by this company, the handsome Gazelle, had exploded with fifty people on board, twenty-two of whom were killed outright and many others injured. A sad day followed when the mangled dead were carried in one long funeral train to the newly opened cemetery. The only explanation was that the boiler of the Gazelle was made of poor iron and gave way under the strain. Some also were injured on the Wallamet, alongside the Gazelle.

In March, 1857, the steamer Portland, after loading at the mills, in turning round broke a rudder and backed over the falls. Balancing on the verge, she strained the whistle cord, blowing a long blast as breaking in two she plunged to the bottom. The hull and machinery of the Portland lie now as she fell, and the safe with \$700 in gold. The captain, Arthur Jamison, jumped, but too late, and he and Bell, a deckhand, went down together. The pilot house and upper works floated off down the river and came ashore at Portland uninjured. The captain's coat and watch hung in their usual places, not even wet. At low water the hog chain shows still; a diver once tried to get the safe, but boulders from the falls had rolled on top.

F. X. Matthieu and others built the Elk at Canemah; she blew up, and her captain, George Jerome, went up with the boiler and lodged in a cottonwood tree unhurt. This same George Jerome was the only man on the Wallamet, when she was lined over the falls in July, 1854, to carry mails at Astoria. In the same manner, in July, 1858, the steamer Enterprise, Captain Tom Wright, was lined down over the falls, going north where she coined money on the Fraser river. This new gold rush caused a greater boom in boats than ever.

Another favorite spot for building steamers was on a sand spit out of the canyon at the foot of 11th street, where Bush's furniture factory now stands. In the deep water there the finest stern wheeler yet built, the Carrie Ladd, named for a Portland banker's daughter, was launched in October, 1858, constructed for Jacob Kamm and Captain Ainsworth. Her engines were brought from Wilmington, Delaware. She was fitted up more like modern steamers than any yet made, and in her day was queen of the rivers. The steamer Relief was also built at that point in 1858.

In the autumn of 1861 there was great excitement over the outbreak of the Civil war. Captain D. P. Thompson recruited a company, of which John T. Apperson was first lieutenant and Jacob S. Rinearson was major, and they were directed to report forthwith to Colonel E. D. Baker on the Potomac. But Oregon Indians had heard of the trouble in the east, and were again hostile. Those who had enlisted in the hope of going east were imperatively needed to protect the Oregon frontier, and to guard incoming immigrants.

In December, 1861, the river rose to an unprecedented flood, and in one fell swoop carried away most of the improvements on both sides of the falls, all the mills, the breakwater, the hoisting works of the Milling and Transportation Company, the foundry, the Oregon City Hotel, Abernethy's brick store, and many more structures. Linn City with gardens, groves and more houses than were in Oregon City was swept clean down to the bed rock. Not only was Abernethy's mill taken off the island, but also the trees and very earth down to the solid rock. On the Oregon City side McLoughlin's mill was carried off leaving not a vestige behind. The Willamette Iron Works that the year before had made engines and machinery for the first two steam saw mills of eastern Oregon, at Walla Walla and The Dalles, was carried away bodily; and where a grove of gigantic firs stood on the site of the present basin not a trace remained

either of trees or soil in which they grew. The entire raging river was covered with uprooted trees, barns, fences, cabins, bridges, the annihilated toil of pioneers. Above the falls Canemah was laid waste; and below, Abernethy's peach orchard and acres of river front were dumped into the torrent. In view of this pioneer catastrophe, it is comforting to know that the flood of 1890, ten inches higher, carried no such destruction in its wake. The country was better prepared to meet it.

When the flood of 1861 was at its highest the falls of the Willamette were the scene of an exciting feat in steamboating when Captain George W. Taylor resolved to take his boat, the St. Clair, to the lower river. A sale was to be made on condition that the St. Clair could be landed below in safety. The short December day passed in hesitation, the Canemah women made fires on the hills to see the St. Clair go over the falls, friends bade the daring captain adieu, when with all in readiness he launched upon the toboggan slide of waters. A breathless suspense was relieved when cheerful toots of the St. Clair's whistle proved she had made the leap in safety. The ease with which the St. Clair made the plunge proved the passage could be made, but no one has ever tried it again.

But this baptism did not wash away political animosity. In 1862 democrats and republicans refused to celebrate the 4th of July together, the democrats going to Holmes park on the hill, and the republicans celebrating where the C. C. store now is, where they had erected bowers and tables. Both parties quarreled for the only cannon in town, but the democrats carried it off.

After the receding flood of 1861, bare rock from landing to landing suggested a deeper basin where Dr. McLoughlin had made his pioneer attempt a quarter of a century before. The valley demanded an outlet, and sixty-five stockholders from Eugene to Portland organized the People's Transportation Company, constructed a basin and canal at Oregon City, built boats at the Canemah dry dock, drove all rivals from the river, and held the monopoly for ten years in which time they spent over a million dollars in steamboats, docks and improvements to handle freight expeditiously. They held the key to the upper Willamette.

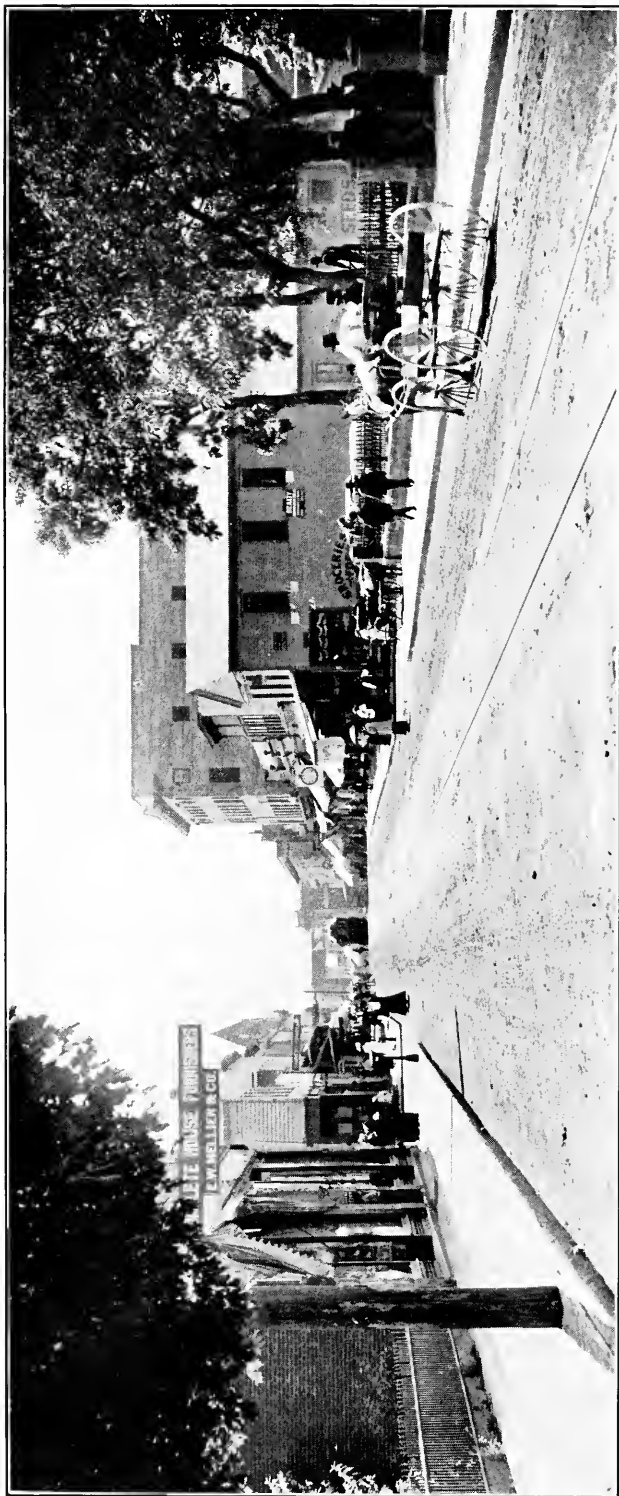
Then, just as had happened before, a rival company, the Willamette Transportation and Locks Company, started in on the other side. The People's Transportation Company paid no attention, but went on and built two more steamers at Canemah, the Albany, and then the Dayton, the first commander of which was Captain J. T. Apperson. When in 1870 the state legislature granted a bonus of \$200,000 to the Willamette Transportation and Locks Company, the doom of the old, uncertain portage was sealed, and the next year, 1871, all the People's Transportation Company's interests went into the hands of Ben Holladay, who now had all the steamships, boats and railroads of Oregon in his hands. The little fleet of home built boats, the Enterprise, Fanny Patton, Albany, E. N. Cook, Alice, Active, Alert, Echo, Success and Onward, all went to Ben Holladay for \$200,000. The business was of great magnitude at this time, five thousand tons of freight being brought to Oregon City in the one month of January, 1871. The Alice, one of the last boats built at Canemah, ran on the upper river until she was burned in the basin at Oregon City.

The locks were completed in 1872, and when, on New Year's day, 1873, the first steamer, Maria Wilkins, puffed down through the water gates, she had on board Jacob Kamm, Governor Grover, Ex-Governor Whitaker, Harvey W. Scott, and other guests of distinction. On March 16, the Governor Grover, a Portland steamer, went up, the first large steamer to go so far up on the river.

Today the General Electric Company lights Portland from Willamette Falls, and claims the locks, with toll from every boat that passes through, and statesmen are studying how to secure to the people free navigation of the Willamette. Government engineers are surveying the falls, to ascertain whether it will be best to buy the locks, or build new ones.

Fifty years have worn away fifteen feet of the falls, but this has been stopped by a big rock wall, a concrete dam, half a mile around and five feet thick,





MAIN STREET, OREGON CITY—1910

cemented on top of the falls, thereby heightening and increasing their efficiency.

In 1882, at a cost of more than \$10,000, a fish ladder was built at the falls, all of which was swept out by a flood in 1885. Other attempts have been made, money has been spent in blasting, building, and repairing, but with indifferent success, owing to the building of dams at the mills, changing the course of the currents.

#### THE RAILROAD.

As early as 1846 the citizens of Oregon City held a mass meeting and sent a petition to congress for a government railroad across the Rocky mountains to Oregon City. At intervals from that time the subject was agitated and preliminary surveys were made, until in the sixties arrangements were made for rights of way for the Oregon and California railroad.

Before the Locks and Transportation Company had completed their open river to the interior, the Ben Holladay line had blasted a roadway and laid its rails under the bluffs at Oregon City. The old Cliff House and McLoughlin House were turned into hotels and were full of men when the railroad was building in 1870. The first Clackamas bridge washed out, another must take its place before the close of 1870 to hold the right of way. December was fitting by. "Can you, or can you not complete this bridge?" Ben Holladay demanded of the foreman. The man hesitated. "Speak," commanded Ben Holladay, "Say the word. If you can't I'll find a gang who will." The bridge was done on time, men working by the flare of torches on the last night of 1870, and on New Year's dawn of 1871 the road was open and a train passed through on the new laid irons. The struggle of ages was ending. Canemah hill was no more a scene of toiling oxen, the falls were practically annihilated, and by land or water grain, merchandise, wealth, could pass the old Thermopylae where red men fought in ages gone and white men struggled for a foothold. (This railroad subject properly belongs to Mr. Gaston.)

#### MANUFACTURES AT OREGON CITY.

From a very early time Oregon City was called the Lowell of the Pacific coast. The first flouring mills were at the falls, and the first saw mills. In 1864 Mr. L. E. Pratt, who had already built a woolen mill at Salem, drew up plans for the second mill in the state at Oregon City, procured the machinery and put the mill in operation with capital of \$100,000 supplied by Oregon City merchants, the Charmans, Arthur Warner, Latourette and others. Everybody took stock in the woolen mill. Schuyler Colfax, on a congressional junketing tour through the Willamette valley in 1864 spoke in the woolen mill before the machinery was put in, and articles written by him for the New York Herald brought skilled workmen who have made Oregon City their home ever since.

The present proprietors, the Jacobs Brothers, began as peddlers with Oregon City as headquarters. Samuel Marks, a merchant, furnished them goods. Presently they bought Marks out, owned the store, and quietly began buying up woolen mill stock at fifty cents on the dollar. Good financiers, today they own the Oregon City woolen mills, now grown to be the largest west of the Mississippi river, and manufacture for the wholesale trade, blankets, robes, cassimeres, flannels, shirts, pants, mackinaws and have also a large garment factory in connection. Several fires have devastated the plant, which has each time been rebuilt larger, and now 350 hands are employed, using 1,500,000 pounds of wool with an annual output of a million dollars per annum. This substantial brick establishment stands on the site of the old Hudson's Bay stockade and store. The only serious labor trouble occurred in 1885, when forty Chinamen, awakened from their beds at midnight, were escorted by a committee to a boat in waiting, and told never to return. Their places in the woolen mill were immediately filled by white men and women.

The flood of 1861 cleared the way for the paper mills that now occupy the site of old Linn City. Paper of a coarse quality was first made at Oregon City in 1867, by W. W. Buck, a pioneer of 1845. Later Mr. Buck built another mill with capital furnished by the publishers of the Oregonian, and successfully manufactured printing and wrapping paper, which was all consumed in and about Portland. In 1888-89 larger paper mills began to be built at the falls, until now the three, the Crown-Columbia, the Willamette Pulp and Paper and the Hawley mills are among the largest in the world. Between five and six million dollars are invested in the paper industry at Oregon City, employing a thousand men with a payroll averaging about \$70,000 monthly. Seventy-five million feet of logs per year are converted into paper to be shipped to every Pacific port, China, Chili, Australia, Alaska and New Zealand. The Willamette, the largest of all, manufacturing newspaper only, with a daily output of 170 tons, received one of the largest orders for print paper on record in December, 1910, the contract calling for two million dollars' worth, to be delivered to Harrison Gray Otis of the Los Angeles Times.

Besides the woolen and paper mills, Oregon City has a number of sawmills in the town and suburbs, an iron foundry, and the electric plant that lights the city of Portland. A trolley line connects the two cities, completed in 1893 by James and George Steele. The first suspension bridge in Oregon, costing \$30,000 was built in 1885-6, connecting east and west Oregon City. A commission house is doing an extensive business, an ice plant, steam laundry, a water system owned by the city, a public library and free reading room, are also features of the town. A commercial club with rooms in the new Masonic Temple is doing splendid work, as also are the Woman's club, of which Mrs. J. W. Norris is the president and leader in civic improvement; the Rose club founded by Mrs. George A. Harding; the Derthick, a musical organization established by Mrs. E. E. Williams; the McLoughlin Memorial Association, E. G. Caulfield, president, that has restored the historic home of the founder of the city; the Willamette Valley Chautauqua Association, the largest educational gathering in the state, that for seventeen years has met at Gladstone park, attracting thousands of people and the most noted talent in the country. The present population of Oregon City is 4,287, and probably 10,000 including its suburbs, West Oregon City, Bolton, Canemah, Park Place, Gladstone, and Mt. Pleasant. In a professional way, besides the clergy and school teachers, Oregon City has eight physicians, nine dentists and sixteen practicing lawyers. Churches of all denominations are now represented, some of them with enlarged and modern buildings.

#### INDIANS AT OREGON CITY.

From time immemorial the "Hyas Tyee Tumwater" was a rendezvous for Indians in the fishing season; over the Willamette falls they fought, Clackamas and Klamath, Multnomah and Molalla. But dead men tell no tales. Indian burial places overlooked the falls on both sides, perched in trees, on rocks, on scaffolds, and later in the ground after the white man's fashion. As late as the sixties these graves might be seen decorated with strips of blankets, tin pots, kettles, and whatever the departed had prized in life. Twenty feet of the Canemah bluff cut off by the railroad was an Indian burial ground, also across the river along the present picturesque walk to the paper mills. All these places have been dug over by relic hunters who carried away skulls, jawbones and archaeological treasures.

As settlers advanced, the Indians moved their camps to the first bench, the second, and finally to the third, where for years boys and girls found small Indian pockets or caches with beads and arrow heads. All over the present McLoughlin heights and beyond, old timers point out localities of Indian camps and graves. A larger Indian cache was a cave in the face of the high bluff between 5th and 6th street. This cave was entered from above, out over the edge, where a single frail sapling is all that prevents the adventurer from slipping to death below. In this cave, extending sixty feet back under the rocks,





DAVID. THE OREGON CITY MASCOT



the Indians used to lie in wet weather and look down upon the building of the settlement. In early times timid women were afraid to pass the spot for fear of arrows. H. C. Stevens has a collection of arrow heads dug from the sand in front of the old Governor Abernethy place on the river, that seems to have been the factory of an ancient arrow maker, scattered with fragments and chippings of stone from far-away fields. The old Indian rancherie at the mouth of the Clackamas was described by Elisha Applegate of 1843 as "a house three hundred feet long, seven feet high at the eaves, the sides being made of cedar puncheons a foot broad and two inches thick, all smooth. Indians said the building was a hundred years old. A porch ran the whole length of the south side, and the main building was divided about every fourteen feet by a partition, while each room had a door on the outside. It was headquarters for the Clackamas tribe which acquired its name from a reduplication and extension of all 'k' sounds as "K-k-klack-kmas."

Another noted spot was the Indian slave mart on the bank of the river at 11th street, where savage Klamaths in canoes brought captive Indian children from southern Oregon, and exchanged with other Indians for blankets and salmon. In the early forties these little Shasta and Rogue river Indian slaves were found all over the Willamette valley, at The Dalles, and down the Columbia. Once Judge and Mrs. Thornton, looking down upon the pitiful scene, had their sympathies so aroused that they, themselves, purchased several abused children, adopted and educated them. They also educated a nephew of the famous chief Leschi, from Puget's sound, and just before the outbreak of the Yakima war Leschi made a visit to him at Oregon City. Peter H. Hatch released one of these unhappy children. Rev. Gustavus Hines also had one that had been rescued from a dead house at The Dalles, where he had been bound to his dead master and fastened in the tomb. The Jennings family educated a very bright Indian boy who is now on the Warm Springs reservation, Indian Dave, the son of an Idaho chief, brought from the Snake river by Major Rinearson in the sixties, is a civilized and popular Indian of Oregon City today; Klamath Susan, the last of her race that ventured here, is a pensioner of the whites in her old age; Sousap, the last of the Clackamas, remains, and Indian Molly, who washes for white people.

Dr. Forbes Barclay, a prominent physician and surgeon of the early day, kept a bateau with an Indian crew, and, on errands of mercy, traversed the rivers from Vancouver to Salem. "Uncle Billy" Vaughan, of 1843, said he had killed many a deer in the thickets along Indian creek by the 7th street steps. In 1845 James McMillen saw Indians chasing a deer that leaped into the Willamette falls and was shot by an Indian below, as it emerged, valiantly battling for its life. As late as the sixties a deer chased by hounds jumped off the bluff, breaking its legs on the rocks near the present Southern Pacific depot. With the last of the deer the Indians departed.

Never town was built on a wilder spot than Oregon City. Wherever a stream leaped down the bluff, it tore a canyon to the river, marking in several cases the present intersections across Main street. The Methodist church, the first west of the Rocky mountains, was built on a wooded knoll that sloped down into Indian creek canyon at 8th street. This creek, rising in springs at Holmes' farm and vicinity back of the bluffs, meandered on to the edge of the precipice at 7th street, where it fell in a wild cascade behind the present Weinhard building ploughing its tumultuous way down between the present court house and the E. G. Caufield place, where it leaped again in a second cascade to the Willamette. No wonder the earliest comers looked upon the land as a home of rills and waterfalls, and potential energy for mills.

Indian creek, also called Bull creek, from a fractious Spanish California bull that mired and drowned there before it could be rescued, became the seat of several pioneer industries. Near the foot of the bluff, Nineveh Ford had a tannery, the first in the state, in the days when Oregon City wore moccasins; the second

tannery in Oregon was located on the same stream higher up toward the Holmes' place. Bricks for Governor Abernethy's store, the first made in Oregon, were manufactured on Indian creek, on the corner of the present court house yard at 8th and Main. A log bridge across this creek was the first improvement on Main street. An early brewery on Indian creek tainted the air back of the Weinhard building, and a man by the name of Singer built a large grist mill near the head of the 7th street stairs, where at certain seasons the stream became a raging torrent.

Another canyon extended from the bluff at the Congregational church, to the river at 11th street. Down this zigzag way Indians trooped to the slave market at the foot of 11th street. Peter H. Hatch, an early contractor, blasted the bluff away, opening a road up the hill. The canyon was bridged with logs, as also was the Abernethy canyon at Green Point, where the governor's house was the first civilized structure visible to boats coming up the river. The next edifice seen was the Catholic church, on the spot where it still stands. Water street, that later caved away, was then the principal promenade of the city, looking down on the river panorama of Indian canoes, Hudson's bay bateaux, and now and then a stately ship from the ocean.

Back of the Methodist church to the present railroad track, a mosquito-haunted, skunk-cabbage swamp extended its malarial ooze. The bluff at 5th street was climbed by a ladder, a distance of eighty to a hundred feet, and the second bluff to Falls View, two hundred and fourteen feet up to the reservoir, also was scaled at certain points by ladders. At the present 7th street stairs an Indian trail wound up through the bushes along Indian creek, and at 8th and 9th streets an uncertain wagon road, later known as the "Baptist Slide," clung to the steep, slippery and dangerous edge until the beginning of the Singer Hill road was blasted out of the rocks along the side of the bluff. Not Edinburgh, nor cliffs along the Rhine have possibilities greater than these rocks of Oregon City. Draped with vines and greenery they yet may rival the best the world affords. The roads out of early Oregon City were still more unspeakable. Crude and inadequate ferries, with caving slippery banks, led into the village across the Clackamas, the Pudding and the Molalla. In later years these country roads have been improved, and in the town, thousands of dollars are being expended in filling canyons and extending modern streets and cement walks in every direction.

EVA EMERY DYE.

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