

SALEM AS IT WAS IN 1852

HOW THE CAPITAL CITY OF OREGON WAS CARVED OUT OF THE WILDERNESS BY PIONEER REMINISCENCES BY JUDGE R. P. BOISE.

SALEM, July 18.—Following is the address on "Salem in 1852," delivered by Judge R. P. Boise at the jubilee services of the First Congregational Church last week.

It was in March, 1852, that I first saw the site of this city. I came here in company with the late Matthew P. Deady to attend one of the first courts held in Salem. We came on horseback, then the usual way of traveling, from Portland, by the way of Hillsboro, and La Fayette, crossing the Willamette River at what is now the Port of Lincoln, then Dock's Ferry. We were three days in making the journey from Portland here. Most of the way was over the open prairie or along dim paths through the scattered settlements. I remember that we spent the night before our arrival in Salem at the cabin of Mrs. Elizabeth Thurston, the then widow of the late Daniel R. Thurston, then Delegate to Congress from Oregon. I had known Mr. Thurston in Massachusetts, and was also acquainted with Mrs. Thurston. She was an accomplished scholar, a lady of refinement and a teacher in the Willamette University for many years, and afterward became the wife of Hon. W. H. Odell, who is now president of the board of trustees of the university.

Supreme Judges Did Circuit Duty. Judge O. C. Pratt was the presiding judge of the court. There were then three judges of the Supreme Court of Oregon who performed circuit duty. The Territorial Legislature, at its annual session in December, 1851, had altered the boundaries of the judicial district as to give Judge Pratt jurisdiction to hold the courts in all the counties south of the Columbia River except Clackamas. Marion County had formerly belonged to the district over which Judge Nelson presided, and the constitution was revised that Judge Pratt had no jurisdiction to hold the courts in this county, for the reason that the Legislature which passed the law changing the district had assembled at Salem instead of Oregon City, which latter place had been decided by a majority of the Supreme Court of the territory to be the capital. Judge Strong and Nelson had held, and so declared, in a written opinion, that the act of the Territorial Legislature convened at Oregon City in December, 1850, removing the capital from that place to Salem, to be in conflict with the act of Congress of the same date, and therefore void. Judge Pratt dissented from that opinion, and in accordance with his opinion, the Legislature, meeting in December, 1851, organized and held its session at Salem.

Members of the Bar. The question of the validity of the acts of the Legislature of December, 1851, was then of great interest to the people of the territory, and especially by members of the bar. At that time the members of the bar residing here were: B. F. Harding, E. M. Barrow, Elijah Williams, L. F. Grover, John C. Olney and Joseph G. Wilson. The court was held in a hall on what was then called Boon's island, in North Salem. The courthouse was not furnished with a jury box, and the usual fixtures to accommodate the lawyers, still these rude surroundings did not embarrass Judge Pratt in asserting the full dignity of the court.

City of Salem Platted. Before 1850, Dr. Wilson had platted this city, and L. H. Judson, or J. B. McClane, had platted North Salem, and the building of this city began in 1850, and the plan for its permanent location, and built mill and house, and continued to improve the main property until the time when the property was sold, or divided principally among the members of the mission. After the land was divided, Dr. W. H. Wilson took this the center part; David Leslie located on the south; Alvin Weller on the east and L. H. Judson and J. L. Parrish on the north.

Boon as State Treasurer. When Judge Boon became Treasurer of the territory and state it is said he kept his accounts in the most simple and exact manner, that is, he had two strong buckskin sacks, in one of which he put the money of the state, and in the other he put his own money, and when statements were presented he paid them out of the state sack, and his own bills payable he paid out of his own sack; so there was no chance for error in his accounts, or danger of loss of the public funds, and none occurred.

Pioneer Merchants. There were several merchants in the town, Joseph Holman, J. H. Brown, John D. Boon, William Griswold and George W. Jones, and a considerable business was transacted. Money was plenty, consisting of gold dust from the mines of California and Southern Oregon. There were Mexican money, and doubloons, and gold coins, but no silver coins, and no paper money. There were several, but no drug stores, and the doctors who had to travel on horseback, and the medicines and surgical instruments in their saddlebags, and the practitioners were skillful and acceptable practitioners.

Few Church Edifices. There were few church edifices, and those were small, unfinished, and rude; but when the rainy season was over and our delightful Summers came with clear skies, the ministers resorted to the shady groves and held religious meetings. At those meetings the sturdy and generous members of the various churches furnished abundant provisions. Once at a camp-meeting held on the Luckiamute, in Polk County, I saw the most of a whole lot that had been raised under the supervision of Uncle Sol Tetherow, parcelled out with other abundant provisions to feed the congregation. The people cared little for the oratorical and dramatics that had come to Oregon, and founded a state, and like their Revolutionary fathers, they had formed a church without a bishop, and

could not worship God in the house made with hands. What to them were gilded domes or towering spires? Wealth their sturdy oak and pine arose their antlers wreathed with gold.

Prices Were High. In those days prices were high. For a set of common rough chairs Mr. Watt, the chairmaker, charged \$11. A common bedstead was worth \$30; a two-horse wagon, \$50; an ordinary work horse, \$30; a cow, \$10; a pig, \$5. Fred Vance sold his oxen that had hauled him to Oregon across the plains for \$100 each. The people were generally thrifty, kind and generous.

Reminiscences of John D. Boon. I knew John D. Boon well. He was a prominent man in this community in the early days, and was in many ways identified with the early history and enterprises of Salem and Marion County. He was for years a Justice of the Peace; Probate Judge, and also Territorial and State Treasurer. As a magistrate he was prompt and just. He administered justice promptly, without technical observances or ceremony. As an instance of his promptness, once standing his court at the request of the late Joseph G. Wilson, to appear for him to defend one Miller, who had been called to appear before Judge Boon to show cause why he should not be removed as guardian for a minor, the court was held in a hall over Boon's store, and just before the matter came on for hearing Judge Boon was called to the store on some matter of business, and as he had occasion to use some paper, I took up a sheet lying on the table in the courtroom, and as I turned it over I found on the reverse side a note written by Judge Boon removing my client from the guardianship. When the case came on for hearing there seemed to be nothing in the evidence to maintain his removal, and as the court was held in a hall over Boon's store, and just before the matter came on for hearing Judge Boon was called to the store on some matter of business, and as he had occasion to use some paper, I took up a sheet lying on the table in the courtroom, and as I turned it over I found on the reverse side a note written by Judge Boon removing my client from the guardianship.

When I came here I found a happy people who loved the country, and were content to live in it to the end of life and be buried beneath its green sod where the spreading oak casts its grateful shade, and the snow-capped mountains look down in wild and solemn grandeur.

World's Shipbuilding. Steam Vessels Larger Than 100 Tons in 1901 Aggregate 2,300,000 Tons. In the last two years British shipbuilding and the shipbuilding of the world at large exceeded all precedents, and the recent dullness in the shipping trade has seemed to be a natural result of over-supply. Lloyd's table of construction of steam vessels larger than 100 tons for the last four years is as follows:

Channel Not Improved. June Freshet Did Not Scour Out the Mouth of the Columbia River. Captain A. E. Cann, a well-known bar pilot at the mouth of the river, was in the city yesterday. He is taking a brief vacation while business is slack at the mouth of the river. Captain Cann, like everyone else interested in the shipping of the port, regrets very much that nothing has been done toward bettering the channel at the mouth of the river before the grain fleet began coming. The Speke, drawing 31 feet of water, went out of the south channel, which is the best channel at the top of high water, a few days ago, and had but 18 inches of water under her in the shoal place. Captain Cann is a strong advocate of an ocean dredge for the mouth of the river, and stated that there will be no improvement in the service at the mouth of the river until there is more water on the bar.

Ships Still Moving. Low Freight Rates Will Not Cause German and French Ships to Quit. The German bark Alice, which has loaded wheat at Portland and Puget Sound a number of times and is at present en route for Europe from Tacoma, has been chartered to load oil in Philadelphia in October-November at 16 cents per case. It is apparent from the low rates that are being accepted by German and French vessels that the cost of operating the "wind-jammers" has decreased since former eras of low freights. In the old days when freights dropped below 15¢, 10¢, 5¢, or even 1¢, the German and French vessels frequently withdrew their ships from business, but now, in spite of the gloomy outlook, they keep them moving. The Alice is now outward-bound with cargo from Puget Sound for Europe at 25¢, and if there was no money in the rate, her owners would not charter her for an oil cargo at a rate which will bring in gross earnings much smaller proportionately than the 25¢ bid at all improbable rates in the Orient is very slack, and about the only thing in sight for the Alice is another cargo of wheat from the Pacific Coast so it is not at all improbable that she may show up in the North Pacific again as a tallender for the current season's fleet.

FRENCH SHIPS CHARTERED

BAYONNE AND ALICE MARIE COMING FROM ANTIPODES FOR LOAD. June Freshet Had No Effect on Channel at Mouth of River—German Ships Moving at Low Rates. The French bark Alice Marie and the French ship Bayonne, a couple of new bounty-earners now roaming around the world and getting in as much mileage as possible for the French taxpayers to settle, were yesterday chartered to load wheat at Portland for the United Kingdom. Both the ships make a roundabout course to reach here. The Bayonne is now on the way from Diego Suarez for Hobart, and at the latter port will receive her orders to proceed to Portland. The Alice Marie went out from France to South Africa on her maiden trip, and thence to Hobart, where she received orders June 18th, instructing her to proceed to Portland. She is due here early in August, but was chartered for later loading. The exact sailing date of the

DUKE OF DEVONSHIRE



WHO HAS ASSUMED GOVERNMENT LEADERSHIP IN THE HOUSE OF LORDS.

When I came here I found a happy people who loved the country, and were content to live in it to the end of life and be buried beneath its green sod where the spreading oak casts its grateful shade, and the snow-capped mountains look down in wild and solemn grandeur.

World's Shipbuilding. Steam Vessels Larger Than 100 Tons in 1901 Aggregate 2,300,000 Tons. In the last two years British shipbuilding and the shipbuilding of the world at large exceeded all precedents, and the recent dullness in the shipping trade has seemed to be a natural result of over-supply. Lloyd's table of construction of steam vessels larger than 100 tons for the last four years is as follows:

Channel Not Improved. June Freshet Did Not Scour Out the Mouth of the Columbia River. Captain A. E. Cann, a well-known bar pilot at the mouth of the river, was in the city yesterday. He is taking a brief vacation while business is slack at the mouth of the river. Captain Cann, like everyone else interested in the shipping of the port, regrets very much that nothing has been done toward bettering the channel at the mouth of the river before the grain fleet began coming. The Speke, drawing 31 feet of water, went out of the south channel, which is the best channel at the top of high water, a few days ago, and had but 18 inches of water under her in the shoal place. Captain Cann is a strong advocate of an ocean dredge for the mouth of the river, and stated that there will be no improvement in the service at the mouth of the river until there is more water on the bar.

Ships Still Moving. Low Freight Rates Will Not Cause German and French Ships to Quit. The German bark Alice, which has loaded wheat at Portland and Puget Sound a number of times and is at present en route for Europe from Tacoma, has been chartered to load oil in Philadelphia in October-November at 16 cents per case. It is apparent from the low rates that are being accepted by German and French vessels that the cost of operating the "wind-jammers" has decreased since former eras of low freights. In the old days when freights dropped below 15¢, 10¢, 5¢, or even 1¢, the German and French vessels frequently withdrew their ships from business, but now, in spite of the gloomy outlook, they keep them moving. The Alice is now outward-bound with cargo from Puget Sound for Europe at 25¢, and if there was no money in the rate, her owners would not charter her for an oil cargo at a rate which will bring in gross earnings much smaller proportionately than the 25¢ bid at all improbable rates in the Orient is very slack, and about the only thing in sight for the Alice is another cargo of wheat from the Pacific Coast so it is not at all improbable that she may show up in the North Pacific again as a tallender for the current season's fleet.

WRECKED SCHOONER'S RETURN.

PORT TOWNSEND, July 18.—The three-masted schooner Sequoia, which was wrecked at Nome in October, 1900, and sold for \$2500, sailed into port this morning, apparently little damaged. The Sequoia was launched this spring after two months' continuous work by a wrecking crew in charge of Captain M. White. She was moved a distance of 140 feet. The schooner floated off with the ice June 12 and did not return to Nome until June 13. She sailed for Port Townsend June 21. She will be drydocked for repairs and go into the lumber trade. When wrecked the Sequoia was owned by Port Townsend people and valued at \$20,000. It cost \$7000 to launch the Sequoia from Nome beach.

Sunken Wreck Discovered. SAN FRANCISCO, July 18.—What is thought to be an unknown wreck has been located off the Marin County shore by J. B. Haffel and C. C. Horton, two young men of this city. Opinion is divided as to whether it is the wreck of the City of Rio de Janeiro.

Overdue Bark Spoken. SAN FRANCISCO, July 18.—The French bark Brenn, out 197 days from Newcastle, England, quoted on the insurance list at \$25,000, was reported to have gone down in a gale in the Atlantic Ocean, has been spoken of port.

Mining Notes. The British ship Estrella and the schooner Abbie, in tow of the steamer Harvest Queen, left up the river yesterday morning. On arrival at Portland the Queen will go down the river with the schooner Eldorado, which is about ready for sea. The steamer Albany, which has been in the Willamette River trade most of the time since she was built, is reported sold to the Columbia River Paper Company. She will be used by her new owners as a general freighter and towboat. The lumber schooner Lizzie Vance arrived in Astoria last evening, after a passage of eight days from San Francisco. There would be nothing fast about this trip at certain seasons of the year, but at present northerly winds prevail, and vessels coming up the coast make slow progress.

Domestic and Foreign Ports. ASTORIA, July 18.—Arrived at 10 A. M.—Steamer Voburg, from Tillamook; schooner Anita, from San Pedro; schooner Lizzie Vance, from San Francisco; schooner Estrella, from San Francisco; schooner Abbie, from San Francisco; schooner Signal, from Coos Bay. Seattle, July 18.—Sailed—Steamer City of Puebla, for San Francisco; steamer Indiana, for Nome; steamer City of Topeka, for Skagway; steamer Dolphin, for Skagway. Arrived—Steamer Queen, from San Francisco; schooner Alsterbach, from Honolulu; steamer Spartan, from San Francisco. Tacoma, July 18.—Sailed—Schooner J. M. Coleman, for San Pedro; schooner Joseph Pulitzer, for Astoria. Southampton, July 18.—Sailed—Columbia, for New York. Hamburg, July 18.—Sailed—Luxor, for San Francisco. Auckland, July 18.—Sailed—Sierra, for San Francisco. Hong Kong, July 18.—Sailed—Empress of Japan, for Vancouver. Liverpool, July 18.—Sailed—Gruftur, from New York for Cherbourg and Bremen. Liverpool, July 18.—Sailed—Cevic, for New York.

Slavery Statistics. Charleston News and Courier. The total white population of the South in 1860, according to the census, it is noted, was 5,099,760, of which 384,984 owned the 2,585,076 slaves in the country, excluding two owned in Kansas, 15 in Nebraska, 29 in Utah and 18 in New Jersey. One man alone owned more than 1000 slaves, and he was a South Carolinian. Eighty-eight owners in nine states, had more than 200 each, and 30 of the 50 were South Carolinians. One-fifth of all the slaveholders—or 77,322—owned but one slave each, and the greatest number of these slaveholders in one state was in Virginia, which had also the largest proportion of slaves, 400,853.



Gray Hair FREE. People have been so imposed upon that we do not expect you to take our word for the following statements. If you will send us 25 cents in stamps to pay the express we will send you absolutely free one full-sized \$1.00 bottle. Those who have never used the restorer will not do so until you mention the original color of hair.

Mary T. Goldman's Gray Hair Restorer will restore gray and faded hair to its original color in from 7 to 14 days. It is not a dye and affects the gray hairs only, and therefore does not change the original color. Pure as water, has no sediment or coloring matter, is not sticky or greasy, and does not stain skin or scalp; curling, washing or anything else will not affect it.

Address MARY T. GOLDMAN, ST. PAUL, MINN.

The bottle we send you free is the full-sized \$1.00 bottle, for sale and distribution by WOODARD, CLARKE & CO., 250 Wash. St., Portland, Or.

LOBSTER SALAD. BEST WITH ALPHA NEW ENGLAND SALAD CREAM. IT CONTAINS NO OIL. R.J. BLODGETT CO. INC., Boston, Mass.

When You Drink "Puck" Rye. You will be Pleased With the Results. FINE OLD RYE. H. FLECKENSTEIN & CO., DISTRIBUTORS.

The Beverage of Health. No temperance drink has won such universal popularity as a thirst quencher and blood purifier as ROSE'S Lime Juice. The product of the choicest West Indian Lime Fruit. It is always Delicious, Wholesome, Refreshing.

Ask your grocer or druggist for it and insist on having ROSE'S. PARKER'S HAIR BALSAM. Promotes the growth of the hair and gives it the lustre and silkiness of youth. When the hair is gray or faded it brings back the youthful color. It prevents dandruff and hair falling and keeps the scalp clean and healthy.

All Ladies like soft, thick, glossy hair. Such as Nature's Hair-Cosmetics produce, because they realize that it is the only way to get the hair to grow and this, little hair is impossible. Gentlemen. It is equally as valuable for men as for women, and it is equally as valuable for men as for women, and it is equally as valuable for men as for women.

Scott's Santal-Pepsin Capsules. A POSITIVE CURE for Catarrh of the Bladder and Disordered Kidneys. No cure no pay. Greatly reduces and permanently cures the most distressing cases of Catarrh of the Bladder and Disordered Kidneys. No matter how long standing. Absolutely harmless. Sold by Druggists. Price \$1.00, or by mail, postpaid, \$1.25. THE SANTAL-PEPSIN CO., BELLFLORENCE, OHIO. LAUE-DAVIS DRUG CO., Portland, Or.

Blood Poison. Is the worst disease on earth, yet the easiest to cure when you know what to do. Many have pined away for years in the South, or falling ill, or in pain, or in despair, but now it is BLOOD POISON. Send for BROOK'S BLOOD CURE. \$2.00 per bottle, 60¢ per 3 bottles. For sale only by mail, Portland, Ore.



THE PALATIAL OREGONIAN BUILDING.

Not a dark office in the building! Absolutely fireproof, electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

AINSLIE, DR. GEORGE, Physician... 413-414 ANDERSON, GURTEA, Attorney-at-Law... 412 ASSOCIATED PRESS, E. L. Powell, Mgr... 800 AUSTIN, C. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia... 102-501 BAKER, H. C., Cashier Pacific Mercantile Co... 200 BANKERS' LIFE ASSOCIATION, of Des Moines, Ia... 102-503 BENJAMIN, E. W., Dentist... 314 BROWN, J. B., Physician and Surgeon... 407-408 BROWN, J. B., Physician and Surgeon... 407-408 BROWN, J. B., Physician and Surgeon... 407-408 BROWN, J. B., Physician and Surgeon... 407-408

When You Drink "Puck" Rye. You will be Pleased With the Results. FINE OLD RYE. H. FLECKENSTEIN & CO., DISTRIBUTORS.

The Beverage of Health. No temperance drink has won such universal popularity as a thirst quencher and blood purifier as ROSE'S Lime Juice. The product of the choicest West Indian Lime Fruit. It is always Delicious, Wholesome, Refreshing.

Ask your grocer or druggist for it and insist on having ROSE'S. PARKER'S HAIR BALSAM. Promotes the growth of the hair and gives it the lustre and silkiness of youth. When the hair is gray or faded it brings back the youthful color. It prevents dandruff and hair falling and keeps the scalp clean and healthy.

All Ladies like soft, thick, glossy hair. Such as Nature's Hair-Cosmetics produce, because they realize that it is the only way to get the hair to grow and this, little hair is impossible. Gentlemen. It is equally as valuable for men as for women, and it is equally as valuable for men as for women, and it is equally as valuable for men as for women.

Scott's Santal-Pepsin Capsules. A POSITIVE CURE for Catarrh of the Bladder and Disordered Kidneys. No cure no pay. Greatly reduces and permanently cures the most distressing cases of Catarrh of the Bladder and Disordered Kidneys. No matter how long standing. Absolutely harmless. Sold by Druggists. Price \$1.00, or by mail, postpaid, \$1.25. THE SANTAL-PEPSIN CO., BELLFLORENCE, OHIO. LAUE-DAVIS DRUG CO., Portland, Or.

Blood Poison. Is the worst disease on earth, yet the easiest to cure when you know what to do. Many have pined away for years in the South, or falling ill, or in pain, or in despair, but now it is BLOOD POISON. Send for BROOK'S BLOOD CURE. \$2.00 per bottle, 60¢ per 3 bottles. For sale only by mail, Portland, Ore.

CHICHESTER'S ENGLISH PENNYROYAL PILLS. A SAFE, SURE, RELIABLE, LADIES' DRUG. CHICHESTER'S ENGLISH PENNYROYAL PILLS. A SAFE, SURE, RELIABLE, LADIES' DRUG. CHICHESTER'S ENGLISH PENNYROYAL PILLS. A SAFE, SURE, RELIABLE, LADIES' DRUG.