

RIVER LORE, ALTERED PLACES, FEATURE DRAMA OF OLD WILLAMETTE

TOWNS LOSE NAMES IN NEW ERA' RISE

Pen Strikes Swift Pictures as Pioneer Days Are Called to Mind

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BY FRANK J. SMITH

A great majority of the people today riding or shipping on the steamers of our rivers have little conception of the hardships and trials the pioneer had to contend with prior to 1850, when the first steamer boat, the Columbia, appeared.

In the early '40s the state was sparsely settled, and lack of means for transportation caused the people to exchange their products more or less with their neighbors, with an occasional pack train to the few business centers that were located in the valley.

As the Willamette was the first artery of commerce on which great degree of navigation was opened,

this stream will receive first notice. The conditions at that period will be given with a comparison drawn between those days and the present, following through the busy scenes when the river was practically lined with steamers until today, when one lone vessel does the work and then only for the reason that her owners are enterprising enough to furnish the bulk of her cargo from their own factories.

In the early days the forest which lined the river was unbroken for miles, then sometimes could be seen a few small clearings, with struggling villages interspersed.

Today the whole mass of the valley has undergone a complete change. The banks are now lined with farms, orchards and hopfields.

Thriving little villages can be seen from every bend of the river, but its fame secured in the halcyon days of the past have faded away.

In those days all the products of the valley from the Cascade to the Coast Range had no other outlet than by the river.

In 1855 the steamer Canemah advertised special low rates to Corvallis at \$24 per ton and at one time, in 1856, freight was as low as \$1 per ton to any point on the Willamette river.

When it is taken into consideration that one-half of this low rate went into the coffers of the lock company that at this time operated the locks at Oregon City, leaving only 50 cents to the steamer, it showed quite a discrepancy between these rates and the toll of 41 years' prior.

In 1852 and 1853 the passenger rate to Salem was \$4 but occasionally competition came on and brought the fare down to 50 cents with meals and berths included and a brass band to while away the tedious hours.

The latter was considered a rare treat, as at that time there were only three bands in the state.

Many changes have been made in the channels of the river. Tributaries of the Willamette that once were the source of considerable shipping are now closed to navigation.

Consequently trees have interlaced their branches across the narrow streams, bars have formed and the channels have become so obstructed that they may never again be opened to navigation.

The river above Eugene has not been navigated for many years and nearly 20 years have elapsed since boats ran regularly above Corvallis.

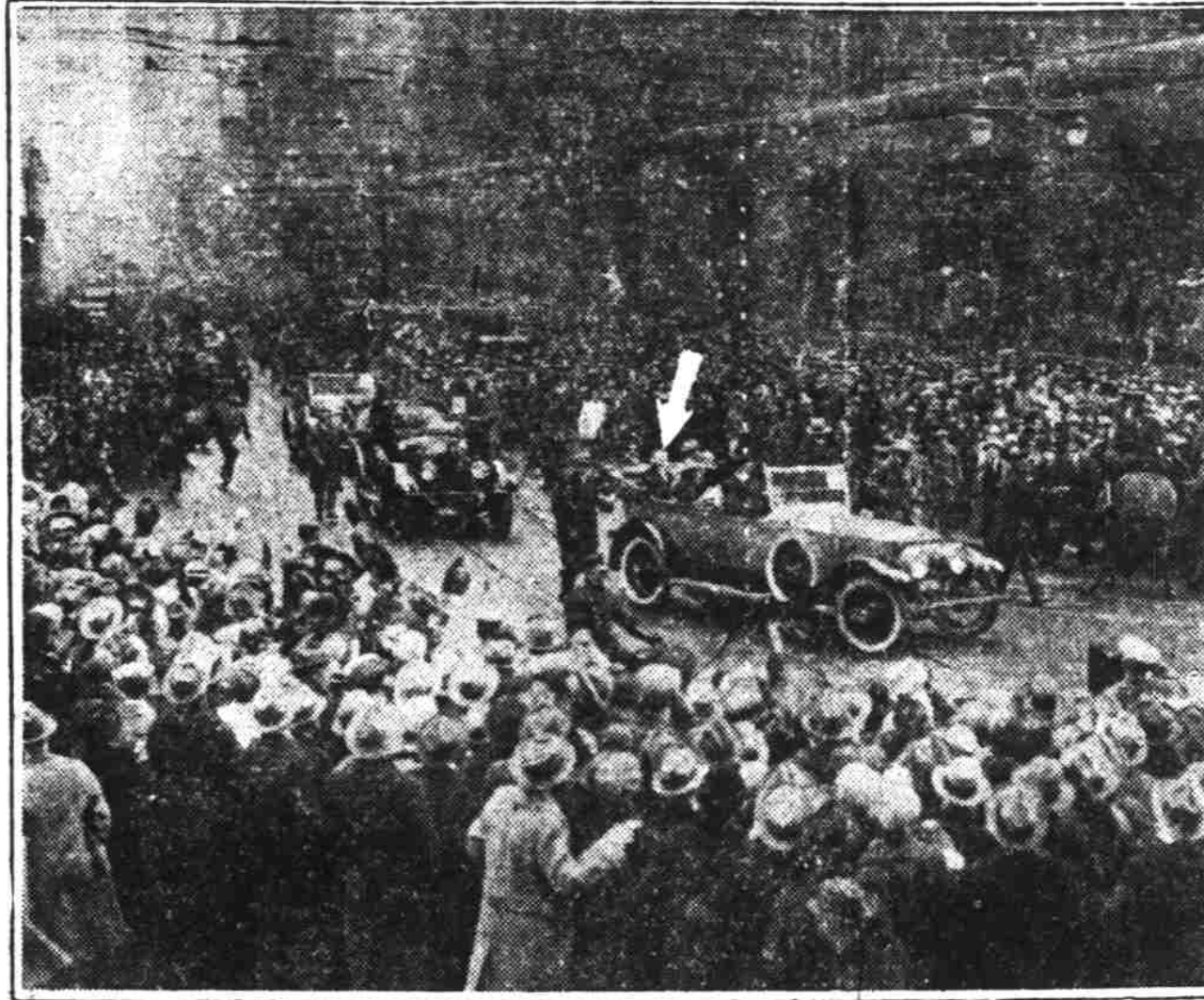
For seven years Corvallis has been without service and now Salem is considered the head of navigation. After leaving Harrisburg, instead of finding warehouses filled with grain, as in the early days, one will see old weather-beaten, abandoned structures with roofs caved in making the spots where once the entire crop of the surrounding country was stored, and where it was a time-honored custom of the farmer to meet the wheat buyer and receive the reward for his labor, making oftentimes an occasion for a gala day.

Many of the country maidens, now grandmothers, have danced with the every-ready steamboatman on the warehouse floor after the boat had been loaded.

In some cases the river has cut these old landmarks off from the main land, and others have been left a mile or so away by the ever-changing channel.

More particularly is the case of Daw's warehouse, once a not-

As 500,000 Acclaimed President in Chicago



Crowd estimated at 500,000 is seen cheering President Coolidge (arrow) as he is driven through Chicago streets to make the ringing speech before the American Farm Bureau Federation Convention in which he warned congress to refrain from "radical" or "paternalistic" legislation for relief of agriculture.

ed shipping point. Now the river has left it away inland. Immense deposits of gravel grown over with willows and balm trees intervene between the present channel and the old house.

There it stands a mute reminder of bygone days, the old weather beaten sign still bearing the name of Sam Daw.

The Long Tom River, once a navigable stream, which is known far and wide as the Posey county section of Oregon, has succumbed to the inevitable and has retrograded so far that it would take an experienced navigator to ascend its waters in a skill.

This stream has been noted for its ability to overflow its banks during one night.

One winter day, when it was playing its specialty, a traveler was driving his horse down the country road. He saw a woman knee deep in the water, she was carrying a lone pole.

She would wade a low stone and then push the pole down in the water. The traveler's curiosity was aroused. He made bold to ask her what she was hunting for, and received the reply that the family had been without water for two days, and that she was trying to find the well.

A few miles below Peoria is what was termed Centennial chute, a cutoff opened during the year 1876.

Here the river has branched off in many different channels, shifting some seasons a mile from the original route.

In these abandoned waterways lie the "bones" of many old time boats, among which was the ill-fated Moose, that furnished material for a sensational ghost story 40 years ago.

From Corvallis, known as Marysville, the river passes thru the Half Moon Bend and reaches Albany, 12 miles below. This bustling city has outgrown its old Indian name of Takosnan, a Callinooa word meaning a coming-in place.

Eight miles farther down the mouth of the Santiam river is reached.

Some historians state that this name was a corruption of an Indian word Santosiam, meaning a medicine man.

Many have taken issue with this derivation, but Homer Babble's "Bridge of the Road" lends color to it, referring to Chief Santiam as a great medicine man.

This stream was at the same an artery of commerce.

In early days boats frequently ascended as far as Jefferson, and from there full loads of grain and flour have been shipped to Portland.

Just below the Santiam the Lacklamute river enters into the Willamette.

This name is also derived from an Indian word meaning crooked. One mile further down is the village of Buena Vista, known in 1850 as Bloomington.

Eight miles below is the town of Independence, once known as St. Louis Landing. Below this point was the village of Eola. At one time this was quite a shipping point. Large warehouses situated at the mouth of the Rickard (once called La Grande).

(To be continued)

PARIS SURPRISED

The neighbors of a Paris journalist were startled the other day to hear a great rambling in his

LITTLE CITY OF CRIPPLES TO FIND SANTA ON LINER

Uncle Robert to Entertain 2,000 in Elaborate Celebration Between Decks of the Greatest Ship Afloat

Crippled children numbering over 2,000 living in New York are looking forward with eager expectation to the afternoon of December 23, when they will be entertained at a huge Christmas party on board the Leviathan by the United States Lines and Uncle Robert, who is known throughout the country for his ardent efforts to make the lives of those unfortunate youngsters who are not physically perfect, happier.

The party planned for the crippled kiddies by Uncle Robert and the United States Lines promises to be one which will be long remembered by those attending it.

The Leviathan which will be docked during the week preceding Christmas at pier 86 Manhattan was selected by Uncle Robert as a scene for this year's Christmas party, due to the fact that during his lectures to children throughout the country he has found an overwhelming desire on their part to inspect the huge vessel.

When the children, who will be brought from every part of New York City in big closed buses and private touring cars, reach pier 86, they will find hundreds of the ship's stewards ready to aid them in boarding the Leviathan. They will be carried up the gangways to "C" deck and from there to "B" deck, where the main social halls of the ship are located.

There in the big public square will be a 20-foot Christmas tree blinding with electric lights and hung over with gifts for all, nominated by Uncle Robert and those who are interested in aiding him in his wonderful work.

The children after an inspection of the tree, will go into the big Wintergarden on the same deck, which will be decorated with Christmas greens and festoons. Here they will receive a warm buffet luncheon and bags of candy on which to munch during the two hours program of vaudeville

which will take up most of the afternoon.

After their luncheon the children will be seated in the great social hall where the Leviathan's eighteen piece orchestra will entertain them until all the little guests have arrived.

Thomas McVighan, Famous Play-ers Lasky picture star, and ideal of children the world over, has volunteered to appear as Santa Claus. He will make an early appearance on the social hall stage to welcome all kiddies and present them with their Christmas gifts. Then will follow a big vaudeville program of leading thespians, each of whom has worked up an act with special appeal to the youthful audience.

For the past few years, Uncle Robert has arranged these Christmas parties for the crippled children of New York and his work in this respect has brought cheer and happiness to many a youngster who otherwise would know of Santa Claus only from seeing the Salvation Army representative of the old Yuletide saint on the city streets.

This year more children will be able to attend the party than ever before, due to the size of facilities aboard the Leviathan.

The entire program will be broadcasted from the steamer through station WHN, Loews State Theatre building.

Not only is the United States Lines and its officials doing all in their power to make the day a happy one for the youngsters, but the board of education of this city and the police reserves are doing all in their power to see that all the deserving children are taken to the party and that they are properly cared for during the motor trip from their homes, schools or institutions, before and after.

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CHAMBERS AND CHAMBERS