

BATES BUILT IN JEFFERSON

His Home in '50's Marked Start of Town to South of Here

Sixteen miles south of Salem, along the east bank of the Santiam river, lies the little city of Jefferson, which was built on the Jacob Conser and James R. Bates donation land claims. In the early '50's the town was started.

James R. Bates, father of Mrs. Julia Ann Vaughn, cleared a tract of timber and brush and built a house, the first one in Jefferson. Soon other settlers came and established homes, and what was once a tract of timber soon became a thriving hamlet.

Owing to the fertility of the soil in the surrounding country, the people were attracted here. In 1859 the old Jefferson Institute was built and as the population of the city increased, the building became too small to accommodate the school children, so the institute building was wrecked, with the exception of one wing, which is the postoffice at the present time. In 1899 a new school house was built and later two more rooms were added to the building.

Billie Thurman was First Espee Agent

In 1870 the Southern Pacific depot was built, and Billie Thurman, a young man 18 years of age, was the first operator.

Jefferson has a population of about 400. In the city are four churches, two general stores, two garages, meat market, high and grade schools, a manufacturing plant, three barber shops, telephone exchange, two confectionery and lunch rooms, jewelry store, two harness and shoe repair shops, a physician, funeral director, hardware store, four service stations, blacksmith shop, hotel, drug store, three auto camps and a public library.

OLD AND NEW

"We have demonstrated in the past that Oregon possesses the climate and soil for producing the very best quality of flax fiber. Our flax has been shipped to Ireland and been proved equal to the best raised there."—Correspondence S. A. Clarke in 1874.



Photo Kennell-Ellis

H. J. Boock

Mr. H. J. Boock and family moved to Salem from Iowa, July 5, 1910. This family settled on a small fruit farm 4 miles south of Salem, near Liberty, operating same for 7 years.

Mr. Boock next moved to Salem where he was employed with the Peoples' Furniture Co. as clerk. In 1921 Mr. Boock went into business on his own account, opening the Liberty Exchange, a new and used furniture business, located on North Commercial St. Later he moved to larger quarters at 271 North Commercial St., where he is now located. Mr. Boock assures his many friends that they can always depend on a square deal at his store. His stock consists of new and used furniture, garden tools and other tools, etc.

HISTORY OF SOUTHERN PACIFIC IN WILLAMETTE VALLEY AND WESTERN OREGON

There was no railroad in the Willamette Valley until eighteen years after The Statesman made its debut in 1851. In fact there was no steam railroad at that time anywhere in our far western country. Covered wagons, winding their way over the arduous "Oregon Trail," afforded the only means of travel west from the Missouri across mountains and plains into the "promised land" of the northwest. Even the stage coach, now so romantically associated with early days of the west, had not yet made its appearance as an established agency of transportation.

In the early sixties a few miles of narrow gauge railroad had been built along the Columbia river for portage purposes around cascades and falls, but Oregon had no railroad of consequence until Ben Holladay, famous in western history as stage coach, steamship and railroad promoter, took hold of a floundering enterprise and during 1868-69 built the first unit of the project that was destined to develop into the system of more than 1400 miles of rail lines now operated in this state by Southern Pacific.

Combating winter floods that washed away bridges and undermined track, Holladay won an "eleventh hour" struggle to meet the government time limit. The first rail was laid on October 28, 1869, and on Christmas eve of that year the first twenty-mile section of the old Oregon Central (East side) line south from East Portland to Parrot Creek, near the present town of New Era, was ready for operation. Six days later the locomotive "J. B. Stephens" pulled the first excursion train over the road.

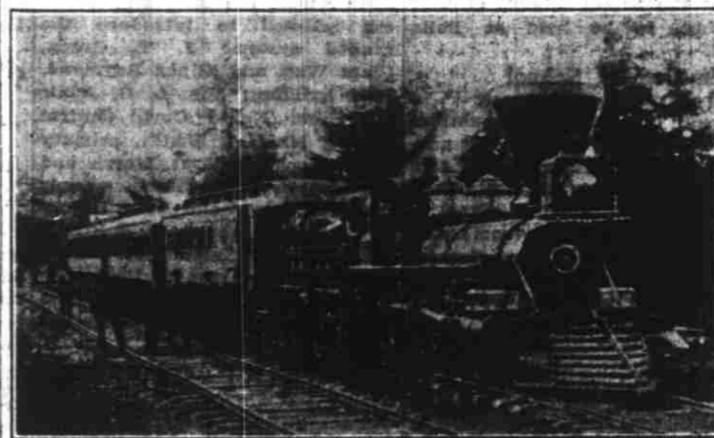
This event was hailed with enthusiasm throughout the state. The building of a railroad connecting Portland and San Francisco had for almost a decade commanded the attention of progressive citizens, particularly the settlers in the isolated interior valleys. River boats carried shippers up and down the Willamette, but the wagon roads over which farmers hauled their produce to the shipping points on the river were practically impassable during the rainy months. With twenty miles of the long looked for railroad now completed it was confidently expected that three or four years, at the most, would see the entire road in operation. Yet 17 years were to pass before the "last spike" in the railroad was driven at Ashland in December, 1887, connecting Oregon and California.

During the quarter of a century that elapsed from the time the railroad was projected until its completion, there flashed across the pages of Oregon's early history some of the West's most enterprising and colorful personalities. Their struggles to finance the surveying, building and equipping of their rail lines; their efforts to sway popular favor and gain political recognition; and their maneuvering to hold personal supremacy, combine to form inspiring chapters in the chain of events that brought about the development of transportation in the great western valleys of the state.

To Simon G. Elliott, Joseph Gaston, Ben Holladay, Henry Villard, Richard Koehler, Wm. Reid, Col. T. Edgerton Hogg and Louis Gerlinger belongs the greatest share of credit for launching and developing the various projects that in later years were carried to completion by E. H. Harriman, Collis P. Huntington, Leland Stanford and Charles Crocker. The latter three men, with Mark Hopkins, founded the Central Pacific in California (parent organization of the Southern Pacific) and during 1863-69 built the western link of the first transcontinental railroad.

During 1863-64 Elliott and Gaston made surveys north from Jacksonville to Portland and the Columbia river. Gaston's survey ran through Corvallis and Dayton on the west side of the Willamette river. The Oregon Cen-

tral Railroad company, which he incorporated in November, 1856, was commonly known as the "west side" company, while the company of the same name incorporated in April, 1867, to build along the route surveyed by Elliott through Salem and Albany on the opposite side of the river, was known as the "east side" company. The latter company had its headquarters in Salem. Offices of the rival company were in Portland. Associated with Elliott in the "east side" company were several men prominent in Salem's early his-



EARLY PASSENGER TRAIN ON O. & C. R. R. ABOUT 1870. MORTON D. YOUNG, PIONEER CONDUCTOR, WAS CONDUCTOR ON THIS TRAIN.

tory, including I. R. Moores, J. D. Smith, E. N. Cooke, Sam'l. A. Clarke and John H. Moores.

Gaston's company received its support from Portland, where its terminus was to be located, and from farmers on the west side of the valley, through which region the road would be built. The "east side" company, with its terminus in East Portland and line projected along the east side of the river, found its staunchest friends in Salem, Albany and Eugene.

Both companies "broke ground" in April, 1868. The "west side" staged their event at the upper end of Fourth street in Portland, near the foot of Marquam hill. The "east side" began their grading on Gideon Tibbet's farm, not far from where the railroad shops in Brooklyn are now located.

The financial aid and aggressive leadership brought by Holladay to the "east side" company won the final victory and in 1870 the "west side" organization was absorbed by Holladay's new Oregon and California Railroad company. It was under the name of this latter company that the remainder of the original main line was built through the Willamette, Umpqua and Rogue river valleys.

After having completed the first unit of the road from East Portland to Parrot creek, winning the government land grant, Holladay suspended work until the following summer. Early in August of 1870 Chief Engineer Hans Thielson had a grade ready beyond Salem. Track laying started in that month and by September 5 the second twenty-mile section was in operation to Waconda (now Gervais). On that day the company published its first time table showing two daily trains, "consisting of passenger and construction cars," making the forty mile run from East Portland in three hours and ten minutes.

New passenger coaches of "elegant design with seats upholstered in crimson velvet plush," were placed in service on September 29, when the road was opened to the fairgrounds near Salem. Omnibuses and coaches met the trains and carried passengers into Salem. The road was completed to the Salem depot on October 11.

During the annual state fair held that month, the railroad was a great attraction. "The toot of a locomotive whistle any hour of the day," stated one newspaper, "never fails to start crowds of sightseers towards the tracks. The arrival or departure of a train is watched by hundreds of people who never saw that style of 'wagon' before."

Trains were operated into Jefferson on November 27, 1870, and on December 8 a special train carried 300 invited guests

from Portland, East Portland, Oregon City and Salem to Albany, where the people celebrated the arrival of the railroad and paid tribute to Ben Holladay. Regular passenger service was not established, however, until Christmas day. Rainy weather halted construction work for several weeks and it was not until June 25, 1871, that the first train was operated to Harrisburg.

When the railroad was in operation to Eugene on October 15, 1871, a Portland newspaper stated: "Travel between Port-

land and Sacramento will now be 255 miles by rail and about 345 miles by stage, the connections being made at Eugene and Red Bluff in California. The time between railroad terminals has been four and a half days, but with the setting in of the rains, it is now, and probably will remain through the winter, at five days and a half." Steamer time between San Francisco and Portland was then about 84 hours.

From Eugene the railroad was placed in operation to Oakland on July 7, 1872; and to Roseburg on December 3. Construction stopped there and no further work was done on the road for more than eight years. Holladay had exhausted his funds and was on the verge of bankruptcy. The crash came in April, 1873, and in the following year Henry Villard and Richard Koehler came from Germany to take over the enterprise in the interests of the foreign bondholders.

In the meantime, construction had been resumed on the "west side" road out of Portland. The first train was operated to Hillsboro on December 23, 1871, and on November 3 the following year the road was completed to St. Joseph, a town long since abandoned, which had been established by Holladay on the Yamhill river. There the terminus remained until January 25, 1880, when the line was completed to Corvallis, by way of McMinnville, under Villard's management.

The twenty-mile line from Albany to Lebanon was built between July and October, 1830, in the name of the Albany and Lebanon Railroad Co. Another extension from the main line was projected from Salem to Silverton, but was abandoned when the rival narrow gauge road built into the section.

In the seven years after Villard assumed directorship he accomplished more than any one man before his time, or possibly since, in the advancement of Oregon's transportation interests. His principal activities were with steamships on the Pacific coast, Columbia and Willamette rivers, and with railroad building along the Columbia river and elsewhere in the northwest, as well as carrying on the projects started by Gaston and Elliott south of Portland. The magnitude and audacity of some of his undertakings startled the financial world. Yet even Villard had limitations and in the end he gave way to other promoters.

Construction of the Oregon and California railroad was resumed from Roseburg in June, 1881. Trains were operated to Glendale on May 13, 1883; to Grants Pass on December 2, 1883; through Medford to Phoenix on February 25, 1884; and to Ashland on May

4, 1884. It was at this point that Villard's regime crashed. Ashland was the terminal until Southern Pacific acquired control and built the road over the Siskiyou to a connection with line from California.

The final ceremony was staged at the south end of the railroad yard at Ashland on December 17, 1887. Special trains from the north and south brought delegations of prominent people from both California and Oregon.

During the years the old Oregon and California company was building its line south from East Portland, several other railroad companies made their appearance. Most important of these was the Oregonian railway, which built a system of narrow gauge lines during 1878-82 totaling 180 miles. The road extended from Portland on the west side of the Willamette to Sheridan, Dallas and Air-He, and on the east side of the river from Ray's Landing through Woodburn, Silverton and Brownsville to Coburg. The company was directed by William Reid and financed in its early stages by Scotch capitalists. It became a part of Southern Pacific in 1890 and was reconstructed to standard gauge during the succeeding three years.

Col. T. Edgerfon Hogg was another of the early railroad promoters. He proposed to make Yaquina bay the principal seaport of a railroad extending across the state to a connection with the Union Pacific or the Central Pacific transcontinental roads. He built a line from Yaquina through Corvallis and Albany to Idanha during 1885-89. The enterprise was never a profitable one and went into bankruptcy. It became a part of the Southern Pacific in 1907.

Louis Gerlinger built a short line from Dallas to Falls City and Black Rock in 1903-5, which was extended to Salem in 1909. The J. D. Spreckels interests operated a line from Marshfield to Myrtle Point in 1893 and proposed an extension eastward across the state by way of Roseburg to a connection with the Union Pacific. E. E. Lytle built from Hillsboro to Tillamook in 1912. These several properties later became a part of the present Southern Pacific system in Oregon. The Coos Bay territory was connected by a line from Eugene built during 1914-16. Trains were first operated through to Marshfield on April 5, 1918. Corvallis was given direct connection with Eugene on September 4, 1913, when trains were first operated over an extension which had been built from Monroe, terminus of the former Corvallis and Alsea River Railway company. A short line between Cook and Beaverton was opened for traffic in July, 1917.

Announcement of the electrification of the Willamette valley branches was made in 1912 and through the agency of the Portland, Eugene and Eastern and the West Side and Newberg branches were equipped for electric service for which they were ready June 18, 1914. The Portland, Eugene and Eastern constructed the Canby Molalla line, also the line from Monroe to Eugene, and purchased the Willamette Falls line, Salem, Albany and Eugene city lines; Sheridan and Willamina railroad, Corvallis and Alsea railroad, all of which were turned over to the railroad's Portland division for operation in 1914-15.

During 1926 the Southern Pacific completed one of the largest railroad construction jobs undertaken in the west during recent years when the new Cascade line between Black Butte, Cal., and Eugene, Ore., via Klamath Falls, was opened for traffic. This line was originally projected by E. H. Harriman. Construction began at Natron in 1909 and by May 1, 1912, the track was laid to Oakridge. In July, 1911, work was begun at Klamath Falls and by September, 1912, the terminal of the road had been extended to Kirk. The world war and litigation involved in the famous Central Pacific unmerger case delayed further construction until September, 1923. This new route, which brings Klamath Falls 186 miles nearer to Salem and Portland, and which affords train operating advantages superior to the line over the Siskiyou, was opened for traffic on April 17, 1927.—Paid Adv. S. P. Co.