Oregon Historical Society

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## TRIALS OF A PIONEER ORDER

### Fire Destroys Home of Buena Vista Odd Fellows, But They are Growing.

**Interesting Story of Odd Fellows at Buena Vista Written By F. J. Smith, a Pioneer Member.**

In order that the web of this narrative be successfully woven, there are three important facts to be taken into consideration, namely: Location, time and last, but not least, the incidents that form the bone and sinew of the article.

To do this it will be necessary to give a brief outline of this quiet little hamlet that has by frequent conflagrations by incendiarism and insurance greed, been retarded when on the eve of success. The present site of Buena Vista was the home of a few families as early as the year 1846, long before the gold fever of 1849 reached the states east of the Mississippi river, and started the flood of immigration westward.

In those days Independence was unknown, a strip of ash timber fringed the river bank with a small prairie in the rear. Corvallis was a small collection of houses known as Marysville. Albany boasted of a few houses adjoining a large camp of Indians that were living at the mouth of the Calapooia river and the only name of the white man's village at that time was Takkeenah, an Indian word meaning in place.

Jefferson was unknown, although a crude means of crossing the Santiam river was established a few miles below that point, which in later years, under the name of Santiam City, had aspirations to become a town, but failed.

In September, 1851, the side wheel steamer, Multnomah, the first steamboat to run this far up, landed at this point and as a post office was established between the crossing on the Luckiamute river and this landing in 1853 called Bloomington with Eli W. Foster as postmaster the landing was known by river men as Bloomington, and later as Hall's Ferry, that crossed the river from the foot of what is now known as Main street. This landing place for the steamers was of great importance on account of the territory reached through its shipping. This territory reached to the east as far as the present location of Scio and Jefferson, and on the west to King's Valley and the one aspiring settlement of Tampico.

Reason B. Hall, who had taken up this claim under the donation land act of 1846, in the late 50's, named the landing Buena Vista, a name derived from the Spanish, signifying good view, and in 1852 he laid out a townsite eight blocks long on the river bank and seven blocks in depth. The little pioneer village began to grow rapidly and soon stores of all descriptions, small shops, pottery grist mill and saw mills appeared each doing a thriving business on account of the large territory adjacent thereto.

When at the height of its first ambition in 1870, an incendiary fire destroyed several stores and dwellings, the result of a feud caused by the better element encompassing the downfall of a grogery bearing the name of Bust-head Gulch. In 188 the town again gave up its offering to the fire fiend in the loss of store building, public hall and a dwelling house. In 1889, 1900 and 1905 she again placed on the alter of fire, store buildings and business houses a chain of disasters that would kill the ambition of any ordinary town. In 1889 the large pottery and terra cotta works moved to Portland, seriously crippling the resources of the village, but owing to the fact that the town is situated in the heart of the largest hop growing district of the state, amidst fruit and grain farms and the center of the lumbering industries of the Luckiamute and Santiam rivers, it still shows a gradual growth.

In 1868 the only organization then in existence outside of the churches and Sunday schools, held in school house near the corner of Main and Meridian streets, was a small, but effective lodge of Good Templars known as Morning Star Lodge, No 45. The need of an organization to cement the bond of fraternalism was felt and during the fall of 1868, after much planning and work, six citizens came together and applied for a charter to form a lodge of Independen Order of Odd Fellows. On Wednesday evening, November 26, 1868 W. L. Riggs, A. J. Brown, H. Norman, Jos. H. Miller, D. E. Thomas and Dr. J. O. Nickln met together and instituted Buena Vista Lodge No 24, in the public hall over the store of Abe Weil on East Second street, near Main, this being at that time the heart of the business district. W. L. Riggs was installed Noble Grand and Daniel Thomas as Vice Grand, serving the entire term ending June 30th, 1869. On this memorable evening W. W. Beech, I. L. Holland, F. W. Knapp, W. H. Wishard, Isaac Connett., H. N. George and J. C. Woods were initiated and J. C. Kreutz, J. H. Cottel were admitted as ancient Odd Fellows. On Tuesday, December 1st, 1868, five days later they again met and W. G. Pickett, Harrison Linville, and John Richardson were initiated with all the ferorous order. From this time on a gorous order. From this time on a gradual increase was shown in the order as the following list of names will substantiate. On Saturday, Feb 22nd, 1869, Alex Hodges, J. S. Miller, E. N. Thomas, D. S. Nash, and E. C. Hall were initiated. On Saturday Feb. 27, A. M. Allen, and Wm. Wells were initiated Saturday, April 17, L. Vanderpool, W. C. Lee, J. W. Waterman, W. S. Lee, J. Hardie and J. W. Vanderpool became members.

During the remainder of the year 1869 and the greater portion of 187 W. T. Tomlinson, D. C. Baldwin, J. T. Fletcher and L. M. Hallneped were initiated to swell the list. Up to this time the lodge had mustered in 41 members, then came a number of withdrawals on account of other lodges being instituted in the neighboring towns, where some members had made their residence and desired to become affiliatd with the lodge where they lived.

After the death of T. J. Hardie the roster did not show but 29 members in good standing. When it is known that of the 29 members every one was not only an active enthusiastic worker, but were pillar of strength in the community in which they lived, and by their acts in daily life won the esteem of all who came in contact with them. The first reverses to assail this order were encountered in the year 1870 by the fire fiend that swept away every vestage of the lodge property. During this year the Good Templars of Morning Star Lodge No. 45, tha met in the same hall with the Odd Fellows, decided to eradicate from their midst the grogery owned by J. W. Way, that was built over the gulch on East Second street, and appropriately named Bust-Head Gulch. The majority of the town were morally law abiding people and as the saloon was by its flagrant abuse of the law becoming a detriment to the village, the Good Templars sent one of their minor members in to purchase whiskey from the proprietor and with this evidence the saloon was put out of business. At this time there was a feud that resented the act of the lodge and in retaliation they secured the services of a rum-soaked vagrant by the name of Dan Clark commonly known as Rye Straw, a he was continually humming those words whether drunk or sober, to burn the hall of the Good Templars which, as previously stated, was the home of the Odd Fellows. This act was consummated in the night September .... A. D., 1970, which resulted in the wiping out of the stores and offices on that side of the street, and the complete loss of furniture and paraphernalia of both lodges. At this time the officers of the I. O. O. F. were as follows: E. C. Hall, N. G.; W. Y. Beach V. G William Wells, R. S., S. Lee, F. S., J. C. Kreutz, Treas. The loss of the lodge was reported to the grand lodge on September 14, 1870, by W. S. Lee who, in his report, stated that all records were destroyed. J. C. Kreutz, who was the treasurer, kept record in the German language of all monies received by him, and had taken the precaution entering also the nature of the receipts and this book proved a handy reference in placing the order on its former footing.

Undaunted by the loss of their home, a hall situated on Main St. near the river front, was secured and A. J. Richardson, Calvin Nichols A. A. Bonney, M. M. Porterfield, W S. Linville, J. J. Hill, A. H. Collins and H. M. Holder were initiated in this hall and W. B. Ramsey was re

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## IS REMINDED OF THE LATE WAR

### Michael Goetz Paints a Pen Picture of His Experience On The Water.

**Events of Thirteen Years Ago Will Always be Fresh in Memory of Boys in Service.**

This being the first day of May I am reminded of the fact that just 13 years ago today Commodore Dewey, after leaving the Asiatic Naval station with six armored and unarmored Cruisers of the United States Navy steamed into Manila Bay on that Sunday morning, May 1, 1898, and at the break of day engaged the Spanish fleet, composed of eleven war ships under Admiral Montejo, and destroyed it completely, besides demolishing the land batteries at Sangley Point, and thus making an epoch in the annals of naval history that will stand for ages to come, as being one of the most brilliant achievements accomplished in the history of modern naval warfare. And this remarkable incident seemed to be the guard for other incidents that did immediately follow in the path.

As soon as Dewey's dispatch boat the McCulloch, could make the run back to the Asiatic Station, it took but a short time to notify by cable official Washington, of the results of the engagement and immediately afterward Headquarter department of the Columbia, at Vancouver Barracks, received orders for the 14th Infantry to proceed to San Francisco. There was great activity at the Barracks especially in ordinance and Quarter Master's department of the regiment, for it was known by every one that the Dove of Peace hath flown, and that the discordant masses, the turbulant elements of war and woe reigned supreme. But all conditions were met and on the 7th day of May, 1898, the 14th Infantry assembled to the call of the bugle on the parade ground and there it was right forward, fours right and then column left, these three commands moved the entire regiment off the parade ground through the large gate on the west and down to the wharf of the Columbia river where we boarded the steamer Undine, and were off down the Columbia and up the Willamette to the city of Portland where we disembarked, assembled, and then marched through the city to the Union depot, there stacked arms, also heavy marching order and field equipments. Guards were placed over the arms and baggage, and the rest of the regiment given liberty for a few hours. At the expiration of that time they all reported to the command, and shortly afterward a large train pulled in on the main track; soon all baggage was placed on board, and all soldiers boarded it and at the first clang of the bell on the locomotive, it was all aboard for Frisco, Manilla, or bust. And as the long train pulled out from the Union depot I observed the dial in the tower, and it read 9:30 o'clock.

The journey to San Francisco was uneventful, and in 36 hours we arrived at our destination; from there we marched through the city into the garrison, Presidio, and arrived there in the afternoon of the 9th of the month. There the regiment pitched tents and went into camp life next to the First California Regiment, soon the Second Oregons arrived, and stirring scenes began to develop; it was battalion and company drill twice a day, besides recruit drill, as recruits were being enlisted numerously at the Adjutant's tent to increase the membership from a peace footing of 85 men to a war footing of 112 men.

Regiment after Regiment began to arrive daily from the eastern, middle and Rocky Mountain states, and Cam Presidio soon became a city of tents. Thousands of inhabitants from the city of San Francisco came out daily to witness the military manouvers and drills and especially to see the company cooks prepare the army rations and to see the soldier boys line up when the trumpeter sounded mess call, to receive their hardtack and bacon and black coffee. This was a daily routine for about a week when it commenced to rain which put an end to all activities for two days. This rain made camp life disagreeable as a cold wind was blowing off the bay and ocean and overcoats had to be worn. Company cooks found it unpleasant to start camp fires and the heavy clay soil turned into thick mud. As soon as the rain ceased it cleared up and it took but a short time for the mud to get dry and firm. Drilling began to assume its normal proportion and through the kindness of our Colonel we were privileged to visit the city any time we wished to do so only required to be present to attend the drills.

Off for Manila became the chief topic of conversation and in a few days the cruiser Charleston left the bay for Honolulu. On the morning of the 2nd orders to pack were received and that was what we had been expecting to hear for a week. Out of the camps we marched into the streets of the city and nothing unusual occurred until we arrived at Van Ness Avenue. The people were assembled in small groupes, and as we proceeded down the Avenue the groupes became larger. Then when we arrived at Market street and the column turned to the left, the street was a veritable mass of humanity, and as we marched down by the sweet strains of the Military Band, people became excited and hysterical to a great degree. Civil war veterans were numerous and the scene reminded them of the days of 1861. People stood on boxes, chairs, tables, and anything that they could press into service that would elevate them above the general level of the crowd so that they could get a good view of the troops. Speech makers were on both sides of the column and all spoke a word of encouragement, and wished us good luck and a safe return. On we marched until we arrived at the piers, where we broke ranks and embarked on the transports, the first California's on the City of Pekin. Two battallions of the Second Oregons on the Australia and the other battallion and fourteenth Infantry on the City of Sidney. Then the transports steamed out into the bay and dropped anchors. The next day being the 24th of the month everything was quiet and peaceful, except some supplies were placed on board. The next day being the 25th and a naval officer boarded the Sydney we considered it as conclusive evidence that we would sail that day, but we really did not know any more about it than an Esquima in the Artic regions. Soldiers were busy writing letters to their folk and friends as most of them began to realize that the time is not far off when the transportes would sail. All indications began to shape that way, besides the opportunities for sending letters to shore were good and a soldier's letter in those days O. K. by a commissioned officer would arrive at its destination without a two cent stamp.

About noon activity began to display itself; many small boats such as yatchs, launches, tugs and boats of all descriptions and sizes were in evidence. The large ferry boats, Sausaleto and Ukia that ply between Oakland across the bay to San Francisco, each had a band on their hurricane decks and as they made their regular trips, would encircle each and every transport and discourse music while the good natured crowds on them would give three cheers and the tiger.

About 4 o'clock all small boats loaded down with sight seers were more numerous than ever, it was spectacular sight to behold. All the piers along the water front began to fill up with people; on and on they came until all piers, wharfs and the entire water front was a mass of humanity. It looked like all of San Francisco's population turned out to see the first military expedition that left the shore of the United States foor foreign land and while the din of patriotic excitement grew louder and louder the Pekin began to move followed by the Australia and Sydney and out they steamed through the Golden Gate into the Pacific ocean and the big thing was all off.

The run to Honolulu was made in seven days and seven nights. There in the harbor we observed the cruiser Charleston that proceeded us from San Francisco; the transports took on coal for two days and on the morning of June 4th, started for Guam island, Ladrone group, the boys having had shore leave, and had had a taste of various kinds of tropical fruits, besides recovering from sea sickness, were anxious to continue the journey.

The run to Guam island was slow and it required 16 days and nights; the ocean was almost a perfect calm and the weather was warm. Drill took place once a day and the signal corps of each boat were constantly signaling to each other. The cruiser Charleston being with us we had more company than previously as well as protection. The chief attraction in the fish line were the schools of flying fish that would dart out of the ocean close to the bow of the boat, and fly some two or three feet then drop back into the water again.

The nights were beautiful, the sky was cloudless and the most remarkable sight the eye could detect was the Southern Cross; these four bright stars could only be seen from southern ocean. The band on the Sydney discoursed music every night which was well appreciated by every body on board. On the morning of June 20 we saw land ahead the Isle of Guam was in sight. The three transports remained outside the bay while the Charleston went in, fired nine shots, and the Spanish garrison consisting of one Governor General, six officers, and fifty-four enlisted men were taken as prisoners of war. Spanish authority ceased there and then, and these sixty one officers and men were unaware of the fact that there was a state of war existing between the two Governments. It took two days to straighten out the affair of the Island, and on the afternoon of June 22 these Spanish prisoners of war were brought on board the Sydney. In the meantime private Hutchinson of "M" Co. 2nd. Oregon on the Sydney having died a simple military funeral service was held; and the remains found a resting place in the deep blue sea.

The expedition started for Manila; it took eight days and nights, to go from Guam Island 14 degrees north latitude and 18 degrees 11 min. north, to the north coast of Luzon Island. On the afternoon of June 28 a black speck was observed on the western horizon, and kept on heading towards us, the Charleston changed its course, and too straight for it followed by the three transports, signal operations became very active between th four boats and the speed was increased, the little speck proved to be the big cruiser Baltimore of Dewey's fleet. It joined the column and the expedition had more protection. Luzon Isle was now in sight and it was getting near evening, the sea was as smooth as glass, and the shades of night were falling, soon darkness was at hand, and the boats could only be distinguished by their lights. The next morning being the 29 of June we were in that part of the ocean known to mariners as the China Sea and it was rough. The Pekin rode the sea best and the Baltimore did not ride, but plowed through the waves. She was covered over by huge swells about half the time and an occasional wave would break over deck of the Sydney. This was continuous all day and night. The next day about ten o'clock a. m. the sea became calm. About two o'clock p. m. we arrived at the entrance of the bay, but had 30 miles yet to go. We passed to the left the Corigador Island, and as we sailed on for some distance we saw the immense foreign fleet of warships on our left, the city of Manila back of it, on the right Sangley Point, direct ahead Covite Point and Dewey's fleet. And at five o'clock the expedition finally came to its destination, and anchored close to Covite Point, and the eleven destroyed war ships of the Spanish fleet; and we had arrived at our journey's end a distance of 7,185 miles.

Michael Goetz.

### A Successful Rally.

Saturday night the A. O. U. W. of Independence brought to a successful close their campaign for members. A large crowd of Workmen from Salem came over and put on the degree work. It is said to have been a very pleasant meeting.

The following officers were elected for the ensuing year: Jas. L. Coquillette, Master Workman; John H. Ward, Foreman; J. R. Collins, Overseer; H. J. Rowe, Financer and Recorder; Frank Coquillette, Guide; W. Wood, Watchman; Dr E. L. Ketchem, Treasurer; L. Damon, S. Muhlman and E. L. Henkle, Trustees.

Clothe Yourself Proper

IT COSTS NO MORE TO WEAR PERFECT FITTING CLOTHES THAN IT DOES THE ORDINARY KIND. THEREFORE, WHY NOT CLOTHE YOURSELF BECOMINGLY, WHY NOT WEAR THE BEST? OUR CLOTHES ARE MADE BY THE BEST TAILORS IN THIS COUNTRY IN MODERN, SANITARY TAILORING SHOPS. NOT ONLY ARE OUR CLOTHES MADE TO FIT, BUT THEY ARE FASHIOND IN A STRICTLY UP-TO-DATE MANNER FROM THE BEST CLOTHS POSSIBLE FOR THE MONEY. WE WILL GLADLY SHOW YOU WHY IT IS TO YOUR INTEREST TO BUY FROM US YOUR SPRING AND SUMMER SUIT.

COME LOOK. JUST RECEIVED OUR NEW LINE OF MEN'S SHOES, AND OXFORDS IN ALL THE STYLES AND COLORS. THEY ARE BEAUTIES.

The Two Leading Stores of Independence.

Conkey, Walker & Lehman