

MODE OF TRAVEL WHEN STATE WAS BORN DESCRIBED

Old, New Means of Transportation Contrasted—Coach Much Used in Southern Oregon

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When Oregon territory became a state on Feb. 14, 1859, the seventy-fifth anniversary of which date is celebrated in Medford this week, travel and communication in this vast area were very different from travel and communication today. Now the state is criss-crossed with railroads and hard surfaced highways; forest trails and market roads; fast air mail, passenger and express planes, all paralleled with highly efficient telegraph and telephone service, reinforced with free delivery of mails and daily delivery of newspapers and magazines, supplemented in most homes by radio sets. The comparative isolation of these early days is hard for the present day Oregonian to visualize.

Portland and Jacksonville
Portland in 1859 was the dominant town of the north and Jacksonville was the hub of southern Oregon. There were several well recognized roads radiating from Jacksonville, but around Portland, travel and communication were by water as much as by land. Steamboating was well advanced, the Columbia, Willamette and tributary streams being piled by river steamers. Regular schedules were maintained to The Dalles, Astoria, Corvallis and on the Yamhill river.

A merger of steamboat companies was in process, embracing all interests operating between The Dalles and Astoria. It was finally completed the next year and was known as the "Oregon Steam Navigation company." The consolidation included the "Columbia Navigation company," managed by Benjamin Stark and operating the steamers "Senorita," "Caroline" and "Columbia," being a familiar sight on the water front 75 years ago. The "Columbia" operated on a regular schedule, carrying passengers and freight and the mails which came through San Francisco from the east. A mint had been established at Oregon City and coinage of "Beaver gold money" began in 1859, newly mined gold from California flowing into the state through the channels of trade.

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Old and New Here for Diamond Jubilee



The old and the new came together when the Lifesaver car arrived in Medford this week and offered its co-operation for Oregon's Diamond Jubilee celebration here next week. Pioneer girls arrived in a covered wagon to welcome the car. From left to right the figures are: The Misses Dorothy Wilson, Pauline Champlin, Betty Dynan, Artilla Burns, Barbara Wall and Vivian Mender. "Spec" O'Donnell of movie fame is shown sitting on the wagon.

service to Lewiston, Idaho, on the Snake river.

Trade was Expanding

The Columbia basin east of the mountains was fast filling with settlers, and merchandise and produce to and from that vast empire was moving through Portland by water. Oregon was the granary for California, whose settlers were busy digging gold. Direct trade with China had been established eight years before. Ocean steamers and "windjammers" were loading Oregon lumber and wheat in Portland harbor, the steamers "Gold Hunter," "Caroline" and "Columbia," being a familiar sight on the water front 75 years ago. The "Columbia" operated on a regular schedule, carrying passengers and freight and the mails which came through San Francisco from the east. A mint had been established at Oregon City and coinage of "Beaver gold money" began in 1859, newly mined gold from California flowing into the state through the channels of trade.

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schools had been established and played their part in building up the state.

Mud and Dust

Early Oregon roads followed the ridges and foothills and from all accounts were simply unspeakable—in the summer, chuck holes axle deep and clouds of blinding dust—in the winter a series of bigger and deeper mudholes, travel in many cases being restricted to foot and horseback. The people, however, were not the sort to be content with idle complaint. Lack of adequate roads was hampering their activities. There was no use to grub stumps, till the land and harvest crops if those crops could not be hauled to market. Bridges over smaller streams, supplemented by ferries over larger ones, drainage and constant toil of the farmers had resulted in great improvement by 1859. Only the year before, a "plank road company" had organized at Silverton and the road was planked from there to East Portland and used as a toll road until the early 70's. The same year (1858) a macadam road was started at Portland and finished to Milwaukee four years later, the first of its kind in the Northwest.

Through Roads

The Oregon trail came into the state from the east. Roads ran south from Portland over several routes, two of them converging at Anlauf, south of Cottage Grove, and on to the California line through Jacksonville. The "Natchez" road ran north from Portland to Admiral Inlet on Puget Sound. Another led from Portland to Marysville (Corvallis) through the center of the valley, passing through Champoug, Salem and Albany. Another was from Linnton to the Tualatin Plains and there was one from Linn City to Hillsboro. A road from Scottsburg connected with the "south emigrant road" at Drain. Another emigrant road came through the Cascade mountains near Diamond peak and down the middle fork of the Willamette, connecting with the "east side foothills road" at Pleasant Hill, south of Eugene. Roads of lesser importance and pack trails supplemented the main roads.

Jacksonville was Hub

All roads in southern Oregon in 1859 led to Jacksonville. The discovery of gold on Jackson creek, the agricultural possibilities of Rogue river valley and the equable climate,

were the magnets that drew people to that southern Oregon metropolis 75 years ago. The "south emigrant road" from Klamath lake passed over the mountains a few miles south of Jacksonville and through there and on to the north. A toll road had been completed over the Siskiyou to Yreka and a road being built that year and completed the next, gave Rogue river valley an outlet to the coast, at Crescent City. By 1859, hundreds of emigrants had reached Oregon over the "south emigrant road," leaving the Overland trail to California, at the Humboldt river, crossing northern California to Klamath lake and over the mountains to Rogue River, many of them settling near Jacksonville.

Jacksonville had been connected with Yreka by a stage line three years before Oregon became a state. The line belonged to C. C. Beckman and was later sold to Wells Fargo. Prior to the opening of the Siskiyou road, pack trains operated between those two towns. In 1859 a weekly stage service was inaugurated between Portland and Jacksonville, and the next year it was stepped up and extended to a daily service between Portland and Sacramento; the first California stage arriving in Portland, Sept. 15, 1860. B. C. Whitehouse was Portland agent. Two years before, Portland and Salem were connected by daily stage service and the year following a run was put on between Jacksonville and Crescent City. All stage lines handled passengers, mail and express, the drivers being Wells Fargo agents.

Old-Time Stages
The up-to-date vehicle of early stage lines was a covered coach, with body mounted in a cradle and slung from leather supports running lengthwise on each side, drawn by four or six horses, changed at frequent intervals, usually 10 to 15 miles, depending on the lay of the country. The drivers were a product of the times—courageous, resourceful men of endurance. Their skill with a handful of lines and a six-horse whip and their final "dash-ay" before a small town postoffice, was a marvel to the tenderfoot and the talk of the community. Hostile Indians and stage robbers were a frequent menace and a ride in a sway-

ing coach, over rough mountain grades, eluding robbers or Indians as they did occasionally, was an experience packed with thrills aplenty to last a lifetime.

By the time Oregon was admitted to the union on February 14, 1859, the development of its travel and communication facilities had been phenomenal, when one considers that only 16 years before it was a wilderness, the first wagon trail of new-comers reaching the boundaries of the territory in the fall of 1841.

One Animal for Each Person.
LOS ANGELES, Cal.—(UP)—One animal for every inhabitant, or about

5,741,000 were slaughtered in California during 1933 the state department of agriculture revealed. Consumption of meat during the year amounted to 153 pounds per person—almost a pound a day for each individual.

Shingle Nail Held Bone.
VACAVILLE, Cal.—(UP)—A shingle nail held Frank Weber's ankle bone together for 24 years after it was broken in 1908. It was disclosed here recently when Dr. Middleton P. Stansbury performed an operation to remove the nail. Weber was forced to seek medical attention when the nail caused an ulcer to begin, he said.

Takes Daily Walk of 12 Miles.
LANCASTER, Mass.—(UP)—Francis H. Sawyer, friend of Henry Ford, who recently celebrated his 85th birthday anniversary, keeps in trim by walking 12 miles daily. It has been his habit for half a century.

Big Indian Spear Head Found.
GOLD BEACH, Ore.—(UP)—Abner Hardenbrook turned up a large Indian spear head while plowing his field near here. The weapon was four and a half inches long, and inch and a half wide, half inch thick. It was made of black flint. It was undamaged.

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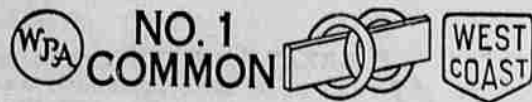
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