

Old Poster Advertises Early Stage Travel

OVERLAND MAIL ROUTE
TO OREGON.

Through in Six Days to Portland!!



CONNECTING WITH THE DAILY STAGES

To all the Interior Mining Towns in Northern California and Southern Oregon. Ticketed through from Sacramento, through Marysville, over the Railroad to Oroville, connecting there with the

OREGON LINE OF STAGE COACHES!

To Chico, Tehama, Red Bluff, Shasta, Trinity Centre, Yreka, and in Oregon—Jacksonville, Canyonville, Roseburg, Winchester, Oakland, Eugene City, Corvallis, Albany, Salem, Oregon City, to PORTLAND.

TRAVELERS AVOID RISK OF OCEAN TRAVEL

Pass through the HEART OF OREGON—the Valleys of Rogue River, Umpqua and Willamette. This portion of the Pacific Slope embraces the most BEAUTIFUL and attractive, as well as some of the most BOLD, GRAND and PICTURESQUE SCENERY on the Continent. The highest snow-capped mountains (Mt. HOOD, Mt. SHASTA and others), deepest ravines and most beautiful valleys.

Stages stop over: one night at YREKA and JACKSONVILLE, for passengers to rest. Passengers will be permitted to lay over at any point, and resume their seats at pleasure, any time within one month.

FARE THROUGH, FIFTY DOLLARS.

Ticket Office at Sacramento, near the Steamboat Landing.

H. W. CORBETT & Co.,

Proprietors Oregon Stage Line.

July 30, 1866.

Back in 1866 the best in travel accommodations boasted only of slow moving stages which operated between Sacramento, Calif., and Portland, Ore., making the trip in six days. The poster shown above was used during the hey-day of coast stage travel, and particularly brings out the dangers of ocean travel. Over six stages, similar to those used 70 years ago, will be seen in the pioneer parade, an event of Thursday during Oregon's Diamond Jubilee.

STORY TOLD OF
ROAD BUILDING
IN EARLY DAYS

Trail Blazers Bring Romantic History to Oregon—Southern Oregon's First Road System Described

By G. A. SHADDUCK
A Student in the School of Journalism Writes of Early Road Building in Oregon.

Travel and communication of today when Oregon is celebrating its seventy-fifth anniversary of statehood, is very different from that of 1859 and likewise travel and communication in 1859, as described in a recent article, was very different from that of 1843. The mere mention of travel to the first pioneers recalled incidents never to be forgotten—memories of Indian trails and galloping redskins; rafts and dugout canoes; clouds of dust and wagons bogged down in the mud; bleaching bones and alkali water holes; plodding oxen and prairie schooners. These were the things that made the old Oregon trail famous—that historic old road, across the plains and over the mountains from the Missouri river to the Columbia.

A Who's Who of early trail blazers and road builders would sparkle with the names of Jason Lee, John McLoughlin, Marcus Whitman, Jess and Lindsay Applegate, Levi Scott, Samuel Barlow and Phil Sheridan. Not alone did they blaze the trail and lead the way but on their arrival in the new land, the same indomitable courage that brought them here, inspired them in the work of winning the Northwest for the United States. A tale recounting Oregon's progress to 1859 would be incomplete if something were not said of those pioneers of early transportation.

First "Empire Builder"
Far more fitting would the name "empire builder" be for Jess Applegate of Yoncalla, surveyor and road builder, than for some of the pioneers of later days. Sixteen years before Oregon became a state, he was master of the first wagon train to enter Oregon territory, leaving the Missouri river in the spring of '43, arriving at Vancouver late that fall. His trail across the trackless plains and over the mountains, with but few line changes, is the Oregon trail of today. Marcus Whitman, returning to the west, helped pilot and shared many of his responsibilities on that epoch-making trip.

On their arrival at Port Walla Walla, a Hudson Bay trading post, they abandoned their wagons, stock and most of their farming implements and completed the trip down the Columbia in crudely fashioned skiffs. Several lives and much of their goods were lost negotiating the Columbia river rapids. Dr. John McLoughlin, chief factor of the Hudson Bay post at Vancouver, rendered them valuable assistance on the last lap of their journey—from the Cascades to Vancouver.

Road Over Mountains
Jess Applegate, Levi Scott and Samuel Barlow had been quick to sense the importance of an overland

Panning Gold For Jubilee



Oregon's diamond anniversary is being celebrated in a big way by Medford and Jacksonville, historic mining camp five miles away. Old-time dresses are being worn. An added incentive for the festivities on the seventy-fifth anniversary of admittance to the Union has been renewed activity in the mines of the area, and here's Spec O'Donnell, film actor, showing two Medford girls a nugget he "panned" while here for the celebration. Left to right: O'Donnell, Arvilla Burns and Beth Chase.—(Associated Press Photo).

Miners Return For Jubilee



Over 80 years have passed by since miners with pack laden burros first came to southern Oregon and Jacksonville when first news of a big strike was learned by the outside world. Miners came from distant points, braving Indian dangers, in their quest for the yellow metal. These hardy prospectors will come back to life during Jubilee week.

route through the Cascade mountains, if an empire was to be carved out of the wilderness. A road could not be built through the Columbia gorge and wagons and stock could not be brought through on clumsy rafts.

Samuel Barlow, with his family and a small party of friends had explored the first pass through the mountains in 1845. They had gone south from The Dalles to Tygh valley and then west, passing to the south at Mt. Hood. Heavy timber and winter snows were the natural obstacles to be overcome and the trip almost ended in disaster. Their wagons and equipment were left behind and the party with their stock finally reached Oregon City. The

east across northern California to the Humboldt river and a connection with the Overland trail. Continuing on to Port Hall on the Snake river, they induced a wagon train to follow them back to Oregon over their route, which became known as the Scott-Applegate trail and later the "south emigrant road."

This shortened the distance from the east to the head of the Willamette valley about 200 miles. The mountains of southern Oregon were an obstacle not easily overcome. The road was little better than an Indian trail—crooked, narrow and steep. At one place it was necessary to take the wagons to pieces to get them by. The next year \$20,000 was appropriated by the Provisional Government to be used by Levi Scott in improving this road, this being the first appropriation from any source for Oregon road work.

Scottsburg Road
During the Rogue river Indian war period, a military road was surveyed from Scottsburg, head of navigation on the Umpqua river, through Drain, following the "south emigrant road" from there to Camp Stewart on the Rogue river. Colonel James Hooker, later famous as a Union general was the military engineer on this project;

Jess Applegate was the surveyor and Lindsay Applegate had a \$20,000 contract to improve the road over the Graves creek hills. This was just six years before Oregon became a state and the same year Jess Applegate surveyed the third pass through the Cascade mountains. Starting at Pleasant Hill, he passed up the middle fork of the Willamette and over the range near Diamond peak and down through the Jack pine of eastern Oregon to the Klamath basin. This road was little used, history recording but one large migration that way. In the fall of '53, 215 wagons, with 815 men, 412 women and children, 3,970 head of cattle, 1,700 sheep, 222 horses and 64 mules, wended their slow laborious way over this pass. Slow it must have been, over the tortuous trail of hair-pin curves and dizzy grades, the wagons dragging a tree trunk behind them down the hills to keep them from running over the slow plodding oxen.

Portland Road System
In the late 40's two roads led south from Portland to the head of the Willamette valley, following the foot hills on either side. One left Portland on the east side and passed through or near Oregon City, Molalla, Silverton, Stayton, Scio, Lebanon,

Brownsville, Coburg, Pleasant Hill and Cottage Grove. The west side road left Portland by way of the Canyon road, crossed Tualatin plains, through Lafayette, Whiteson, Dallas, Marysville (Corvallis), Monroe, Franklin, Lorane and joined the east side road near present site of Anlauf. By '59, the principal road in the Willamette valley left Portland by the Boone's ferry route, crossed the Tualatin river at Taylor's ferry, over the Willamette by ferry at Butteville, through historic Champoeg and into Salem over the old Fairfield road. It left Salem along the Waldo hills, ferrying the Santiam and into Albany where another ferry crossed the Willamette and over to Marysville. This was the short line through the valley. Another road of the early 50's was built by Phil Sheridan, later of Civil war fame, from Kings valley to Siletz.

First Stage Systems
As road and water transportation advanced, mail and express service developed. Prior to through stage service to Sacramento, just one year after Oregon became a state, all mail to and from the east came from San Francisco by boat. The first service was 12 years before, the steamer "Columbia" making monthly trips, first

to Astoria and later to Portland. In 1847, congress established the first inland mail route in the northwest—Oregon City to Klamath lake, via Jacksonville, by horseback. The next year six additional routes were authorized. They were:

1. Astoria to the mouth of the Umpqua river, via Portland, Milwaukie, Oregon City, Linn City, Lafayette, Nathaniel Ford's, Nesmith mills, Marysville, John Lloyd's, Eugene F. Skinner's and Pleasant Hill.

2. Oregon City to Jacob Spere's, in Linn county, via Champoeg, Salem, Hamilton Campbells, Albany, Kirk's ferry and W. B. Moley's.

3. Portland to Hillsboro.

4. Oregon City to Harrison Wright's, near Molalla.

5. Hamilton Campbells to Jacob Spere's on the Santiam.

6. Linn City to Hillsboro.

Three years later, 12 more routes were established and when Oregon became a state, the then 19 existing routes represented an achievement in growth of communication that was astounding, considering the system was only 12 years old.

Steam Enters Field
The development of steam navigation, in the nine years previous to

'59, was an epoch in Oregon's history, that demands some mention in passing. The Columbia, Willamette and tributary streams formed a splendid system of inland waterways and a natural outlet to the sea. Boat building along the Willamette was a thriving industry, many boats built there going to the Sacramento river and Puget Sound.

The first ocean-going boat built in Oregon, christened the "Star of Oregon," was launched from Swan Island, by Joseph Gale in 1851. The "Lot Whitcomb," owned by Whitcomb and Jennings, the finest on the river for several years, was launched at Milwaukie, Christmas day, 1850. J. C. Almsworth was captain, and Jacob Kamm, engineer. John C. Thomas, an English boat builder who came to Portland that year, was the builder of many river boats, among them being the "Cameah," "Willamette," "Shoalwater," "Success," "Carrie Ladd" and "Jennie Clark."

Seven years after Oregon became a state the first telegraph line came to Jacksonville from the south and the next great improvement in travel and communication was the railroad, but these developments are the story of another day.

Oregon's Diamond
JUBILEE
ALL THIS WEEK

Reservations available now for Diamond Jubilee attractions. Buy your tickets at once and secure good seats. All ticket reservations made at Jubilee Headquarters—Sparta Building, Medford, Oregon—Open 8:30 A. M. to 8:00 P. M. daily.

NORMAN COWAN'S

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Best in the West!

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Bleachers	\$.83
Grandstand (Reserved)	1.10
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(Prices Including All Tax)

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PAGEANT

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Jackson County Fair Grounds

Wednesday - Thursday - Friday
Nights at 8 o'clock

Bleachers	\$.83
Grandstand (Reserved)	1.10
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Coronation of Queen Mother, Fairgrounds—Monday—Tonight
At 8 P. M. Prices: Children 25c, Adults 40c

Mammoth Pioneer Parade - Medford City Streets - Thursday, 10 A. M.

Great Agricultural and Industrial Parade - Medford - Friday, 10 A. M.

Thrilling Air Show at Medford Municipal Airport Saturday

Something doing every minute. Industrial Exposition, Golf Tournaments, Dancing, Trap Shoots, Fly Casting Tournament, Tennis Tournament, Sporting Events, Mining Exhibit, Barbecue, Flower Show, Horseshoe Contests, Swimming Meets, Garden Club Exhibit, Rabbit Show, Scores of Attractions!

SECURE YOUR TICKETS NOW — For Pageant and Rodeo at Diamond Jubilee headquarters. Arrange reservations at once for best seats. Ticket office, Sparta Building, Medford, Oregon.



JUNE 3RD TO 9TH - 1934