

HOW PEOPLE TRAVELLED WHEN OREGON WAS NEW

Communication Prior to 1859 Is Described

In honor of the 75th anniversary of the admission of Oregon as a state, to be celebrated Feb. 14, a series of articles depicting life in Oregon in pioneer days will appear weekly in this newspaper. They are furnished through the courtesy of Eric W. Allen, dean of the school of journalism of the University of Oregon.

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When Oregon territory became a state on February 14, 1859, the 75th anniversary of which date is celebrated this year, travel and communication in this vast area were very different from travel and communication today. Now the state is crisscrossed 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 plied 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" and "Belle;" the "Bradford Company," which owned the north side portage at the Cascades and the steamers "Hassalo" and "Mary" running between there and The Dalles; the "Oregon Transportation Company" of the "Ruckles and Olmstead" interests, which owned the south side portage and the steamer "Mountain Buck" below and the "Wasco" above the Cascades; J. C. Ainsworth, with the "Carrie Ladd," and a few independent interests on the lower Columbia. This same

year R. R. Thompson and Lawrence Coe built the "Colonel Wright" above Celilo and a portage at that point gave Portland river 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.

By 1859, Oregon had 19 mail routes and 40 postoffices, mail being carried by stage coach, river steamer, horseback and hack. Newspapers and 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 the 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 (1859) a macadam road was started at Portland and finished to Milwaukie 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 Champeog, 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 '59, 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. Beekman 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, September 15, 1860. B. C. Whitehouse was Portland agent. Two years previous, 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 passenger, 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,

Natal

Mrs. Jake Neurer

The Columbia county herd inspector, Dr. F. J. Rankin, is testing dairy herds in this part of the county this week for T. B.

Mr. and Mrs. Clarence Milton from Portland are here spending a few days with Mrs. Milton's parents, Mr. and Mrs. Dave McMullen.

Mrs. William Bridgers from Mist was a visitor Monday at Mr. and Mrs. Noble Dunlap's.

Jake Neurer butchered a porker and Bud Baldrige a veal this week.

Mr. and Mrs. Lee Osborn entertained Mr. and Mrs. J. W. Neurer Wednesday evening. Cards were played and refreshments were served.

Mrs. Mary Burris and Miss Beatrice Perry drove to Vernonia to do some trading Monday.

Mrs. T. F. Keasey and her children from Keasey were at Natal on business one day last week.

Clyde Johnson and Dave McMullen killed a black bear cub a few days ago.

Bud Baldrige is home from

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 "sash-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 swaying 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 train of newcomers reaching the boundaries of the territory in the fall of 1845. (The story will be told in a following article.)

the hospital recovering from an operation. Mr. Baldrige says he will return to the hospital for another operation as soon as he regains his strength.

Mr. and Mrs. Bob Lindsay and their son Clarence drove down the river Sunday to visit the Joe Banzer folks.

Miss Millie McMullen came from Birkenfeld to spend the week end at her home here.

Mr. and Mrs. Bob Lindsay entertained a few neighbors Saturday evening at their home at Pittsburg. The evening was spent playing cards. The hostess served refreshments to Mr. and Mrs. Noble Dunlap, Mr. and Mrs. Jake Neurer, Miss Edith Hare, Miss Grace Carmichael, Billie Carmichael, Clarence Lindsay and Bob Lindsay.

Richard Peterson attended the dance at Vernonia last Saturday evening.

Mrs. Ella Caywood and Mrs. Ann Lord went to Portland Sunday to be with their sister, Mrs. Amelia Sweeney, who underwent a serious operation Monday in a Portland hospital.

Lincoln Peterson and Reed Holding are now preparing to start logging operations as soon as arrangements are completed.

Think This Over

There is this to be said for newspaper advertising: It doesn't shout at you, when you are trying to concentrate on something else, it doesn't obscure the view and mar the landscape, it doesn't interrupt your enjoyment of a good grand opera program, it doesn't clutter up your mail and waste basket, it doesn't make you turn to page 37 and then shuffle through 18 more pages to finish your story, it doesn't clutter up your front yard or obtrude itself onto the seat of your motor car on Saturday afternoons. It is like a well-trained servant — never intruding or making itself obnoxious, but always quietly at hand ready to give service when called upon.—Bangor, (Mich.) Advance.

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STATEMENT OF CONDITION AT CALL OF THE COMPTROLLER OF CURRENCY, DECEMBER 30, 1933

Resources

Loans	\$268,190.88
Banking House	18,400.00
Real Estate	5,006.16
U. S., Municipal	
Other Bonds	\$156,329.66
Cash and due	299,280.39
from Banks	\$142,950.73
	\$590,877.43

Liabilities

Capital	\$25,000.00	
Undivided Profits	\$3,577.17	\$ 78,577.17
Surplus	50,000.00	
Circulation		25,000.00
Deposits		487,300.26
		\$590,877.43

J. A. Thornburgh, President
R. G. Thornburgh, Cashier