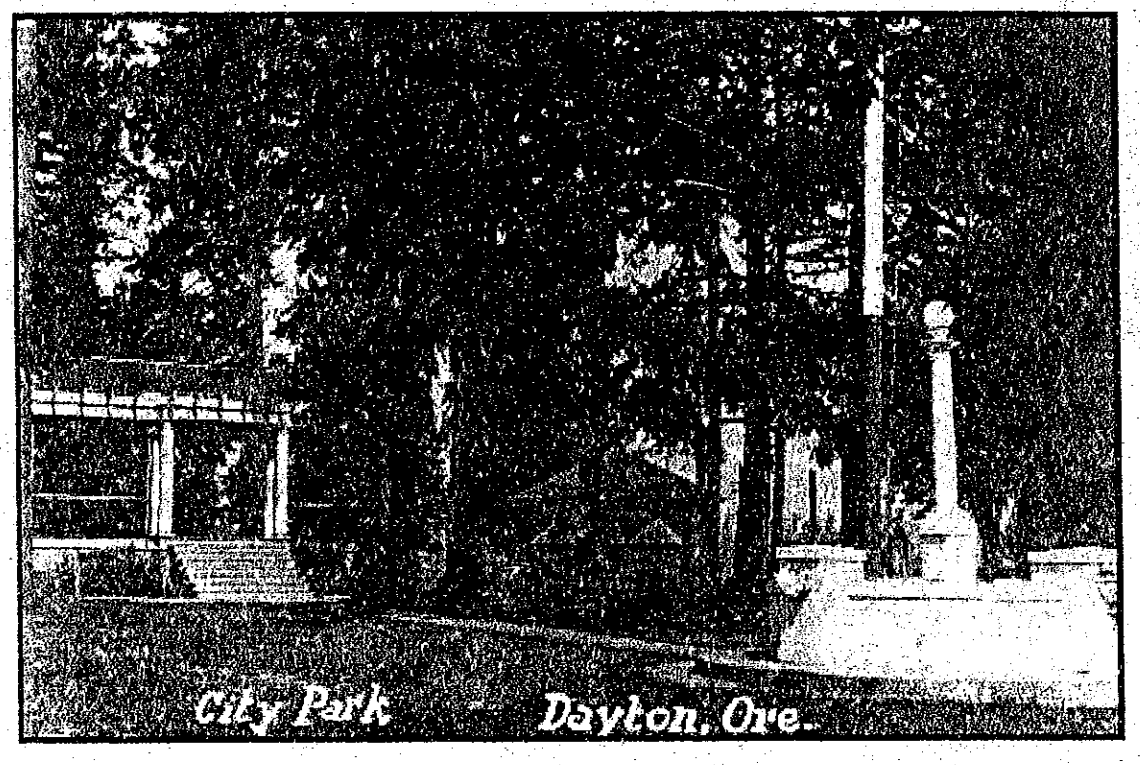
SOME DAYTON CHAPTERS



IN THE OREGON STORY

SOME DAYTON CHAPTERS IN THE OREGON STORY

Dayton Reading Club

1953

Retyped and Reformatted by

Christina Fairin

Yamhill County Genealogical Society

June 1997

Second printing June 1998

Cover photograph: Dayton City Park, old :Courthouse Square", shows Miller fountain, bandstand, and Fort Yamhill blockhouse.

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Preface

While touring Yamhill County in late August, 1996, one of my visits included the Mary Gilkey Library in Dayton, Oregon. During my conversation with Debra R. Lien, the librarian and city clerk, regarding what early Dayton records were available, she showed me the document "Some Dayton Chapters in the Oregon Story". She mentioned that she thought it would be nice to have the document retyped in a format that was conducive to booklet form. On behalf of the Yamhill County Genealogical Society, I volunteered to grant her wish.

I have endeavored to keep the original spellings, content, punctuation, and capitalization. I have only changed the format of the original document, which included adding chapter designations (the original document contained chapter designation only for the first two chapters). It is my hope that this meets with everyone's approval. It has been an interesting project and has helped me learn more about Dayton and Yamhill County.

In March, 1997, I contacted members of the now disbanded Dayton Reading Club to gain permission on behalf of the Yamhill County Genealogical Society to publish "Some Dayton Chapters in the Oregon Story". Permission to publish this document was granted. I wish to thank these persons for the opportunity to make these interesting stories available to the public.

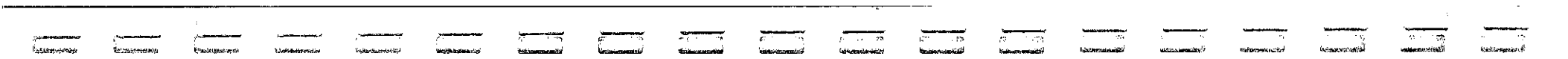
In April, 1997, the City of Dayton granted me permission to use some of the photographs in their "early Dayton" collection housed in the Mary Gilkey Library. I wish to thank the City of Dayton and its city employees for all the kindness and assistance they have given me.

Christina Fairin
YCGS
June, 1997

June, 1998

Overlooked in the first printing of the book was an index. Knowing that an index is the first item a genealogist seeks, an index has been provided in this second printing. I sincerely hope this assists anyone seeking stories of their ancestors. A List of Photographs was also included. I would suggest everyone read the entire book. It contains some local history of the settling of Dayton and Yamhill County (Yamhill county was one of Oregon's original counties).

Christina Fairin



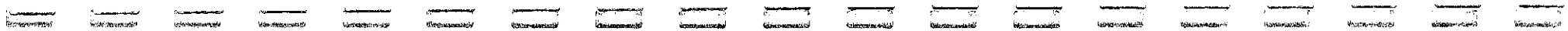
SOME DAYTON CHAPTERS IN THE OREGON STORY

Presenting a series of historical chronicles of early Dayton complied by the history committee of the Dayton Reading Club in 1953. The club itself is something of a pioneer, having been organized in the spring of 1905 as the Pleasant Hour Reading Club and continuing uninterruptedly until the present time. It is the first organized club of any kind in the Dayton Community. Mrs. Martin Miller, of McMinnville, is the only surviving member of the original group.

The project is one which has been carried on for more than two years by the history committee and which was first undertaken as the outgrowth of a talk on early pioneers which was prepared and presented before several clubs by Mrs. Orr C. Goodrich.

The inspiration for the entire work came largely from Miss Lena Stillwell, for many years a Dayton school teacher, who was intensely interested in the stories of her pioneer ancestors and their fellow townspeople. Because of ill health she has been unable to take an active part in preparing the series but she asked the help of Mrs. Goodrich in preparing the first talk (which Miss Stilwell had originally been asked to make). The Reading club later asked Mrs. Goodrich to serve as chairman of the history committee which eventually wrote these chronicles. Other members of the committee are: Mrs. Faith Watts, Mrs. Henrietta Foster and Mrs. Clytie Frink.

The writers of "Some Dayton Chapters in the Oregon Story" wish to emphasize that they have barely touched on the stories of the heroic pioneers of this section. They have probably omitted entirely the mention of some who should have been included and, of necessity, the material they have sketched is too brief. But they have used the incidents that came to them from sources usually not accessible to historians, such as family tales handed down from one generation to another, and their chief aim has been to preserve the stories that otherwise would soon be lost forever.



WESTWARD HO! WHY?

Foreword

What was in the hearts of these people that drove them westward and at last made them settle in this particular spot in the Willamette Valley?

For many dark pictures were drawn of the savage Oregon country. In 1844 the Louisville Journal said: "If the United States could ever use a country to which to banish rogues and scoundrels the utility of such a region as Oregon will be demonstrated."

To which such men as Senator Linn and Senator Benton of Missouri made answer: "America will one day need Oregon as much as Oregon needs America."

Among the first to bring wondrous tales of Oregon eastward was Joe Meek, that incredible man who was, in many ways, as overpowering as the thought of Oregon itself. Meek, whose job was United States marshal, called himself "envoy extraordinary and minister plenipotentiary from all Oregon to the United States" and he it was who persuaded President Polk to appoint Joseph Lane as the first territorial governor of Oregon.

Meek told his story in Indiana, Governor Lane's home state, and in Washington, D.C., and presumably in all points going and coming therefrom, Meek being the man he was. Perhaps some of those who listened or heard the tales twice-told were Joel Palmer or Andrew Smith or others of our earlier settlers, for among the most glowing descriptions of all were those of the Willamette Valley. Oregon had vast resources and very little population, said Meek, the land was free and there were no taxes. There were thousands of miles of trees, any one of them big enough to build ten houses from! In "The Quiet Life of Mrs. General Lane" by Yamhill county's own Victoria Case we can almost hear Joe Meek's bellowing voice as he proclaimed to Mrs. Lane: "Oregon stretches from the Rocky Mountains west to the Pacific Ocean and runs from California to the North Pole, except for a trifle of British settlement around the Frazer River and maybe a Russian or two up in the frozen north." Apparently, nobody lived in all this vast stretch excepting around the magnificent Columbia River.

"There's a valley there, ma'am," Joe Meek continued relating to Mrs. Lane, "they call the Wallamet, or Willamette, about two hundred miles long and maybe fifty or sixty miles across, lying along beside the ocean with only low hills between. It's like spring all winter, I swear, with only a bit of rain to keep things green, and then the sunshine again all through December and January and February, and then summer coming all soft and shining and cool, lasting over to that lovely winter again. And I've seen the old flowers going on into December, and the new ones starting right after Christmas."

At any rate, whether Joel Palmer ever heard Meek or his stories, he explored the Oregon country for himself and left us a written record of his travels. This "Journal of Joel Palmer" no doubt served many a pioneer as a guide because of the painstakingly accurate directions it gave.

When General Palmer was ready he founded the town of Dayton as methodically as he did everything else, and the unusual part about the matter is that the

town was founded first and then development followed. rather than the other way around, as is usual in the growth of villages.

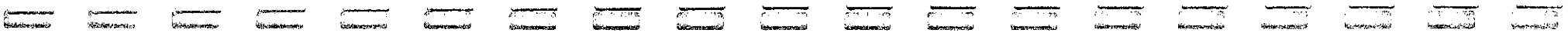
Those who founded our town a hundred and six years ago were wise and courageous and so far-sighted in many matters that the way of them has endured until this day. We, their descendents, deem it both worthwhile and interesting to set down as many facts as we can glean concerning the pioneeres and their way of life and we trust the story will thrill others as it has thrilled us. Our endeavor is to portray both the men and women and their way of life with all the warmth and charm of which we are capable. And so the Dayton Reading Club brings you this small volume.

With the kind permission of the authors of "The Story of Eugene" by Lucia Wilkins Moore, Gladys Wilkins McCready and Nina Wilkins McCornack, we borrow a part of the preface of their story for the preface of ours. For Eugene and Dayton must surely have been founded by kindred souls who lived much the same sort of lives, surrounded by identical pioneer hardships which they surmounted by identical pioneer courage. And so, with heartfelt thanks to "the Wilkins sisters" we also use this preface, changing but one word -- "Eugene" -- to "Dayton".

"Records have not always agreed. Neither have memories. Dates available did not always check to the minute. Names vary in spelling. But from courthouse and city hall, from attics and basements, from personal diaries, libraries and files of early newspapers, from pictures and stories handed down, all of which were ours for the asking, we have drawn our picture. And we are grateful to all those men and women who have kept such priceless things though the years.

"If our story sketches Dayton's past for the people of its present, if it brings into the mind's eye the builders of that past life for the builders of the future, we are glad. They must be present, those people out of the past, for no man builds through a hundred years and is completely gone."

List of Photographs



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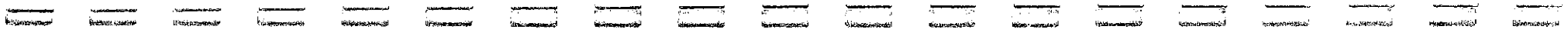

Chapter 1

LA BONTE'S PROMISED LAND

By Henrietta S. Foster

Like an old gentleman dozing in the sun, giving little hint of past greatness, now sits the quiet little town of Dayton -- on the surface identical to thousands of other small towns throughout these United States.

But the beautiful memorial trees in the unusually lovely city park and the fleur de lis (upside down, it must be admitted) in the glass above the post office door are two of many things which give an inkling of Dayton's historically rich past . . .

Here it was that Louis La Bonte founded his promised land.

In the first official report to the United States government on the Oregon Country in 1841, Lt. Wilkes wrote, "The most perfect picture of content I saw was a French-Canadian named LaBonte living on the Yamhill River."

That contented man was Louis LaBonte who was living on a land claim he had taken in 1836 on the peninsula between the Yamhill and Willamette rivers, about two and one half miles east of Dayton, north of the road now known as the Neck Road. LaBonte's claim, number seventy-six, consisted of 643 acres, half of which his wife had taken and half of which he had. This land included part of what is now owned by the Wm. Owens and H. Willard families. The house is now a part of one of the Willard barns. Contrary to that information, one writer says that an early map shows that the house was near where Dayton now is located. This claim, or another one taken up by LaBonte, extended southwest and included the Russell Coburn farm. which LaBonte had sold to Carmi Goodrich in 1845.

Louis LaBonte has earned a place in the Dayton history by his early settlement in the vicinity, which was at least twelve years before Dayton was founded.

He has earned a place in Oregon and Northwest history because he marked the turning point from the period of the fur trade to farming settlement and led the way to break the control of the Hudson's Bay Company in Oregon.

This early settler was a French-Canadian who was born in Montreal, Canada, about 1790 according to some records, and according to others, 1780. When eighteen years old he was employed by the American Fur Company at St. Louis, Missouri. LaBonte's name was entered June, 1811, on the "Journal of the Overland Expedition to Astoria". This was the expedition of John Jacob Astor's Pacific Fur Company which was led by Wilson Price Hunt and arrived in Oregon in 1812 after suffering great hardships on the journey. When the Astor interest were sold to Northwest Fur Company in 1814, LaBonte transferred to their service and then served the Hudson's Bay Company after it absorbed the Northwest Fur Company in 1818.

LaBonte was married to the eldest daughter of Chief Kobaway of the Clatsop Indians. Her name was Kil-akot-ah, or "Little Songbird". She learned the language of the white man but LaBonte did not learn to speak the Indian language. A son, Louis, Jr., was born at Astoria in 1818. According to records on an abstract on the LaBonte land, there were two daughters, Julien and Victoria. This record also indicates that LaBonte's wife used the name Margaret.

LaBonte's term or service with the Company expired about 1828. During the six years he had been with the Hudson's Bay Company he had been at Spokane and at Corville. His family had been with him at both posts.

Wishing to settle in the rich and beautiful Willamette Valley, he asked for his release to be given him at Ft. Vancouver. It was a regulation of the Company that the employees should be discharged at the place where they enlisted and it was their policy not to discharge their employees to become settlers or free laborers in their territory. Dr. John McLaughlin refused to discharge LaBonte at Ft. Vancouver, claiming that he signed on at Montreal and would have to return there to be released, thinking also that would discourage him from returning to settle in Oregon.

LaBonte was an astute and determined Frenchman, and claimed that he enlisted in Oregon when the Hudson's Bay Company took over the Northwest Company and should be discharged in Oregon. However, his efforts were futile and he was forced to return to Montreal.

He started in March with the fur brigade and returned independently in November, making a journey of 8,000 miles. When LaBonte appeared before a surprised Dr. McLoughlin, on his return, and was asked, "Why did you do it?" his answer was, "To take my family down to the valley." Dr. McLoughlin knew that LaBonte was a good husband and father and had served the Company faithfully. He gave him credit for supplies he would need to start farming.

La Bonte first moved his family in 1830, to the farm of his brother-in-law, Joseph Gervais, at Chemaway, or French Prairie, near the present Wheatland Ferry. There they engaged in raising wheat. In 1833 they moved to a farm on Scappoose Creek near Sauvies Island. For three years LaBonte managed this farm for Thomas McKay, a Hudson's Bay Company employee.

In 1836 Louis LaBonte came to Dayton, taking up land on the Yamhill River about one mile from the mouth of the river. It was here that Lt. Wilkes visited on his tour of exploration through the Willamette Valley in 1841, and reported that LaBonte had the best farm in what is now Yamhill County. LaBonte was listed among the eight settlers in Yamhill County in 1842 in Medorem Crawford's account of the Oregon Country. The first boat to operate on the Yamhill River, which was in 1850, made regular stops at the LaBonte landing to load wheat.

Louis LaBonte later moved to Marion County. He died September 30, 1860, at the age of eighty years and was buried in the St. Paul cemetery.

It is significant that Robert Ormond Case has devoted a chapter to Louis LaBonte in the book, "The Empire Builders", a history of the heroic men and women who were the outstanding personalities in the key events of the great drama of the Oregon Country.

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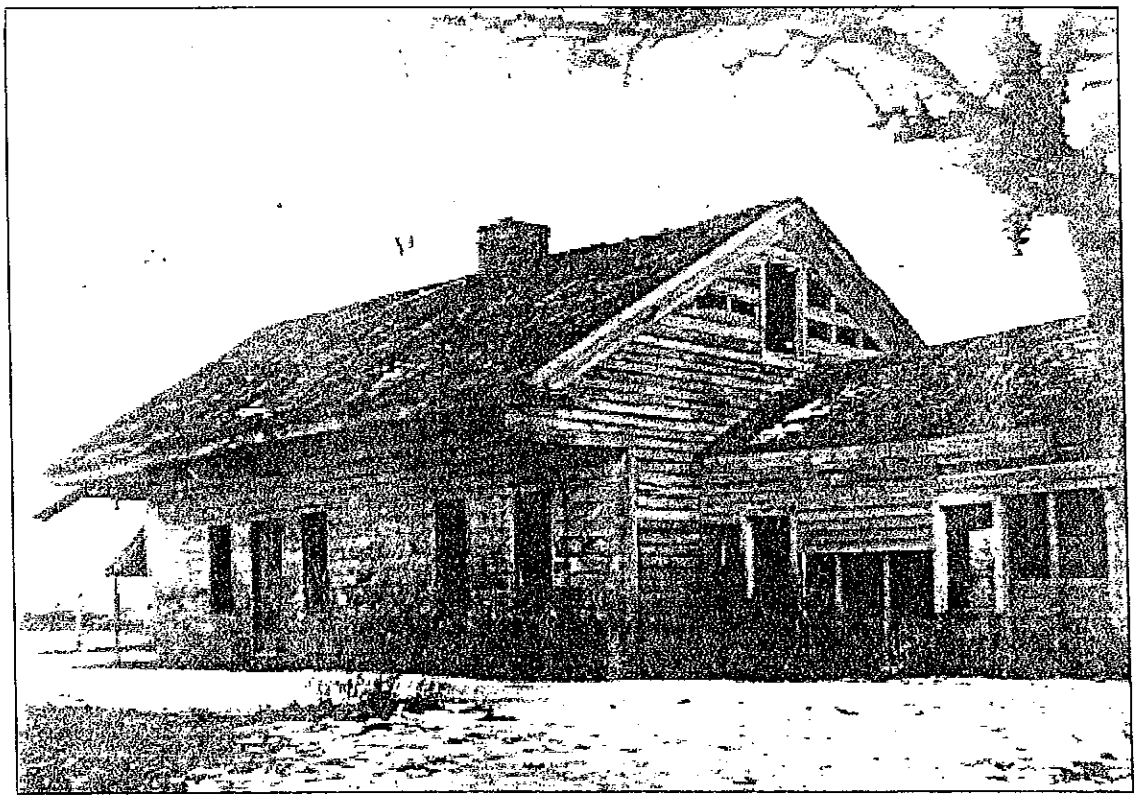


The ruins of the house which reportedly belonged to Louis LaBonte. Located on the peninsula or neck near Davton.

Chapter 2

JOEL PALMER

By Faith Holdredge Watts

When the epidemic of "Oregon Fever" spread throughout the middle west about the years 1840 to 1855, the only cure seemed to be the emigration of families and even whole communities to that far western country to carve new homes out of the vast wilderness. Each year a larger wave of home seekers and fortune hunters swelled the population of the Oregon country, until by 1847 their vast majority gave Americans a predominant claim to the new western settlement.

Prominent among the pioneers of 1845 was a shrewd, genial farmer from Indiana, Joel Palmer. He was born in Canada in 1810, while his parents, Ephraim and Hannah Phelps Palmer, were visiting relatives. Their home was the settlement along the Black River in New York. From this time on until Joel was nineteen, little is known of the family history. However, it is known that there was a large family and that they were all bound out at an early age. When Joel was about twelve years old, he ran away from the farmer who was holding him, and from there on for some seven years there is another blank page in his history. When he was nineteen years old he married Catherine Caffey, and three daughters were born to them. He moved his family to Laurel, Indiana, where he became a successful farmer and a respected citizen. During these years his wife and two daughters died, one daughter, Sarah, surviving and later marrying in Oregon. Palmer later married Sarah Derbyshire and six children were born to them, Lorenzo, Joeline, William, Alice, John, and Elizabeth.

Joel Palmer did not take his family to Oregon in 1845, for he was on a journey of exploration, to test the feasibility of taking his family out later and establishing a permanent home there. This was a good indication of the foresight and intelligent planning that made him an outstanding leader among the Oregon pioneers.

He left his home in Indiana April 16, 1845, accompanied by Spencer Buckley. They intended to overtake another group of emigrants and on May 11 they joined a train of about one hundred wagons camped on the Caw River, near Soldier's Creek, in Kansas. This group had stopped for the purpose of reorganizing and making better plans for leadership and protection of the wagon train. After much argument and maneuvering, it was decided best to divide the train into three companies, each of which was to elect its own leaders and go its way without trying to keep abreast of the others. Palmer was elected captain of one company, and his train of about thirty wagons set out on the long and adventurous journey.

The regular routine of providing food and shelter had to go on as they traveled, and this often entailed great difficulties. There were courtships, marriages, births, and deaths, as well as the usual disagreements, on the trail. There was the everpresent necessity of guarding against Indian raids. Swift and vital decisions often had to be made by the leader, and Joel Palmer made them with justice, wisdom, and firmness.

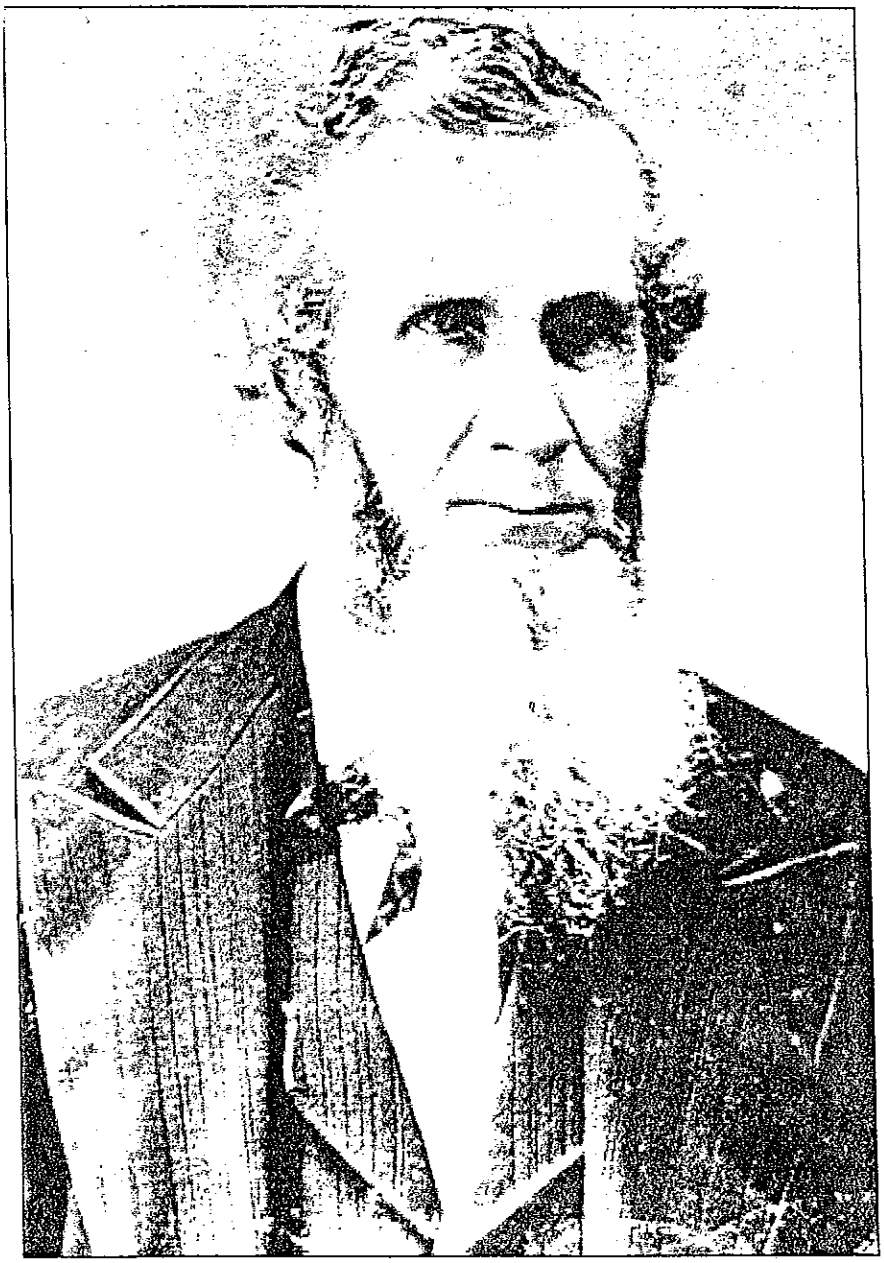
At intervals it was necessary to encamp, for a day or more at a time, in order to repair the wagons, rest the stock, cook, wash, and replenish the larder, if game were to be found. Often they were able to kill buffalo and "jerk" the meat for future use.

While most of the adults found plenty of work to do on these lay-overs, there were always those who found time for worship, reading the Bible and other literature, and the plaintive notes of the fiddle, and songs of those musically inclined could often be heard. Each train was made up of a graphic cross-section of humanity, some good, some bad, but hardy souls all, of the stuff that has made the west outstanding always.

They had many encounters with the Indians, some agreeable, some dangerous and some amusing. It must have been through these contacts with the red man that Joel Palmer learned ways of dealing with the Indian that were to help him and the settlers in the later days. One of these encounters took place at Fort Laramie, June 25, 1845. "Our camp is stationary today; part of the emigrants are shoeing their horses and oxen; others are trading at the fort with the Indians. Flour, sugar, tea, coffee, tobacco, powder and lead sell readily at high prices. In the afternoon we gave the Indians a feast, and had a long talk with them. Each family, as they could best spare it, contributed a portion of bread, meat, sugar, or coffee, which being cooked, a table was set by spreading buffalo skins upon the ground, and arranging the provisions upon them. Around this attractive board the Indian chiefs, and their principal men, seated themselves, occupying one-fourth of the circle; the remainder of the male Indians made the half circle; the remainder of the circle was completed by the whites. The squaws and younger Indians formed a semi-circle immediately behind their lords and fathers. Two stout young warriors were now designated as waiters, and all preparations being completed, the Indian chiefs and principal men shook hands, and at a signal the white chief performed the same ceremony, commencing with the principal chief, and saluting him and those of his followers who composed the first division of the circle; the others being considered inferior were not thus noticed.

"The talks preceded the dinner. A trader acted as interpreter. The chiefs informed us that a long time ago some white chiefs passed up the Missouri, through his country, saying they were the red man's friends and that as the red man found them, so he would find other pale faces. This country belongs to the red man, but his white brother travels through, shooting game and scaring it away. Thus the Indian loses all that he depends upon to support his wives and children. The children of the red man cry for food but there is no food. But on the other hand the red man profits by the trade with the white man. He was glad to meet us as friends. It was the custom, when the pale faces passed through his country, to make presents to the Indians of powder, lead, etc. His tribe was very numerous, but most of the people had gone to the mountains to hunt. Before the white man came, the game as tame, and easily caught, with the bow and arrow. Now the white man has frightened it and the red man must go to the mountains. The red man needed long guns. This, with much more, made up the talk by the chief, when a reply from our side was expected.

"As it devolved upon me to play the part of the white chief, I told my red brethren that we were journeying to the great waters to the west. Our great father owned a large country there and we were going to settle upon it. For this purpose we brought with us our wives and little ones. We were compelled to pass through the red man's country, but we traveled as friends, not enemies. As friends we feasted them, shook them by the hand, and smoked with them the pipe of peace. They must know that we come among them as friends, since we brought our wives and children with us.



Joel E. Palmer ca 1870.
He would have been 59 years old, the 1880 census gives his age as 69.

The red man does not take his squaws into battle, neither does the white man. But, friendly as we felt, we were ready for enemies; and if molested we would punish the offenders. Some of us expected to return. Our fathers, our brothers and our children were coming behind us, and we hoped the red man would treat them kindly. We did not expect to meet so many of them; we were glad to see them, and to hear that they were the white man's friends. We met peacefully -- so let us part. We had set a feast, and we were glad to talk with them; but we were not traders and had no powder and ball to give them. We were going to plough and plant the ground and had nothing more than we needed for ourselves. We told them to eat what was before them, and be satisfied; that we had nothing more to say.

"The two Indian servants began their services by placing a tin cup before each of the guests -- always waiting upon the chiefs first; then they distributed the bread and cakes, until each person had as much as it was supposed he would eat, the remainder being delivered to two squaws, who in like manner served the squaws and children. The waiters then distributed the meat and coffee. All was order. No one touched the food before him until all were served, when at a given signal from the chief, the eating began. Having filled themselves, the Indians retired, taking with them all that they had been unable to eat.

This is a branch of the Sioux nation, and those living in this region number near fifteen hundred lodges. They are a healthy, athletic, goodlooking set of men, and have, according to the Indian code, a respectable sense of honor, but will steal whenever they can do so without detection. On this occasion, however, we missed nothing but a frying pan, which a squaw slipped under her blanket and made off with. As it was a trifling loss, we made no complaint to the chief."

Another story of a later encounter with the Indians, which illustrates Palmer's understanding of them, was told by Noah Robinson, an early day resident of Yamhill county, to George Abdill, a native son who has contributed much to this record of Oregon history. Robinson once rode over the Salmon river Indian trail with General Palmer and his party on one of the General's inspection trips to visit his Red charges along the Oregon coast. Palmer was then United States Commissioner of Indian affairs.

Upon arriving at the village, the travellers found it deserted, but a terrific clamor from the beach indicated the whereabouts of the inhabitants. Riding out onto the sandy shore of the Pacific Ocean, they beheld the Salmon River tribe in hearty conflict with a tribe of Siletz red men. The two fractions were belaboring each other with clubs, rocks, knives, and other weapons, the object of their struggle being a large and very dead whale that the waves had cast upon the beach.

General Palmer urged his horse into the meelee, holding aloft his hands and calling the combatants to cease. They immediately desisted, for they had great respect for their protector and agent. Palmer gained the confidence of the tribes by fair and just dealings; his word was a sacred bond, and the Indians abided by his decisions.

Upon the foregoing occasion, General Palmer dismounted and proceeded to cut a line along the approximate center of the creature, dividing it equally between the two tribes. This arrangement proved very satisfactory as there was an abundance of

meat for all. The beach was soon the scene of great activity, as the tribesmen busily hacked off great chunks of the blubber, which was thoroughly aged and incensed.

There were other episodes on the westward journey which did not end on such a friendly note, but on the whole, Joel Palmer's wisdom and justice on dealing with the Indians brought them safely through.

At a number of places along the emigrant trail they stopped to buy or trade for additional supplies, and horses or cattle. Two well known stations along the way were Fort Bridger in Wyoming and Fort Hall on the Snake River. At Fort Hall, some thirty-five wagons left the train. to take the route leading to Sutter's Fort in California. Eventually these emigrants made their way to Oregon, neither having found the soil in California to their liking, nor made a fortune in the gold mines.

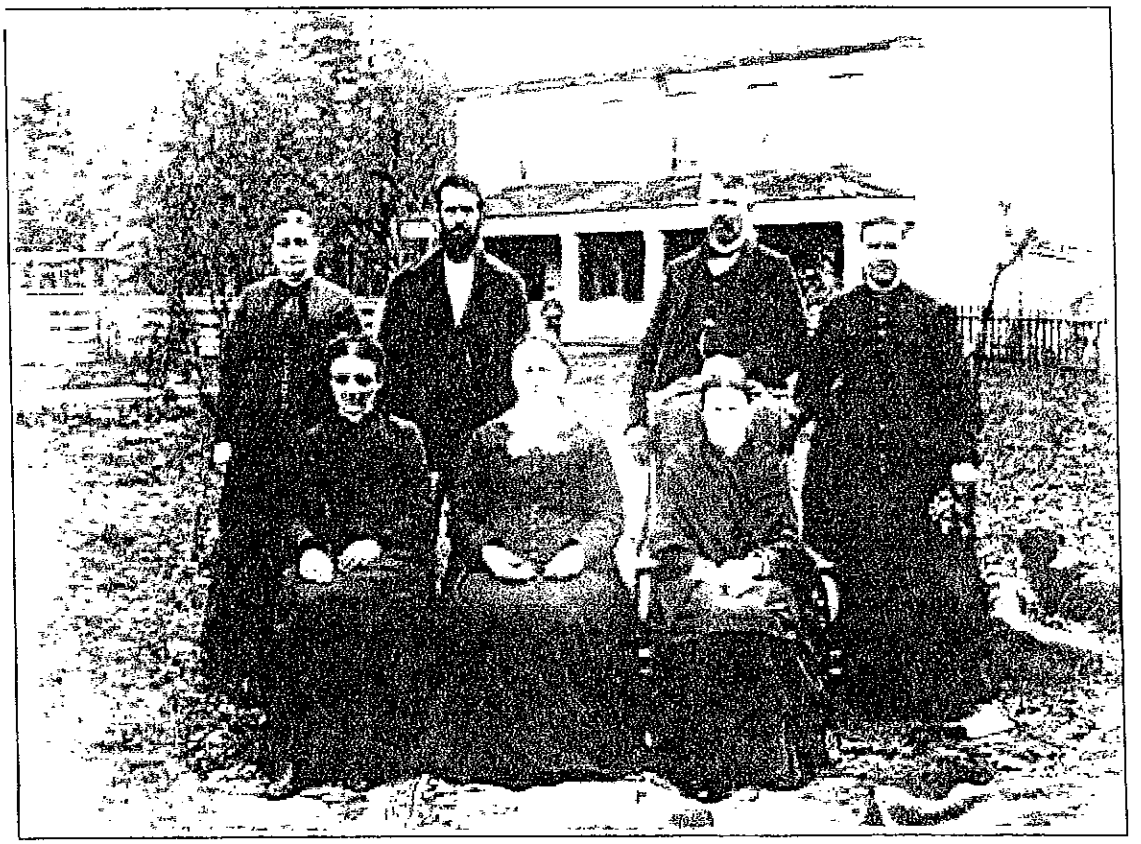
After many weary weeks of travel, Palmer's wagon train arrived at The Dalles on the Columbia River on September 29th. Beyond this point there was no wagon road, and it was necessary to go down the river by boat. At the time the Palmer party arrived, all down river boats had been engaged by earlier emigrants, and since the wet season was at hand, the problem was how to get on their way to Oregon City as soon as possible.

Samuel Barlow had for some time been trying to find an overland route, skirting Mount Hood on the south, thus by-passing the falls and rapids of the Columbia, but so far had found it impracticable. However, he and Joel Palmer decided to join forces and make another effort to reach the Willamette Valley by this route.

Piloting a train of about thirty wagons, they soon came to the end of any discernable road or trail, and were forced to cut the heavy timber and dense undergrowth as they proceeded. Each day, Palmer, with one or two companions, would go on ahead on foot or horseback, to scout the country for the most practicable route. As they ascended higher and higher on Mt. Hood the going became rougher and rougher. They spent days and days climbing in and out of canyons, wading streams, plodding through snow much of the time. They were clad in moccasin footwear and Palmer tells in is journal of bleeding and sore feet when the soles of his moccasins wore out. Several nights were spent in the open on the cold and snow-clad mountain. In the meantime the wagon train was at a standstill until a passable route could be found. They were beset with many difficulties. Provisions were getting scarce, cattle were running away in search of better grazing, and there was much sickness. The rainy season had set in in earnest, and this added to their miseries.

After spending several weeks attempting to plot a road to the Willamette Valley, Joel Palmer and his companions decided that it would be impossible to get the families, with wagons and stock, through the Cascade Mountains before severe winter weather set in. They built a cabin and left most of the equipment in care of some responsible members of the party, and took the families back to The Dalles, to go to the Willamette Valley later by boat or wait until spring.

However, Joel Palmer had not given up the idea of the shorter route, and on October 25th started again for the valley, accompanied by Barlow, Creighton, Rector, Farwell, and Buckley. They put in a week of grueling hardship. Buckley Became ill, two of the packhorses gave out and had to be left and the trip was one succession of



Family of Joel Palmer at old Palmer home, Dayton.

climbing, cutting timber from the trail, and fording cold snow streams; all to the accompaniment of a steady downpour of late fall rains.

Finally, on November 1st, they reached the goal toward which they had been striving ever since they had left their mid-western homes six months earlier. They arrived at Oregon City, on the Willamette River, having traveled 1960 miles.

The story of this pioneer trek across the western plains and mountains is told in detail in Joel Palmer's "Journal of Travels over the Rocky Mountains". This account was used by many later emigrants as a guide in their western travels, for it gave detailed directions in regard to each day's journey, the terrain, water and grass available, settlements, and in fact everything connected with such a venture.

Joel Palmer spent the winter of 1845 exploring the Oregon country and making careful record of the agricultural resources and conditions, including types of soil, available water supplies, natural vegetation, timber, animal life, and he also kept a daily record of the weather and rain fall. He made a study of the provisional government the settlers had established, and his shrewd observations on politics as well as economic conditions, provided valuable assistance in formation of a later government.

In the spring of 1846, Joel Palmer returned to Laurel, Indiana, and the following spring brought his family to Oregon. He led one of the very large trains of that year and it was known as "Palmer's Train". About the time they arrived in Oregon, the settlers were aroused by the massacre of the Whitman family by the Cayuse Indians. Palmer was immediately made Quartermaster and Commissary General, hence the title "General" by which he was subsequently known. He was also appointed one of two commissioners to treat with the Indians. They were able to alienate the Nez Perces and the Walla Walla Indians from the guilty Cayuse tribe, and this broke the strength and warlike spirit of this group of Indians. Soon afterwards he was appointed Superintendent of Indian Affairs by President Pierce (1853). He went to southern Oregon at the time of the Indian uprising there and was able to put down the trouble by arbitration. Subsequently, he inaugurated the system of Indian reservations and moved many of the tribes to Grand Ronde Reservation. The Indians of Eastern Oregon and Washington were causing trouble by this time, and there were some complaints that Palmer was too lenient in his dealings with them. Consequently, James W. Nesmith was appointed to fill the position of Superintendent.

Joel Palmer retired to Dayton, in Yamhill County, which town he laid out in 1850. He soon was elected to the state legislature and served as speaker of the house in 1862 and 1863. He served as state senator 1846 to 1866. He declined to be a candidate for United States senator on the grounds that he believed it wrong to run for another political office when he was then in the government employ. In 1870 he was a candidate for governor and lost the election by less than 700 votes.

He returned to his Dayton home and spent the remainder of his life in the service and upbuilding of that community. He died June 9, 1881.

He is remembered by everyone who knew him with respect and affection. One of Joel Palmer's fellow pioneers said of him, "He was a man of ardent temperament, strong friendships, and full of hope and confidence in his fellow men." Another called his greatest characteristics his honesty and integrity.

His service to his fellow men and the community has left many mementos of his devotion to progress. He donated and laid out much of the land for the town of Dayton. He established a comfortable home, whose hospitality was known throughout the western country. This home has been restored and remodeled and stands just southwest of the main part of Dayton.

One of the greatest of his services to his pioneer contemporaries was his "Journal of Travels over the Rocky Mountains" which he started as a diary of his first trip to the Oregon country. He meticulously recorded every feature of that long trip, the best camping places and stream crossings, watering places in the desert, trading posts, and every hazardous detail that was encountered. This manuscript served the succeeding emigrants well as a guide and handbook and now it is a priceless record of days in the lives of our ancestors, we can scarcely visualize in this modern age. It was written with no literary aspirations, but is a clear, concise narrative of every day life as lived in those history making times. Sometimes it took a quaint, whimsical turn in which one senses his distinctive individuality. To anyone interested in Oregon pioneer history it makes absorbing and instructive reading.

Another prominent monument to his memory is the old blockhouse which now stands in the Dayton Park. This was built on the Grand Ronde Reservation under his supervision at the time he was in charge of Indian affairs. It was built for defense, at the time the Indians were causing trouble. The blockhouse was also used for storing supplies and quartering men on guard duty. Fortunately, it never became necessary to use the building for defense. In later years it was moved into Grand Ronde and used as a Jail. When the town moved to a new location the old blockhouse was abandoned. Stock used it for a shelter and it all but fell apart. The late John Lewis, a Dayton pioneer son, initiated the idea of making the old fort into a memorial to Joel Palmer. Permission was granted by the U.S. government to move it to Dayton and set it up in honor of Palmer. The structure was in very bad shape and it was necessary to replace much of it. Some of the older citizens of Dayton, who had the skill, were called on to hew new timbers and shakes to replace the old ones. Thoma Brothers and the late Fred Reichstein did the work of restoring the old fort. It was moved to Dayton in 1911, and was dedicated August 23, 1912.

Although these are the visible monuments to the memory of Joel Palmer, perhaps the greatest bequest he passed down to posterity is the spirit of progress, community loyalty, and pride in its pioneer heritage, which he left to the community in which he lived.

ACKNOWLEDGEMENTS:

The most important source of the material for this biography was Joel Palmer's "Journal of Travels over the Rocky Mountains". In addition to this much information gleaned from conversations with his granddaughter, Miss Gertrude Palmer. Another source of colorful items of information was a former Dayton resident, George Abdill.

Alice Robinson Palmer (Mrs. Will Palmer), seated and Thelma Robinson standing, ca 1937. (Alice was the first Queen of the May in Dayton.)

Chapter 3

THE SETTLERS COME

By Gertrude Dorsey Goodrich

COURTNEY M. WALKER

Courtney M. Walker was no doubt the first settler within Dayton city limits, leaving Richmond, Missouri, with the Nathaniel J. Wyeth party in April, 1834. The party was composed of 70 men, 250 horses and a herd of cattle. The Methodist missionaries, Jason and Daniel Lee, were members of the group.

They arrived at Fort Vancouver on September 16, 1834. Courtney Walker hired out to the Methodists and helped construct their mission near Wheatland (Mission Bottom) then went to work for N.J. Wyeth as a clerk or agent at Fort William. When this fort was abandoned in 1836, Courtney was sent to take charge of old Fort Hall.

He left the post around 1839 and accompanied a group of retiring mountain men to the Willamette Valley. In this party were Bob "Doc" Newell, Wm. Doty, John Larison, Caleb Wilkins, Wm. Craig and Joseph Meek, with their native wives and children.

They were all retired trappers and settled around the valley in various locations. The late Noah Robinson, a brother of Wm. Palmer's wife, told George Abdill, from good authority that Walker and his family were living in a cabin in the city limits before 1845.

FRANCIS FLETCHER and AMOS COOK

Francis Fletcher and Amos Cook were two of the Peoria Party who came to the Dayton vicinity in 1840 and settled on the south side of the Yamhill river between Dayton and Lafayette. Their party left Peoria, Ill. in May, 1839, and was commanded by Capt. Thomas J. Farnham. The party broke up over disagreements on the plains and Amos Cook and Francis Fletcher with others wintered near Brown's Hole in the Green River country. They arrived at Vancouver in 1840 and Cook and Fletcher at once took adjoining claims on the Yamhill.

Both Cook and Fletcher were present at Champoeg at the founding of the Provisional Government in 1843 and Cook was appointed as Constable for the Yamhill district. Their names appear on the marker established at Champoeg. Through the marriage of my sister to the grandson of Francis Fletcher I obtained the following pioneer story.

After building a cabin and becoming established on their donation land claims, these sturdy lads found it a lonely existence. Very few marriageable girls came west, the emigrants being mostly single men or young couples with small children. One by one the settlers took Indian wives but not Fletcher, vowing he would remain a bachelor until he found a wife of his own race. He often rode horseback long distances after his

cattle grazing the open country as far south as near Salem. Visiting with new arrivals encamped along his route he learned of a new party expected to arrive in the late fall including the Andrew Smith family. When told they had a beautiful young daughter, a spark of hope was kindled in the heart of Francis Fletcher. From then on he rode in that vicinity often, to be rewarded by their arrival in late autumn. Longing for reading material in this new country he decided that would be a good approach so he asked Elizabeth if she brought books west. Among her cherished possessions were several and his borrowing one at a time proved an excellent means of nourishing a budding romance.

In 1862 they were married and there was happiness in store for Francis and Elizabeth Smith Fletcher on the donation land claim near Dayton where they reared a family and played an important part in Dayton's pioneer history.

They were laid to rest in Dayton's peaceful Brookside cemetery which is overflowing with pioneer history.

MEDORUM CRAWFORD

With the exception of General Joel Palmer, it is doubtful whether any resident of the Dayton area led a more public life than Medorum Crawford. He was born in New York and left Elm Grove, Missouri, on May 16, 1842, for Oregon, being 21 Years old at the time.

The party was led by Dr. Elijah White, bound for Oregon to take over his post as sub-agent of Indian Affairs. There were 18 large Pennsylvania-style wagons in the train.

At Fort Hall the White party hired the famous mountain man, "Broken-hand" Fitzpatrick, to guide them to the Columbia. Medorum Crawford reached the Willamette valley on October 5, 1842. He taught the Mission Bottom Methodist school its last term, then went to Oregon City where he operated an ox-drawn portage around the Willamette Falls.

In the winter of 1842-43, he was one of the founders of the pioneer Lyceum and Literary Club formed at Oregon City. In 1843 he married Adeline Brown, who had migrated to Oregon in the White party. Mrs. Crawford died in 1879, the mother of six children. Crawford took up his donation land claim on the west side of the Yamhill river near its mouth, likely around 1842 or 43, as tradition says he was ferried across the Willamette river on a log to vote at the Provisional Government's founding at Champoeg, May 5, 1843.

Medorum Crawford was a member of the Provisional Legislature in 1849, and was one of the petitioners to restore Dr. John McLoughlin's claim at Oregon City. He was the Yamhill county vice-president of the State Agricultural Society in 1860. In 1869 he was appointed United States collector of Internal Revenue for Oregon. He was one of the founders of the Oregon Pioneer Society founded at Salem on October 8, 1869, and was the first secretary.

His farm was one of the best in the area. He and his wife made a tour of Europe in the 1870's or 80's. Their graves are in the Brookside cemetery.

A brother John Davis Crawford, born in New York state on August 16, 1825, came to the Oregon Country in 1847. He was a printer by trade and had studied law. He served in the Cayuse Indian War under Major-General Joel Palmer, in the commissary department. He went to the California mines in the 1849 gold rush, returning to Oregon. He was a member of the State Legislature in 1872 and died in 1877.

BENJAMINE M. ROBISON

Benjamine Morgan Robinson, a native of New York, was born in Cayuga County January 18, 1813. He was of English descent and came to the Oregon Country in 1844. His grandfather, John Robinson, was a distinguished captain in the Revolutionary War. He was reared and educated in his native state, and moved to Chicago, Ill., for a few years before coming west without friends or relatives, but found both in the family of Mr. Joel Christman, who formed a part of the company in which he came to the Oregon country.

On April 22, 1845, Mr. Robinson married Miss Elizabeth Christman, lovely daughter of Mr. and Mrs. Joel Christman, and this had the distinction of being the first marriage of white persons in Yamhill county. Mr. Robinson had previously taken up a donation land claim two and one half miles south of Dayton. The Robinsons were the grandparents of Miss Lena Stilwell, Mrs. Ina Taggert, Mrs. Mamie Randall, and John Stilwell.

They had five children, and Mary Robinson Gilkey, eldest daughter, had the distinction of being the first white girl born in Yamhill county, also one of the first two women to climb Mt. Hood. She and Eliza Robinson Stilwell, sisters, graduated from Willamette University in the classes of 1866 and 1871. Both taught school in this vicinity in the early days.

The final resting place for both the Christman's and the Robinson's is in the Dayton Brookside cemetery.

JOEL D. CHRISTMAN

Joel D. and Polly Christman came to Oregon by covered wagon in 1844 with a family of nine children. They were early German settlers in Virginia. They spent the first winter in Oregon City, then in the spring of 1845 came up the Willamette river, about two miles southeast of the present site of Dayton, where they took a donation land claim of 640 acres bordering the river.

The Christman's camped on their claim until their log house was built. The floor was of split and hewed timber. Their cattle had all perished on the way, with the exception of three oxen and two cows. With these cattle and a wooden mold-board plow, they did their first plowing.

Then acres of wheat were sowed and harrowed in and with a scythe blade and fingers they harvested the first grain. This grain was laid shingle fashion, with heads up, inside a corrall, on which they turned the stock, who ran around upon the grain

until it was threshed. The straw was piled and two persons with a sheet fanned the grain, which another person standing on a box poured in front of the fan.

In this tedious fashion, they threshed forty bushels to the acre. Their food for the first year was principally boiled wheat, and they used parched wheat for coffee. All their grain was ground in a large coffee mill and the seed for this first crop was borrowed.

Joel D. Christman was an industrious upright man, who gave his farm close attention, taking little interest in anything else, excepting that he was a good shot and loved to hunt, by which means the family was usually well supplied with wild meat.

Joel D. Christman's wife, Polly, beloved for her fine qualities, and uniform good nature, passed away March 27, 1852. Her husband pioneered on until August 16, 1875, when he was laid to rest beside his wife in Brookside.

This honorable couple were the great grandparents of Lena Stilwell, Ina Taggart, Mamie Randall, and John Stilwell.

CARMI GOODRICH

Carmi Goodrich, great grandfather of the Dayton Goodriches of this generation, was born July 28, 1792, in Poughkeepsie, New York, of English ancestry, the third son of Joel and Irena Goodrich. His ancestors came from Suffolk, England, to Hartford, Conn., in 1635. Joel Goodrich and his six brothers all served as soldiers in the Revolutionary War.

Carmi Goodrich met and married Peggy Steele in Ripley County, Indiana, on May 18, 1820. Peggy was a native of Virginia and her father, James Steele, and three brothers also were soldiers in the Revolution.

In the year 1845 Carmi and Peggy, with eleven of their family of thirteen children, came west by covered wagon in the Welch - Barlow wagon train. Their children ranged in age from one year to 20 years.

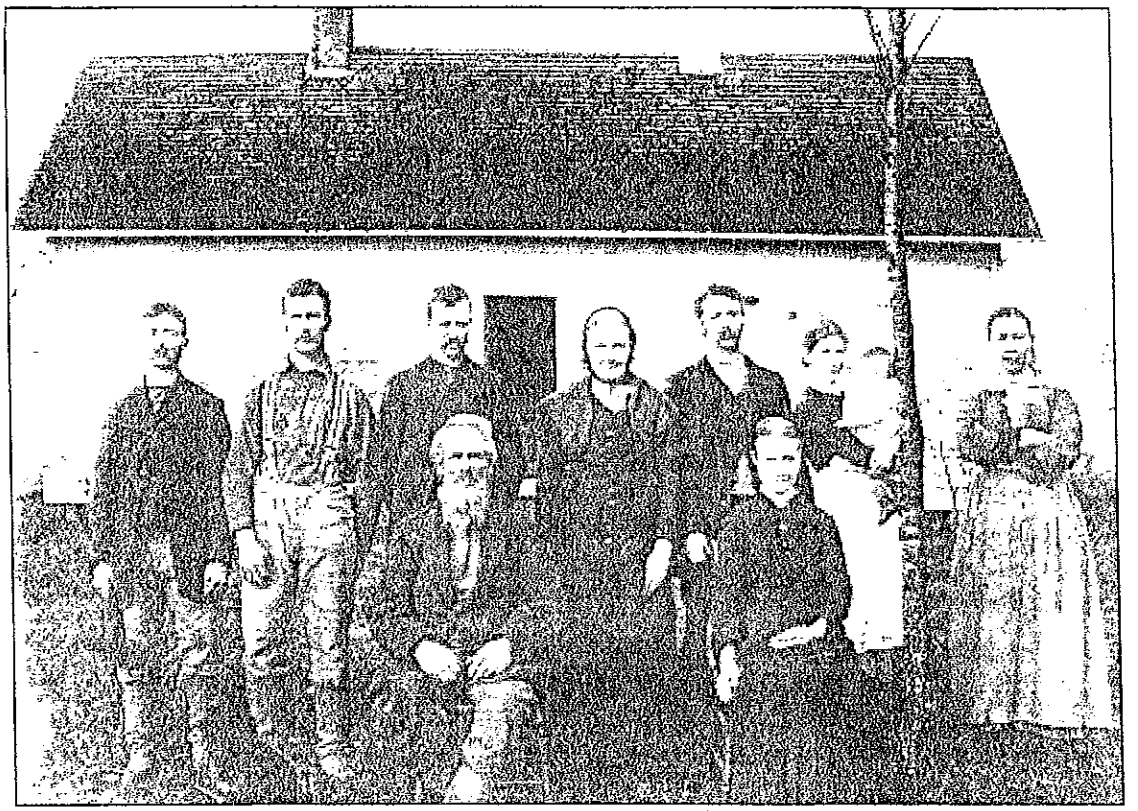
During the gold rush to California, Carmi and his son, William, went to the mines. They had previously settled on a claim one-half mile east of the future site of Dayton. It was a part of the Louis LaBonte claim.

Returning from the mines, William Goodrich, in 1848, took a claim of 320 Acres of land four miles southwest of Dayton and built a log house there.

In the late 1840's he made five hundred ash chairs for the Hudson's Bay Company and floated them via flat boat to Oregon City for delivery. Carmi and his son filled many orders for chairs for the pioneer homes. A few are still in existence.

In 1854 William married Sarah Barnes, a daughter of Oregon pioneers of 1853. Four sons were born to them. Carmi passed away in 1861 after 16 years spent on his claim in the new Oregon country. He lived a quiet, industrious life. His wife, Peggy, lived five years longer and passed away on September 1, 1866.

Carmi had set aside a plot of ground for a family cemetery and they were laid to rest there, as are many of their descendants. The little cemetery has been retained by the family down through the years, although the remainder of the Carmi Goodrich claim has changed hands many times.



Goodrich group, 1886.
Standing (L to R): Dick Goodrich, Wallace Goodrich. Sanford Goodrich. Grandmother Amanda Barnes, John Goodrich, Mrs. Sanford Goodrich with baby son, Orr C. Goodrich. and Mrs. John Goodrich.
Seated (L to R): William Goodrich and wife Sarah.

About 1939 the Champoeg Chapter of the Daughters of the American Revolution placed bronze markers for both Peggy and Carmi Goodrich upon their grave stone. It was done with a fitting ceremony and marked the graves of a pioneer couple who were son and daughter of Revolutionary soldiers. As far as the D.A.R. could determine, it is the only such case in Oregon cemeteries.

William Goodrich died in 1895 and his widow, Sarah, later re-married and lived until 1925. The four sons married and have passed on, leaving families to carry on the pioneer name.

One hundred and none years later finds a great great grand-daughter of Carmi Goodrich owning a part of the original claim, and with her husband and three daughters, Velene Goodrich Coburn finds life on an Oregon farm holds many advantages the blazer of the trail could not even vision. The north portion of the farm house is the original Carmi Goodrich home. The strong, sturdy triple oaks, I am sure, is the one thing still there that greeted Carmi and his family at the end of their long journey by covered wagon from New York state in 1845.

FRANCIS SWEET HOLDREDGE

Francis Sweet Holdredge, who was of English descent, was born in Cooperstown, Chautauqua County, New York in 1814. He married Martha Ann Hibbard in 1836 and they crossed the plains to Oregon in 1848. Their fourth child was born on the plains. Frank Holdredge, as he was known, took up a land claim along the Yamhill river just below the present Dayton bridge. He went to California in 1849 to look for gold and planned to return in time to finish proving up his claim. He returned by boat and upon reaching the Columbia River, a storm was raging, and he was delayed for two weeks. Consequently, when he reached Dayton he found his claim had been preempted by others. He then took up another claim south west of Dayton, which was the family home until about the time of his death in 1882. His wife and several children died prior to 1853 when he married Ruth Ann Sovern. There were seven children born to the first marriage and nine children were born to the second marriage.

When hard times hit the country, sometime after his death, the family lost the farm near Dayton and bought a smaller one on the Hopewell road, which is still owned by a grand-daughter.

Frank Holdredge was a better than average musician and taught all except the youngest child some musical instrument. The family band traveled over the state giving concerts and playing for all kinds of public gatherings. Holdredge was a cooper as well as a farmer and carried on this trade for many years.

Four of the Holdredge sons Willis E. ("Dan"), Amis L., Marion ("Bush"), and Pleasing, became farmers in the Dayton and Amity communities, and a number of their descendants still reside in the county.

GEORGE DORSEY

A pioneer of 1852 was born in Pennsylvania January 13, 1830, of Scotch ancestry. He was the eldest of a family of eleven children born to David and Rosanna Weant Dorsey.

When George became 22 years of age he, like many others of that day who heard of the golden west, longed to make the journey. He secured a position to drive an ox team for his board, and in this way journeyed to the Oregon Country. The name of this family has not been available, but I do remember it was a family of ten children, and grandfather often spoke of the tender kindness he received from this pioneer mother.

Eighteen Fifty Two was the year in which cholera was epidemic, but he happily remained free from the terrible plague. The journey across the plains consumed more than four months from May 11, to September 24, which, aside from the dread cholera, was devoid of remarkable incident. He often said his work was walking and driving, also helping care for the cattle and securing wood. He well knew how far it was west, making practically every mile on foot. He had the misfortune to clip a slice off his ankle bone, with the axe on the way, which gave him much discomfort, and a lot of trouble in later life.

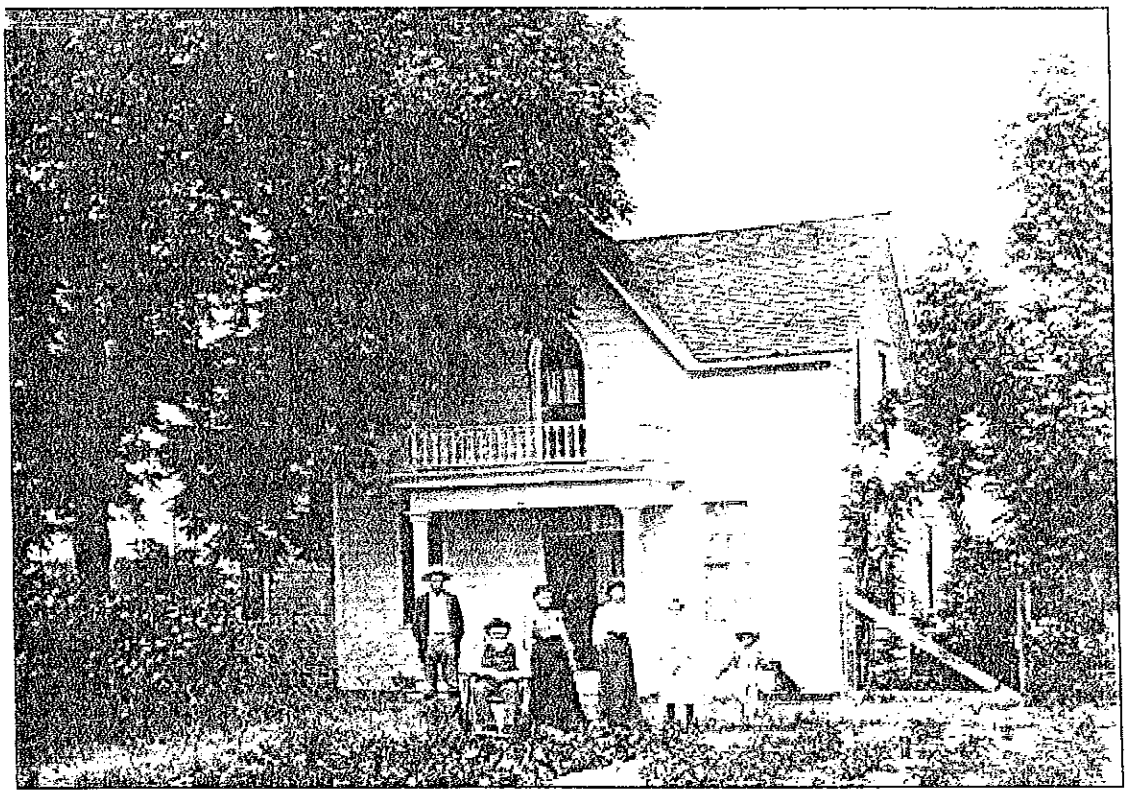
By the time their party reached the Grand Ronde Valley near The Dalles, weather was not good for getting the cattle through the Columbia Gorge to the valley, so with a few other men the party spent the winter there with the cattle. It was extremely cold and stormy during the winter and they were able to bring only 110 head out of 300,000.

In February 1853, George Dorsey helped bring the cattle to the valley then went to Portland to work by the day, later securing employment on a farm owned by Thomas Denny at $50 per month. This farm was seven miles south and west of Portland and consisted of 640 acres, being a donation land claim.

George worked for Denny one year, then came to Dayton and began working for General Joel Palmer on October 16, 1854 on his farm. Palmer was Superintendent of Indian Affairs for the U.S. government and George often drove for Palmer on long trips connected with Indian affairs. He spent two years with Palmer.

In 1856 George Dorsey married Adaline Vaughn, a native of Indiana, and a daughter of Martin Vaughn, a pioneer of 1846 who located on a donation land claim near Yamhill. After their marriage they rented a farm which he farmed until 1860 when he went to Frazer River with General Palmer for whom he worked another year. He then purchased 150 acres of new land, covered with fir timber and brush, two miles south of Dayton. He cleared a spot and built a small house and moved there in February 1862 with his wife and one small son, David. On May 27th, that year, their second son, my father, was born and named Joel Palmer Dorsey for their good friend and counsellor.

George set about clearing the land and later employed organized groups of Chinamen to clear land for him. He bought 250 acres more land and in 1874 he built the home that still stands there, but in bad condition and beyond reclaiming. He was industrious and progressive in many ways beyond his time, being among the first in this



Joel Palmer Dorsey house near Dayton.
L to R: Joel P. Dorsey, his father, George Dorsey (in wheelchair).
Mrs. J.P. (Hulda Keziah Hutchins) Dorsey, Gertrude, Verda, and August Dorsey,
ca 1900

locality to tile his farm lands, also to erect a windmill and have running water piped about the home and garden. They had eight children, losing three in infancy.

They retired from the farm in 1902 and built a home in Dayton. Adaline passed away in the spring of 1904 and he came back to the farm with his son and family until his death in 1908.

I have an official receipt issued to George Dorsey by General Joel Palmer July 6, 1856, for beef slaughtered and delivered at Dayton Encampment with is Dayton Park. It states there were 8,183 lbs. of beef at 8 cents per pound delivered to the Superintendent of Indian Affairs for subsistance of Rogue River and Coast Indians enroute to Coast Reservation in the amount of $654.64 signed by General Joel Palmer and certified by George Dorsey. This receipt is a prize possession of mine, given me by Palmer's daughter, Mildred Palmer Engstrom before her death.

MISSION ROSE FARM

Some of the experiences of his boyhood, and memories of his pioneer parents on whose donation land claim, the "Mission Rose Farm", he and his wife now reside, have been written for this series by Lewis L. Alderman.

Mr. Alderman had been for many years an educator, progressing from city, county and state positions, to high-level positions with the federal government. He and Mrs. Alderman resided in Washington, D.C., for many years.

Among the positions held by Mr. Alderman at various times were: superintendent of schools, Yamhill county; superintendent of schools in Eugene, Oregon; professor of education at the University of Oregon; superintendent of public instruction, state of Oregon; superintendent of schools, Portland, Oregon; director of education, the United States Navy; and special adult education chief for the United States office of Education.

Mr. Alderman possesses a keen wit and remarkable memory (and shall we dare to add, amazing imagination!) and from an inexhaustible fund of experiences, he has furnished us the following few chapters for our book on Dayton history.

By Lewis L. Alderman

Marvin Alderman, my father's oldest brother, came to Oregon very early, about 1840, and worked for the Hudson Bay Company. In some way he sent word to his brother, Albert, (my father) who was a cooper in Adrian, Michigan, that they should come to this great northwest. Albert went to Independence, Missouri, and joined a covered wagon train which arrived in Oregon in the fall of 1846. He met his brother in Oregon City, and they started out to look for a place which Albert could stake as a claim, as Albert had decided he wanted to farm. They first went to what is now the east side of Portland and staked a claim, but before Albert settled there he and Marvin decided to explore the rest of the Willamette Valley.

They got some horses and camping equipment at Oregon City and came over on the west side of the river. The second night out they camped under a big fir which stood about fifty feet from where our house is at present. It was a moonlight night, and

Albert was enchanted by the beauty of Red Hill, the tall grass and the nearness of the Yamhill River.

I don't know just where they crossed the Yamhill, but they followed the Willamette to about where Eugene is now, crossed the river and came back to Oregon City on the east side. Marvin went back to his job with the Hudson Bay Company, but Albert came back to the place which had impressed him more than any other he had seen on his trip. When he got back to it he found that a half-breed Indian had filed on the place. Albert asked him if he would sell his right to the property. The half-breed said he would if Albert would buy for him some cattle he had seen. So the two of them went to see the owner of the cattle. Yes, he would sell them for six hundred dollars. Albert bought the cattle, turned them over to the half-breed, who then gave up his claim to the six hundred and forty acres which Albert wanted. There were other places which he could have gotten without any payment of money, but this was the place he had his heart set on. Albert filed legal claim to the property and the deed, which finally came through, was signed by President Buchanan.

Albert had brought with him from the east three steel plow points; and with these he made a plow. He bought a team of oxen and in the spring of 1847 he planted his first crop of oats and wheat. Most of the property, except in the creek canyon and near the river, was grass country which the Indians burned off each year, so that he did not have the problem of clearing land. He built a cabin and a barn not far from the present house.

When news came of the discovery of gold in California, Marvin left his job with the Hudson Bay Company and went to the mining section and started a livery stable. Many of the Oregon settlers left for the gold mines, but Albert stayed to harvest his crop. Then word come that his brother, Marvin, had been murdered and Albert left for California to see what he could find out about his brother's death.

One day, just before he left for California, he saw a covered wagon making its slow way along the road which was near the river. Albert went to meet it to see if he could be of any assistance. There were three people in the wagon; Mr. and Mrs. Burns and their lovely daughter Mary Jane. When Albert saw Mary Jane he pressed upon the family all the hospitality he had to offer, but all they would accept was some oats for their horses, and they were glad to have directions on how to reach Dallas. Albert made a particular point of finding out where they would be for he knew he would want to see Mary Jane again.

In California Albert learned the story of Marvin's death. It seemed that some men had come to his livery stable late one night, murdered Marvin, and took his horses. Albert met with the vigilantes who thought they had gotten and hanged the men responsible. Anyway, there was nothing more Albert could do about it. Since he was in the mining country he thought he might as well spend a little time panning gold. After about a month he came back to Oregon with $3600 worth of gold dust.

About the first thing Albert did upon his return was to look up the Burns family and he started courting the beautiful Mary Jane. He built a sawmill on the creek and sawed lumber for the market and for the new house he was building for Mary Jane. That house stood where our house now stands, and the present house is built over the

cellar that Albert dug by hand. The pear tree which now stands at the corner of the house was planted in 1850. It still produces an abundance of good pears.

Albert was much interested in fruit and set out one of the first orchards in this section of the country. He had a 40 acre apple orchard and a 10 acre pear orchard on the place where Keith Coburn now lives.

Soon after Albert and Mary Jane were married they made a trip to the Willamette Mission, which is now Willamette University in Salem. They brought back some cuttings of the Mission rose, which probably is the oldest cultivated rose in Oregon. The story is that these particular roses had been started from cuttings which had been brought around the Horn and given to the wife of an official of the Hudson Bay Company. Albert and Mary Jane planted their cuttings with care and the bushes grew rapidly. Later the farm was named Mission Rose Farm in honor of these roses, which are still growing on the place. A bush is now growing over the place where Mary Jane Lies in Brookside cemetery.

FATHER AND THE INDIANS
By Lewis R. Alderman

On the whole father got along very well with the Indians. He tried to be friendly with them and most of them were friendly to him, but once in a while he had a little difficulty. He had a small granary near his cabin and he kept missing grain. He suspected a certain group of Indians, so he asked one of the number if he would guard his granary for him. This man seemed very pleased to be trusted and the first night he was on guard father heard a shot. Sure enough, the next morning, there was a dead Indian. The guard had taken his duties very seriously and he told father he would never have any more trouble about losing grain, and he never did.

Often father would return to his cabin at night to find half a deer hanging by the door or some other gift showing the Indians' regard for him. He had one experience, however, which was not too pleasant.

The Indians had built a so-called medicine house on the creek just below father's cabin. It consisted of split boards put up tepee-wise over a pool, into which they would roll hot stones. Near this pool in the creek was another pool of very cold water. The Indians had the habit of jumping from this hot pool into the cold one, thinking it would cure whatever ailed them. One time a large number of Indians came, and some of them were quite sick with measles. When they went through the usual treatment several of them died immediately.

In their superstition they thought the white man had cast an evil spirit on them. They circled father's cabin but could not make up their minds what to do and they finally rode off. Father asked an Indian, whom he knew quite well, what he should do. He not only did not want dead Indians in his creek, but he did not want live ones riding across his property. The Redskins never thought of opening or closing a gate, but knocked down fences in their dashing rides to and from the creek.

The Indian advisor told Father he should take down the medicine house, so he took down the boards and piled them carefully where the Indians would find them. When they came the next time they were furious to find their house had been taken

down. They tied the boards to their ponies then dashed to father's cabin, galloped wildly around it, yelling and making ominous threats. The hullaballo of clattering boards, pounding hooves and yelling Indians lasted for what seemed an eternity to father, but the Indians seemed to know that he was inside with a loaded gun, and with defiant, blood curdling yells they finally galloped away.

The following poem was written by Lewis Alderman's daughter Ruth, at the age of 14 years. Ruth, now Mrs. Sterling Tait, lives in Gouverneur, New York.

ON MISSION ROSE FARM

Let us sit here by the window
Where the evening sea-breeze blows,
Carrying here the lovely sweetness
Of the fragrant Mission rose.
And think about the time when first
It bloomed here long ago;
It is more than 60 years since when
It first began to grow.

My Grandpa was a young man then
Yet he was younger still
When he first came across the plains
To get some land to till.

Through all the rich Willamette waste
He search with time and care
And found our farm, which seemed to him
Lovelier than anywhere!

In this hill and valley country,
With the Yamhill winding by,
Where deer grazed on the pasture land,
And the dark fir trees stood high.

On this great donation land claim
He lived and worked alone.
(Where he stopped plowing the first year
Tall fir trees now have grown)

Then all the world went gold-mad
In the days of Forty-nine!
And he went to California
To get a placer mine.

At first he started digging
In a place that didn't pay.
And when his partners wished to quit
He said, "Work one more day"

And on that day they "struck it rich"
And brought out gold galore;
And when my grandpa had enough,
He didn't stay for more.

But hurried back to Oregon
On some small ship, I think.
He was the only man on board
Who didn't ever drink;

So him they chose and trusted him
To portion out the whiskey,
For men must have their wits about them
On a trip so risky.

Before he went from Oregon
A neighbor's girt he'd seen
And thought about her all the time
When the distance lay between

This maiden's name was Mary Jane
And as the story's told,
He did not let her know a thing
About his dust of gold.

And after they were married
He took the powdered gold.
And once when she was sitting down
Poured all her lap would hold.

They took the precious gold dust
And built a lumber mill,
Down in the canyon by the race;
Its ruins lie there still.

And so they built a house here,
And she a garden made --
And though the house has long since gone,
The roses yet have stayed.

I love my Mission roses,
And in their hearts they hold
The pollen which resembles
My grandpa's dust of gold.

August 1915

Chapter 4

PIONEER FIRESIDES

By Faith Holdredge Watts

The first settlers who came to the Oregon country, and particularly to the Willamette Valley, found the materials for their homes right at hand. In fact, before they could erect any kind of shelter, it was necessary to remove the large trees growing in most of this area. So these trees were hewn in the material for these first homes. Log walls, shake roofs, chimneys of sticks and mud, and always a generous stone fireplace, were characteristics of these early structures.

The fireplace was of great importance and was truly the hearthstone of the home, for it was utilized in many ways. The meals were prepared in heavy iron pots suspended on cranes that could swing into the fireplace, or in duch ovens that could nestle in the hot ashes and reflect the glowing coals of the wood fire. Since fuel for the home fires was right at hand, that was no problem either. All facets of family life centered around the hearthstone area in those days. It was in this warm room that the members of the older generation sat and dreamed of bygone days as they smoked their clay or corncob pipes, and rocked. Here children sat at mother's knee and learned their ABC's, for schools were few and far between. Courtships were carried on in the romantic glow of the embers, and marriage vows were plighted before the flower bedecked mantel. The fire place was indeed the heart of the home in those pioneer days.

Time marches on and people progress. Soon sawmills were being located near the settlements and trees were sawed into lumber for homes. Joel Palmer in his "Journal" writes of the pretty farms, fenced young orchards, and neat frame cottages. There was no distinctive "Oregon type" of architecture. The pioneers who came from Illinois or Indiana built homes similar to the ones they had left. Those from the South built southern type homes, and New England and New York emigrants preferred Cape Cod and other styles of architecture used in the area. However, these homes were modified necessarily by circumstances. The mild Oregon climate did not require provisions for severe cold but it demand safeguards against the persistent winter and spring rains. Then the materials for luxurious homes were not available, even if the settlers had been financially able to secure them. So we find the majority of the early home were simple one or one-and-one-half story edifices, well constructed, with hand hewn beams; often decorated with hand carvings or elaborate patterns of shakes or shingles.

As the settlements grew and the pioneers prospered we find them building better and larger homes. Imposing two-story homes of 10 or 12 rooms were not uncommon, tending to follow the Southern and New England colonial styles, with large porches or porticoes flanking the edifices.

The interior of the homes usually reflected the lives of the pioneers before coming west. Across the plains in the conestoga wagons they carried many articles of furniture, treasures and heirlooms, odds and ends, which had become precious to them.

Sometimes these articles survived the trip only at great sacrifice or even hazard to the owners. and became the subject of many tales that were told and retold through the years. Often in a plain rough western home was to be found a beautifully carved chest, or a china tea set or a whatnot, or even a rosewood piano which had reached its western home by wagon train or "around the Horn" which meant it had been shipped by sea around South America to the west coast.

Homemaking was a full time job in those days for nearly everything had to be made in or about the home. Every ounce of fat was carefully hoarded to be made into candles and soap. Every home had its ash hopper from which lye drained to be used in soapmaking. Wool was carded spun and woven into clothing and other household articles. Most of the furniture was homemade and some farm equipment, also. Thus, the Oregon pioneer had to be resourceful, strong and self-reliant, to be able to carve a home out of the wilderness for his family, and to see them safely through the years of growth and education.

There are a number of excellent examples of early pioneer homes in and near Dayton. Perhaps the best known is the Joel Palmer home, which can be seen just at the southwest edge of town on Highway 99W. Tall, white columns, surrounding a wide porch have been added to the original structure, which is still in excellent condition after these many years. Around the home are spacious grounds, well cared for and landscaped with flowers, shrubs and trees. A very large Oregon dogwood, which stands near the house, was planted many years ago by Joel Palmer's granddaughter, Mildred. The present owners of the property, Mr. and Mrs. Karl Engstrom, take great pride in improving and preserving this pioneer landmark.

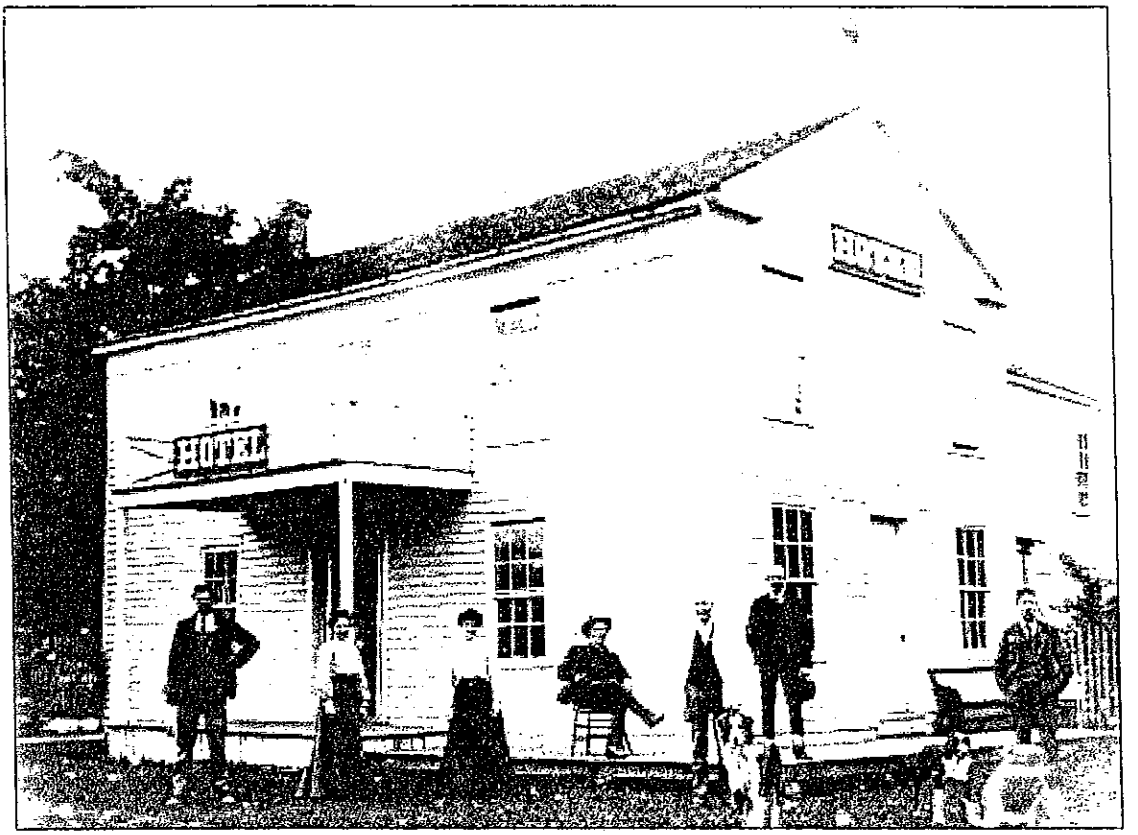
Another pioneer home which had stood up well through the years is located near to the corner of Fifth and Main streets in Dayton. It is owned and occupied by Mrs. Clinton B. Newhouse. This house as built about one hundred years ago by Andrew and Sarah Palmer Smith. Mrs. Smith was a daughter of Joel Palmer. It was built entirely of cedar and has been altered very little through the years.

Two homes which are located on the road leading south from Lafayette are good examples of the larger type of early Oregon homes. One is the Amos Cook home and the other was built by Francis Fletcher. They are very similar, spacious and well lighted, with many windows. These homes date back to about 1878.

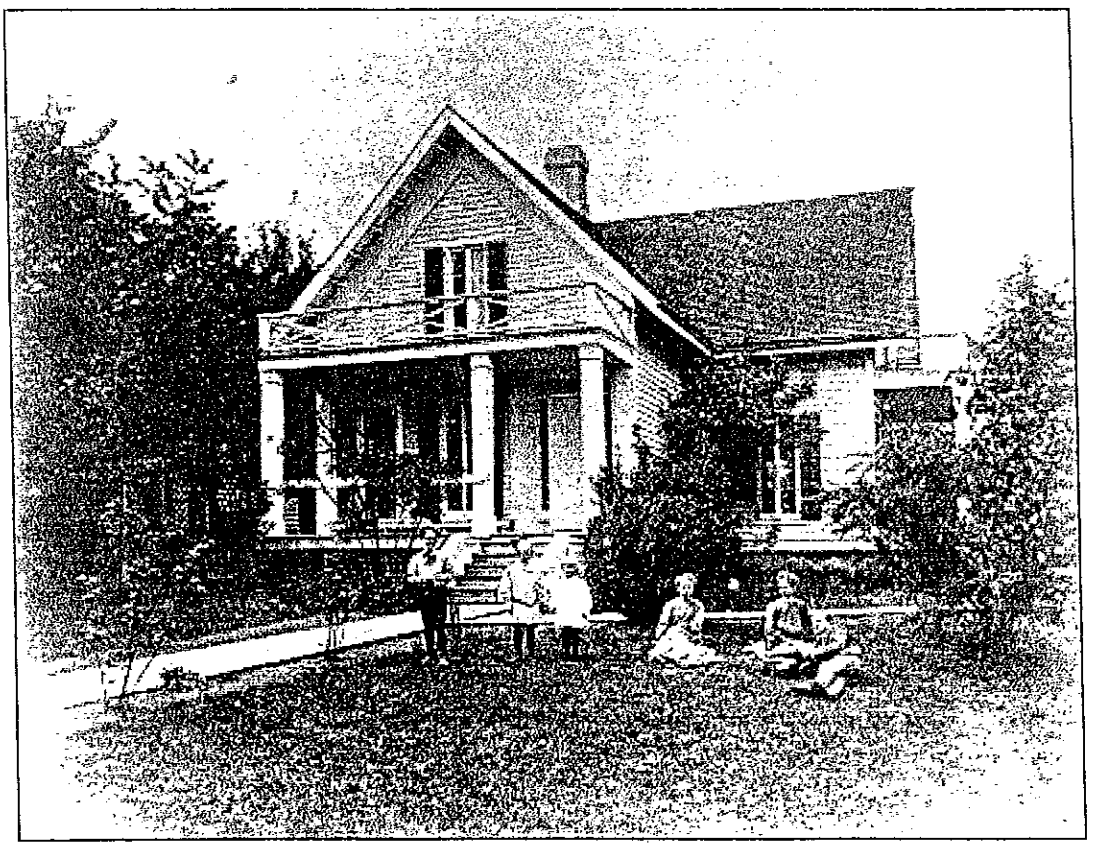
One of the very earliest homes in this area was that of Carmi Goodrich, built about 1846. This was in later years incorporated in to a more modern residence which is now occupied by a great-great-granddaughter of Carmi Goodrich, Velene Goodrich Coburn and her family. It is located a short distance south of Dayton, just off the Salem highway.

The Samuel Baxter home at Forth and Main streets in Dayton is also a good example of sturdy pioneer construction. This house was built in 1858 and is still livable. The Christopher Taylor home, located just east of the Masonic Hall on Ferry street is typical of the better pioneer homes built in those early days.

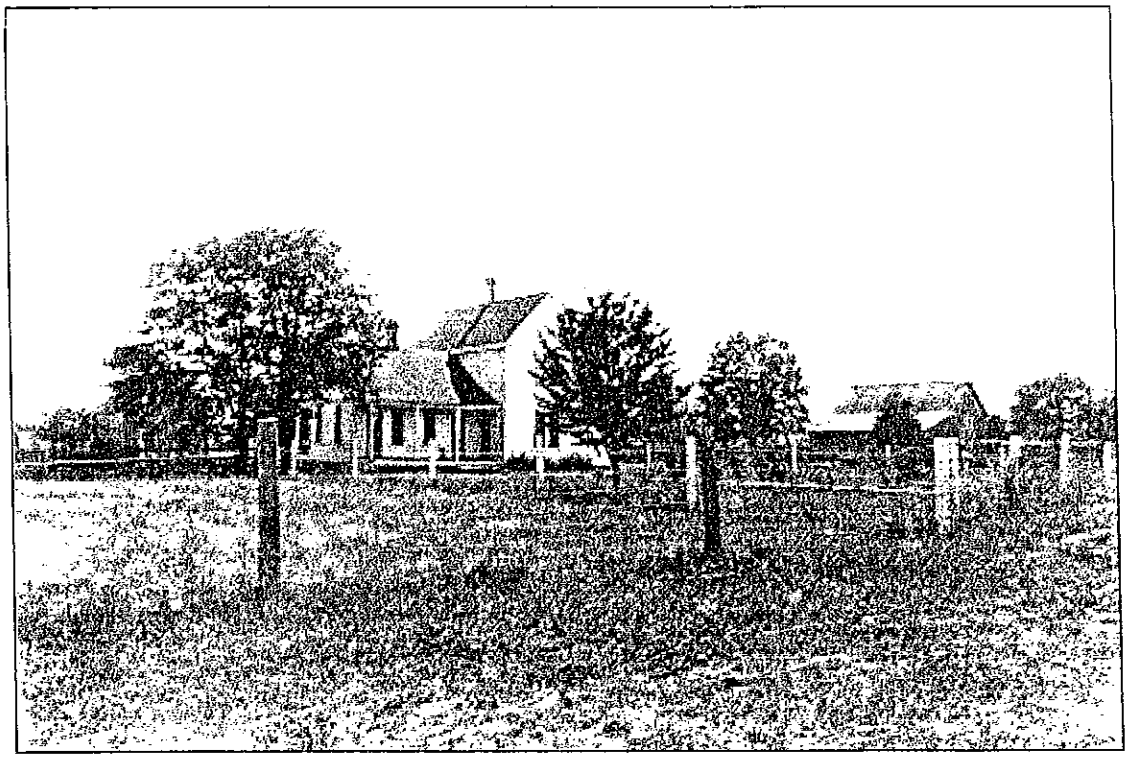
South of Dayton about two miles on the Webfoot road is the George Dorsey home which dates back to 1874. One striking feature of the interior of this home is the beautiful winding stairway, which exemplifies the skill and craftsmanship employed by our pioneer forefathers.



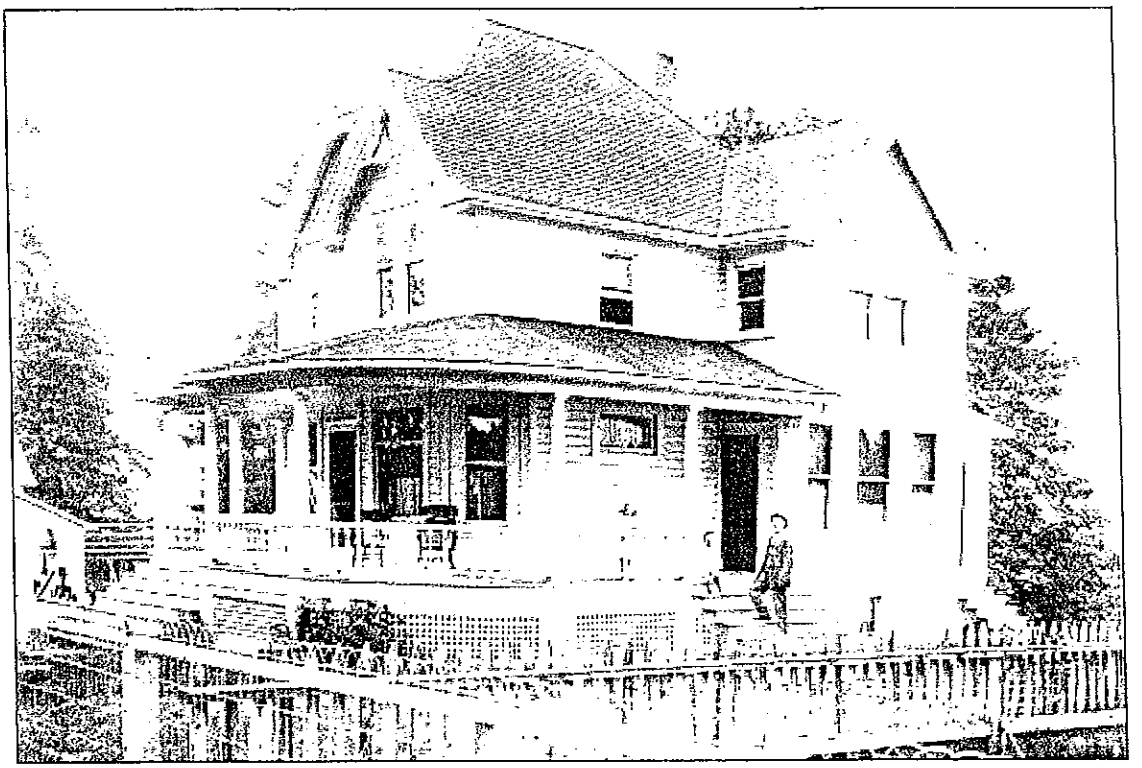
Dayton Hotel prior to construction of addition. Building originally built ca 1849 as the first home of General Joel Palmer



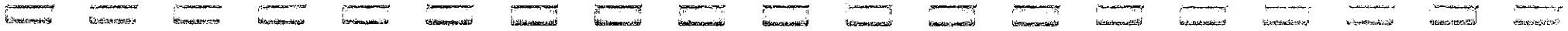
Col. Chris Taylor home, Dayton.



James Dundas house and barn on the Dunas farm on the road leading to Medorum Crawford's near Dayton. ca 1890.



W.S. Hibbert home, Dayton.



Farther south of Dayton, at the Yamhill-Polk County line, is the site of the George Gay home which was a well known landmark for many years. It was the first house west of the Rocky Mountains which was constructed of brick. It has long since disintegrated, but a miniature of it, built to scale, can be seen in the yard at the home of Mr. and Mrs. Howard Stephens, about three miles north of Hopewell. The bricks used in this model are from the original Gay home.

These are just a few of the early pioneer homes that are to be found in Dayton and vicinity. Few houses of modern construction will ever match these early day homes in years of service. The builders used the best materials to be had and no limit was placed on the hours of labor spent in building them. They are worthy monuments to the ambition and foresight of our earliest citizens.

Chapter 5

WHEN DAYTON'S INDUSTRY BEGAN

By Gertrude Dorsey Goodrich

We are told the locality surroundin Dayton was occupied by several bands of the Calopooya tribe, but the Yam Hills were the principal tribe to congregate here. They were more often called Che' am' ils or Yam he' las. They were neither crafty or cunning but quiet and indolent.

Joel Palmer arrived here on his first trip in 1845 from Indiana, returning there the next spring to bring his family west in 1846. Palmer and Andrew Smith took donation land claims and settled here. The Smiths lost two young children with tuberculosis during the first few years and Brookside cemetery was donated by Joel Palmer as a public burying place. This was given in 1847. These graves are plainly marked today by white marble slabs located near the southeast corner of the cemetery. We are told the first death in Dayton, after it became the beginning of a town, was a Mr. Buckley, a suicide.

Palmer donated land to start a town along the west bank of the Yamhill river in 1848. He and Andrew Smith erected a saw mill on its bank and set the wheels of industry moving. Soon a few homes were built back from the river but facing it. The river being the only means of transportation, all the buildings fronted that that direction. Soon a few business places were clustered along the bank under the sheltering trees. Rodney Glisan, army doctor at Fort Yamhill in General Sheridan's time knew Dayton well in the middle 1850's and tells us the place consisted of three or four small stores, a post office, tavern and a half dozen dwellings.

There is no doubt Courtney M. Walker, who was found living with his Indian wife in a cabin located on the corner of what is now Fourth and Church streets where the Pioneer church is located, was the first white settler within the present city limits. He left Missouri in 1834 bound for the Oregon Country and was well settled there when Palmer and Smith arrived. In 1851 Courtney M. Smith sued Yamhill District Sheriff Andrew Shuck to test the legality of taxing lands and selling property for unpaid taxes. In 1853 there were only two towns in Yamhill county to be assessed for taxes, Lafayette and Dayton, William Logan being assessor. There were assessments totaling $1400 for town property and $1300 for mills and machinery.

From George Abdill's hours of reminiscing with the late Noah Robison, we learn that Dayton's first hotel was erected and operated in 1850 by a Mr. Jacobs. It was located on higher ground near Ferry street. Back of the hotel and facing the street he erected a wooden frame building which housed a bowling alley not doubt Dayton's first recreation parlor. Some years later it was turned into a store house for great quantities of cured bacon brought in by local farmers and shipped to far away places by river steamers. Still later on the building was converted into bins for storing the wheat and cereal grains grown in the surrounding country and delivered to the warehouse by teams and wagons.

After a few years a ferry boat operated across the river just above the site of the present bridge. Before its installation, farmers drove to the Lafayette ferry which, was

located just southeast of the Lafayette-Dayton bridge. I have heard my grandfather. George Dorsey, tell of bringing his sister-in-law. Adalade Vaughn from Yamhill to their land claim two miles south of Dayton. The ferry pulled away from the dock and let a fine young team of horses, his first new wagon and harness into the river. Adalade made a safe landing on shore and he floated down stream in the wagon box. The remainder of his equipment lay buried in the deep. After floating a short way he drifted to shore, frightened and a most heart-broken young pioneer.

Several emigrants had taken up donation land claims a few years before Dayton was started and by now there was need of a grist mill to grind their own meal and flour. Joel Palmer soon had one in operation on Palmer Creek. Another saw mill was erected on the south side of the mouth of Palmer Creek by William S. Powell. Both were water powered.

The flood of 1861 took out the docks and business houses near the river and dealt a crippling blow to the new town. Afterward building operations were begun along either side of the road from the river west and on higher ground.

The Thomas Stanley grist mill burned after several years in service and necessitated the erection of another which was placed on the northeast side of the river just above the bridge site. The Crane brothers built the mill in the early spring of 1882 and during the building period a chain broke while hoisting lumber, fatally injuring George E. De Ford. He died from a crushed shoulder and injured back the next day, May 29, 1882. De Ford was the grandfather of Mrs. Earle Coburn. The unfinished grist mill, half full of wheat, burned before the summer ended. Soon another grist mill was built on the first town site but on a higher level.

The first marriage solemnized in Dayton was that of Miss Sarah Williams and Christopher Taylor in the early 50's. Flora Savage, the daughter of Mr. and Mrs. J.B. Savage was the first white child born in the city of Dayton and the year was 1856.

Dayton and surrounding country though sparsely settled, was never the less made up of loyal patriotic citizens holding Dayton's first Fourth of July celebration in 1854. Of course there were two occasions of the year, as in our present time, upon which every member of the family showed up -- the community Christmas tree with its sacred program and gifts and the Fourth of July celebration. The weather was better for the second but the speeches were longer.

Family life seemed as full of activities then as now and with the exception of the occurrence of deaths and births, was geared to a much slower pace. Their amusement consisted of picnics, barn raising, quilting bees, horse races, pitching horse shoes, camp meetings, weddings, and dances which lasted all night with a supper served at midnight.

During these years of carving homes out of the wilderness the women also had some compensations which they had not enjoyed before such as having half of the donation land claim as their own possession. It seems the west half was most often deeded to the wife.

Early day crops included black walnuts, cherries, apples, pears, prunes, strawberries, hay grains and cord wood. An entry from October, 1850 in the schedule of Agricultural Products lists the following as being raised in Clackamas county (and it is presumed many of the same were raised in Yamhill county: horses, milk cows,

working oxen, other cattle, three sheep, swine, wheat, rye, oats and 25 pounds of tobacco. There were no modern farming methods and in fact not much need for same for the newly cleared land was rich with the humus of many long years. Native prairie grass grew in abundance.

Apples sold on the market for $8.00 per ton in Oregon City, in 1856 and it was from these orchards that Joel Palmer brought young apple trees to the Dayton area. We read in one of the early histories of Oregon that in places apples sold from six to 25 cents apiece and that peaches and pears were a little higher. Wheat was 75 cents per bushel and rapidly dropping. All cereal and common garden vegetables grew in great abundance.

Lafayette being the oldest town in the county the court house was located there as also was the county's best school. In 1847 the court house was burned and all the county records destroyed up to that date. W.J. Newby of McMinnville made a strong bid for the relocation of the edifice in McMinnville. The records show that a subscription list petitioning the erection of the public buildings in the town of Dayton was presented to the county commissioners April 5, 1853.

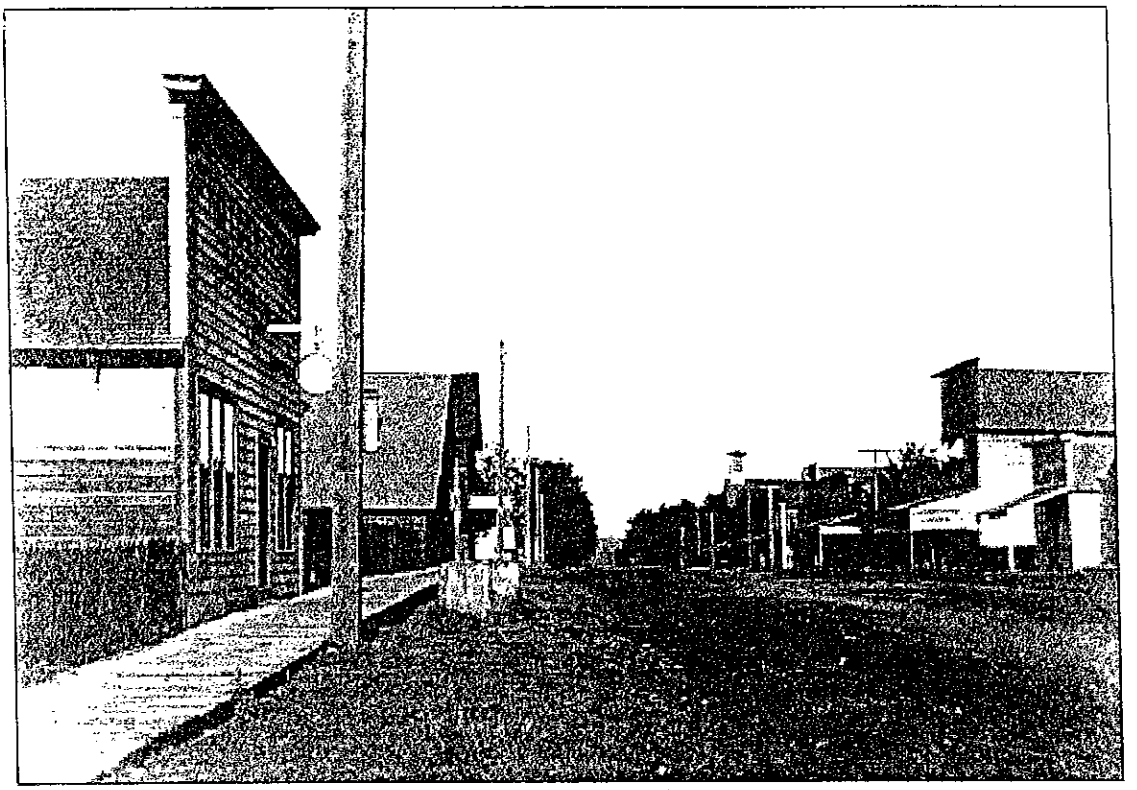
In the event Dayton was given the county courthouse, Joel Palmer offered to subscribe a whole block of lots, known as the public square and also $200.00 in money toward the construction costs. Others who pledged subscriptions should Dayton's early day plea be answered, were: A.B. Barnum, one lot; J. Mere, two lots; B. Duprise, $50; C. Jacobs and Company, $100; Thos. K. Williams, $50; Wm. H. White, $50; Stewart Hanna $100; William Hash, $50; Enoch Cooper, $50; Jessie Cadwalader, $25; B. Robison and T. Turner, one lot; D.M. Jessee, $100; James McDonald, $50; William Graham, $25; and Andrew Smith, 14 lots; everything being guaranteed by Joel Palmer. However, the official abstract of votes recorded on September 9, 1858, declared Lafayette the county seat.

Alice Robinson was crowned Dayton's first queen of the May in 1864. She later became the wife of General Joel Palmer's son, William. She passed away December 25, 1937, at the age of 87 years.

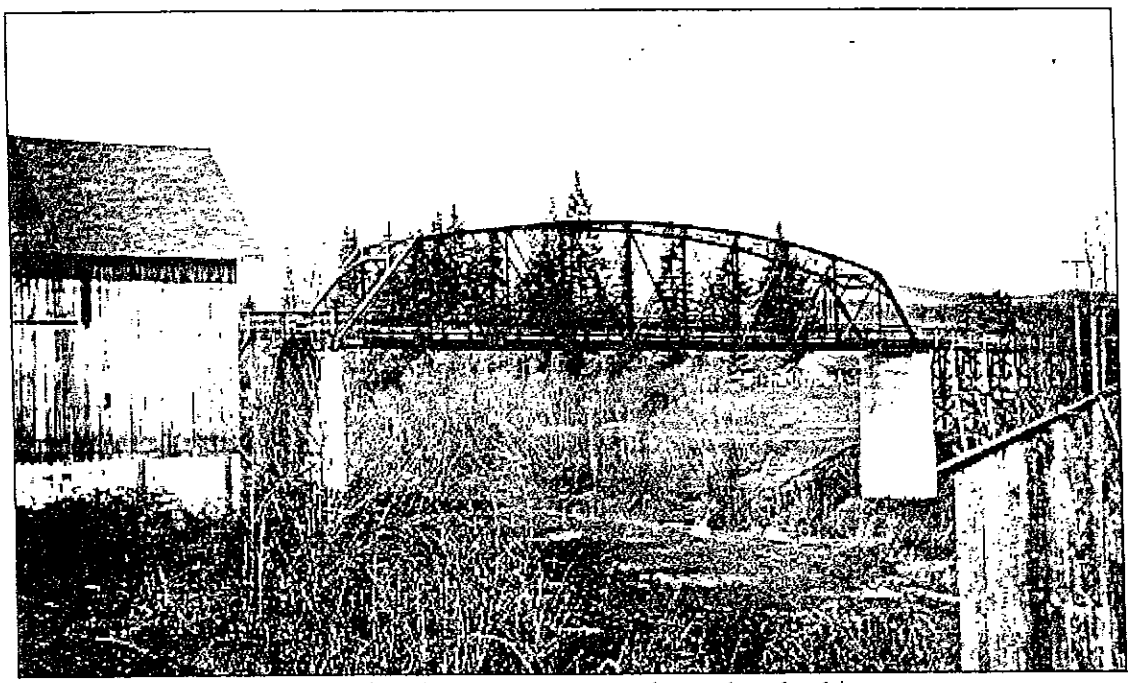
General Christopher Taylor was the leading merchant in Dayton and Yamhill county in the 50's, also later built the buildings that now house the Masonic lodge and the Recreation hall.

Taylor was the first Free Mason initiated on the west coast and reached the highest honors attainable in that society. Taylor came to the Oregon country in Joel Palmer's party in 1847.

By this time the business houses were mostly located along either side of the old Indian Trail from the river west extending to the top of the hill. This later became Ferry street. The buildings were small wooden structures mostly one story with a covered entrance porch on the end. There were saloons, a Chinese laundry and a livery stable on what is now First street on the North side of Ferry street and located a half block back. Also there was a small evaporating plant handling mostly prunes and apples. Various other small enterprises were scattered along the road to the river and warehouses along the docks. Harvest time brought dozens of wagons loaded with sacked grain to ship by boat. Dayton became noted through the years as a grain shipping center for this part of the valley. In the 1890's I remember as a child, the thrill



Main Street, Dayton, Oregon.



Bridge over Yamhill River at Dayton. View taken looking upstream.

of riding in on a loaded wagon and watching the sacks of grain go down the chute onto the boat. It was not uncommon at times, to see loaded wagons in line for five or six blocks and more. A few farmers shipped grain via boat as late as 1915.

During the 1870's Joseph B. Riley bought the hotel from Mr. Jacobs and did a flourishing business while the boom times lasted. A "Business Directory for the Pacific States and Territories" lists two hotels for Dayton in 1878. James Fisher being the owner. The Riley family was among Dayton's first families of that time, W.H. Stewart bought James Fisher's hotel in 1886 and advertised a first class temperance pool and billiard hall in connection. In 1893 and 94 came quite a delegation of Nebraska people to Dayton, among the group were the Louis Wambsgans, Melotts, Andrew McCanns, Z. Spangles, Andrew Nichols, the Matt Krietz families, Wm. Yeo and many more. Around 1895 Mr. and Mrs. Andrew McCann bought the Dayton hotel from Joseph B. Riley and operated it until about 1914.

They made it famous for good food and genuine English hospitality. Louis Wambsgan and his brother-in-law W.T.H. Tucker soon bought out the butcher shop business from Wm. M. Hamilton who had carried on a thriving business in that line for some years.

During the years of development, Dayton remained a drowsing country village, grouped around its large public square, but its business life was more industrial than any neighboring settlements.

On October 15, 1880, the city of Dayton was incorporated with a population of 375 people. Its main business establishments at the time were three dry goods stores, a drug store, hardware, two large warehouses, two black smith shops, a large saw mill and implement and wagon-making shop. The first city government officials in October 1880 were as follows: Mayor, E.A. Alderman; members of the first board of trustees were W.T. Powell, C.C. Cole, W.T. Hash and J.J. Shipley. J.B. Riley was first city recorder and A. Sloat was the town marshal.

The trustees passed an ordinance on December 20 in regard to the municipality's prisoners. It is definitely stated that such prisoners must work as ordered upon city streets and property and they may be shackled if the marshal decides that they need be to prevent disturbance or escape.

Prisoners who refused to work must suffer close confinement within the municipal pokey and have no food but bread and no drink but water for a 24 hour interval following each refusal to work. Female prisoners, however, were excused from work and no toil was prescribed for Sunday.

The summer and fall of 1888 saw the Dayton community worried over its worst epidemic of small pox and many deaths resulted from it. From the September 29, 1888, issue of the Yamhill County Reporter we read where Mrs. George Morgareidge and child had contracted the disease in its worst form. A son, Oden, died at the age of 21 and was buried on the farm. Public funerals were not held for fear of contamination. How far medical science has come since that day. Now small pox is rarely contracted, and if so, is in a much lighter form. Those days of dread and horror, when a few neighbor men took a body to the cemetery for burial at night.

The "Business Directory for the Pacific States and Territories" for the year 1878 lists the following business men in Dayton:

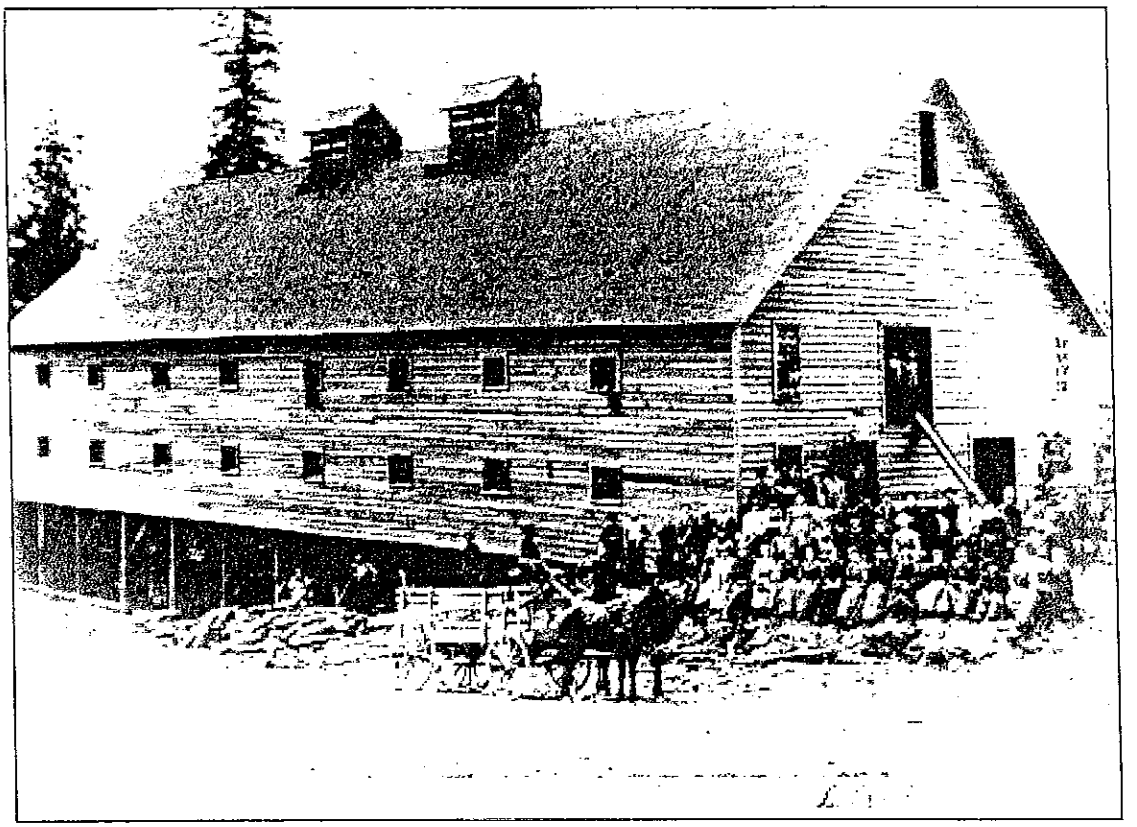
S.R. Baxter, blacksmith, mechanist and manufacturer of agricultural implements.
C.C. Call, harness maker.
James Fisher, hotel keeper.
J.S. Herndon, physician, druggist and postmaster.
Logan & Perry, St. Joseph and Lafayette Stage Line and Livery stable.
A. Mutchler, wagon maker.
I. Nichols, boot maker.
W.S. Powell, saw and planing mill.
J.B. Riley, hotel.
Adam Rossner, saloon.
S.W. Sigler, agent for W.K. Smith, Portland.
Thomas Stanley, flouring mill.
W.K. Smith, general merchandise.
R.N. Snell, general merchandise.
Chris Taylor, general merchandise.

In 1884 the following appear:

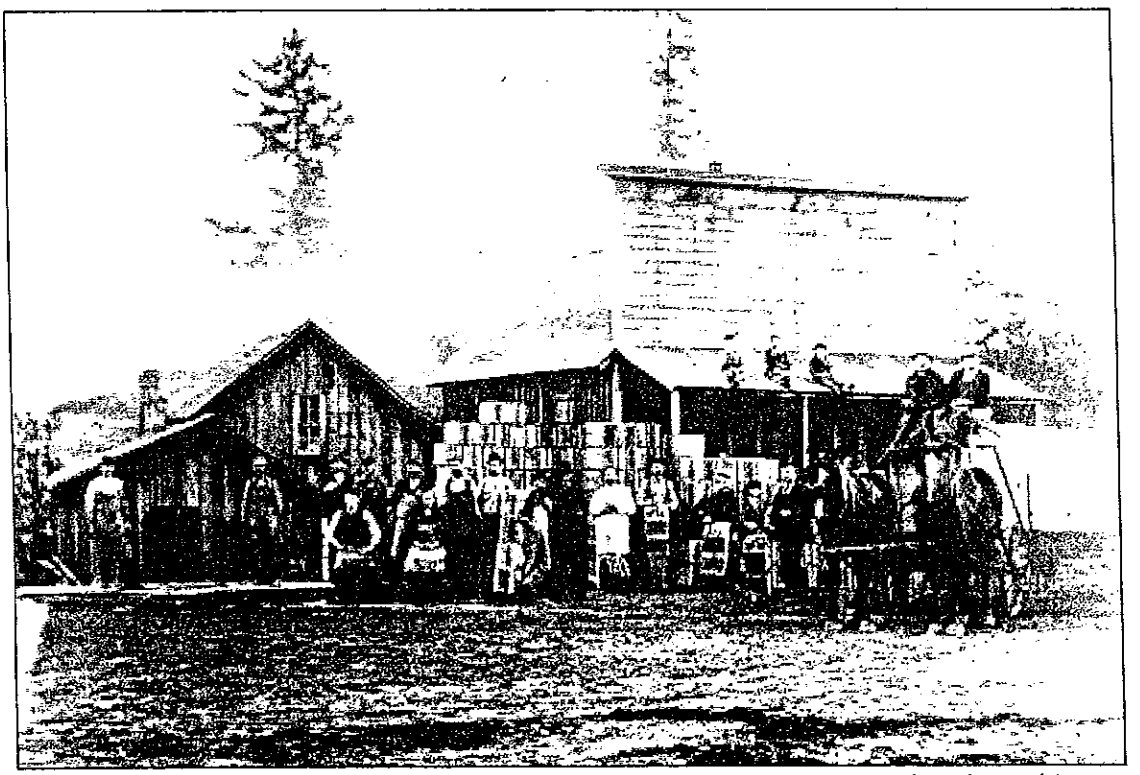
G.E. Detmering, general merchandise.
Nichols & Son, merchandise.
S.R. Baxter, blacksmith and agricultural machinery.
J.B. Riley, hotel.
G.B. Abdill, barber.
J.T. Watson, hardware and tinware.
Dr. S.A.F. Ball and W.T. McDaniels, Physicians.
A. Mutchler, wagon maker.
Mauts & Co., blacksmiths. (This firm was also Morse & Mauts.)
S.W. March, druggist.
D. Winters, shoe maker.
A. Rossner, saloon.
C.E. Powell, postmaster. (Daily mail from St. Joe and Lafayette.)

Directory of Dayton for 1889-90

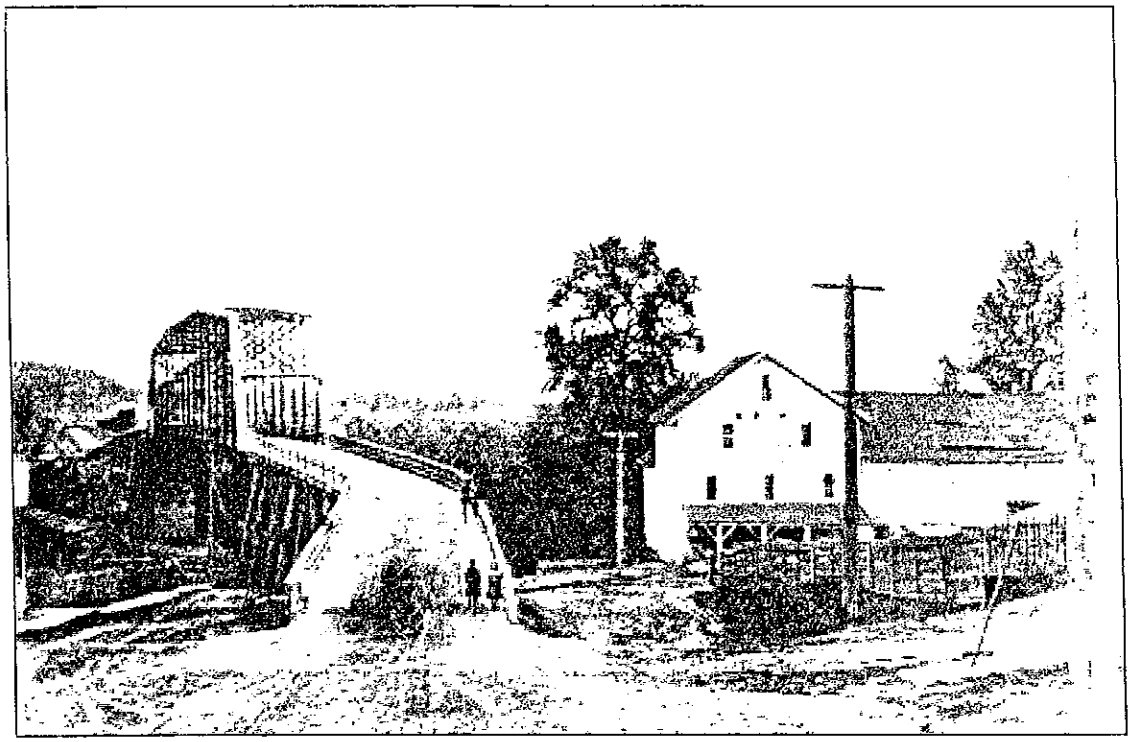
168 school children in the district.
Methodist, Baptist, Episcopal and Evangelical churches.
Weekly newspaper, The Yamhill County Herald.
Population: 450.
Stages twice daily to Lafayette and St. Joe, fares 25 and 50¢ to connect with train service at these points.
Henry S. Abbott, harness maker.
George B. Abdill, hardware and agricultural implements.



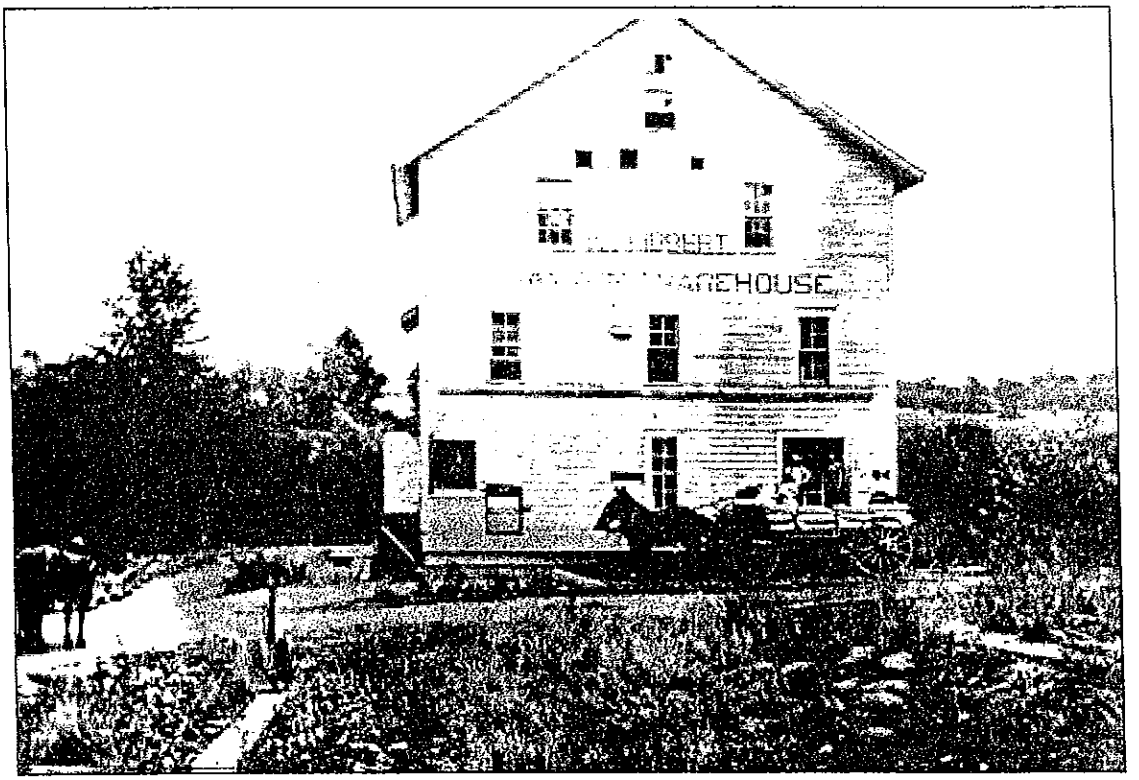
Reuben F. and Douglas A. Snyder, Dayton Evaporating and Packing Company, ca 1890



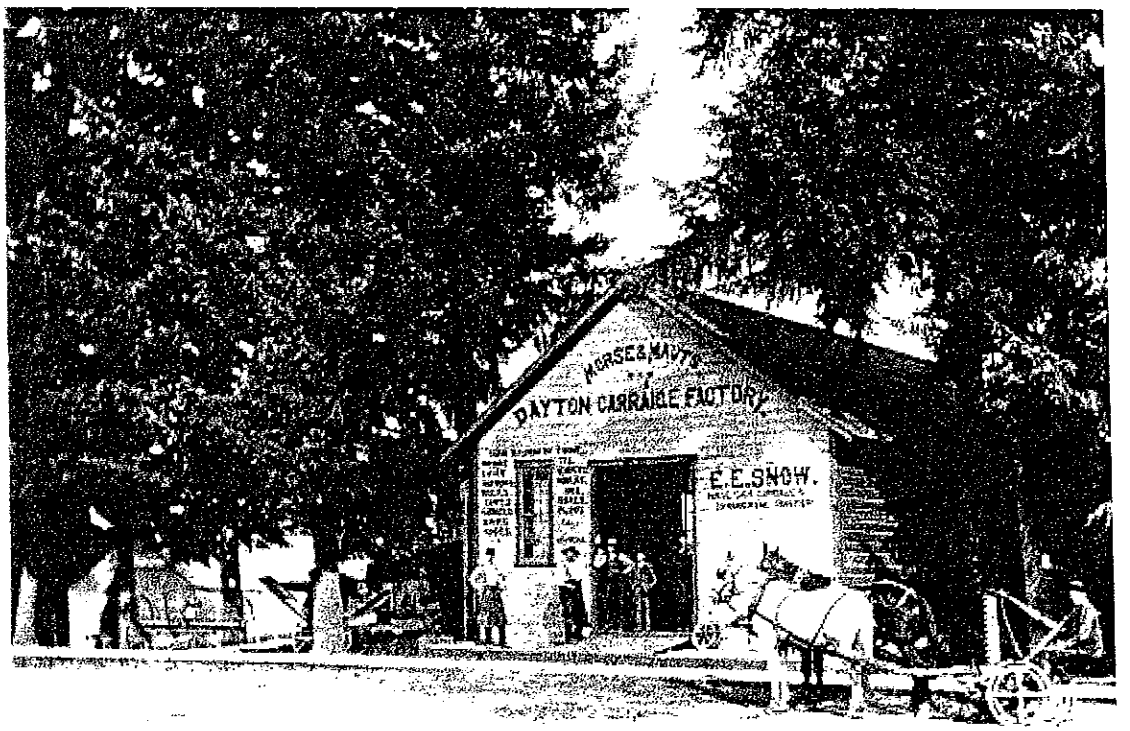
Cider Mill buildings, diagonally across street from Dayton Evaporating & Packing Company, ca 1890.



Yamhill River Bridge at Dayton and Capt. J.W. Exon's warehouse.



Hibbert warehouse, formerly Capt. Exon's warehouse.



Morse and Mauts - Dayton Carriage Factory. ca 1890

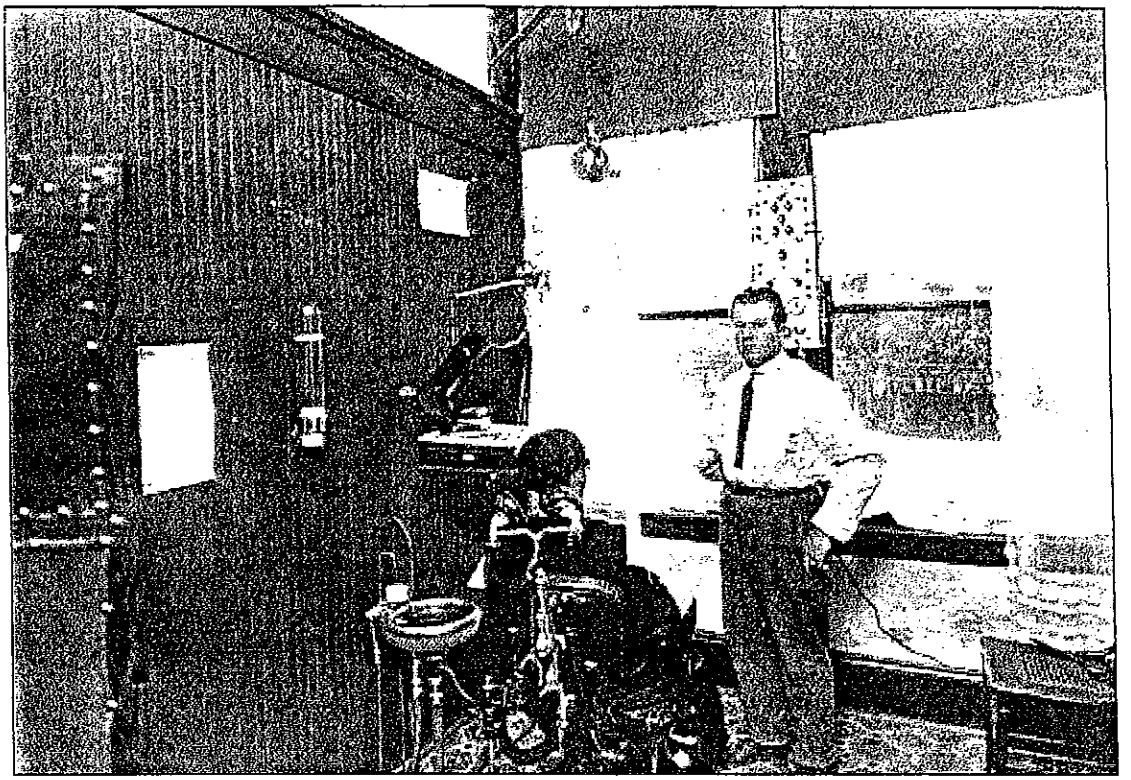
Lucy and Hattie Armstrong, milliners.
Manley M. Bannister, editor Dayton Herald.
Samuel R. Baxter, City Recorder.
Frederick A. Berning, City Trustee.
Miss Minnie Call, teacher.
John W. Carey, carriage, house and sign painter.
Joseph B. Riley, Dayton Hotel proprietor.
Gustavus E. Detmering, general merchandise and real estate.
William J. Farley, physician.
John W. Fletcher, City Trustee.
Luther J. Fletcher, City Marshal.
James C. Gates, City Trustee.
James C. Gates & James M. Henry, Livery Stable.
William M. Hamilton, meat market.
Robert L. Harris, druggist, City Treasurer, agent Wells Fargo & Co.
William T. Hash, farmer.
Rev. Paul S. Hinze, Methodist minister.
Frank M. Haddleston, City Trustee.
Vivian A. Humphrey, physician.
V. A. Humphrey & John C. Gunk, drugs and musical instruments.
John W. Ingles, grain warehouse.
Miss Ella Jones, teacher.
G.D. Abdill, Agent Northwest Fire & Marine Insurance Co.
John Jones, general store.
Rev. F.S. Locke, Evangelical minister.
Benjamine F. Morse and John Mauts, blacksmiths.
Alexander Mutchler, blacksmith and wagonmaker.
Isidore Nichols, general store.
G.E. Detmering, agent Pacific Fire Insurance Co.
Charles T. Pomeroy, jeweler.
Powell's Warehouse, B. Gabriel, proprietor.
Adam Rossner, saloon.
Royal & Rudder, contractors.
Adolph Scholz, blacksmith.
Reuben & Douglas A. Snyder, general store and lumber yard.
George E. Stuart, physician and photographer.
Benjamine F. Swick, dentist.
C.A. Willey, harnessmaker.
Archie M. Peery, postmaster.
B.F. Morrse was chairman of the City Board of Trustees.

Dayton's Business Directory for 1911:

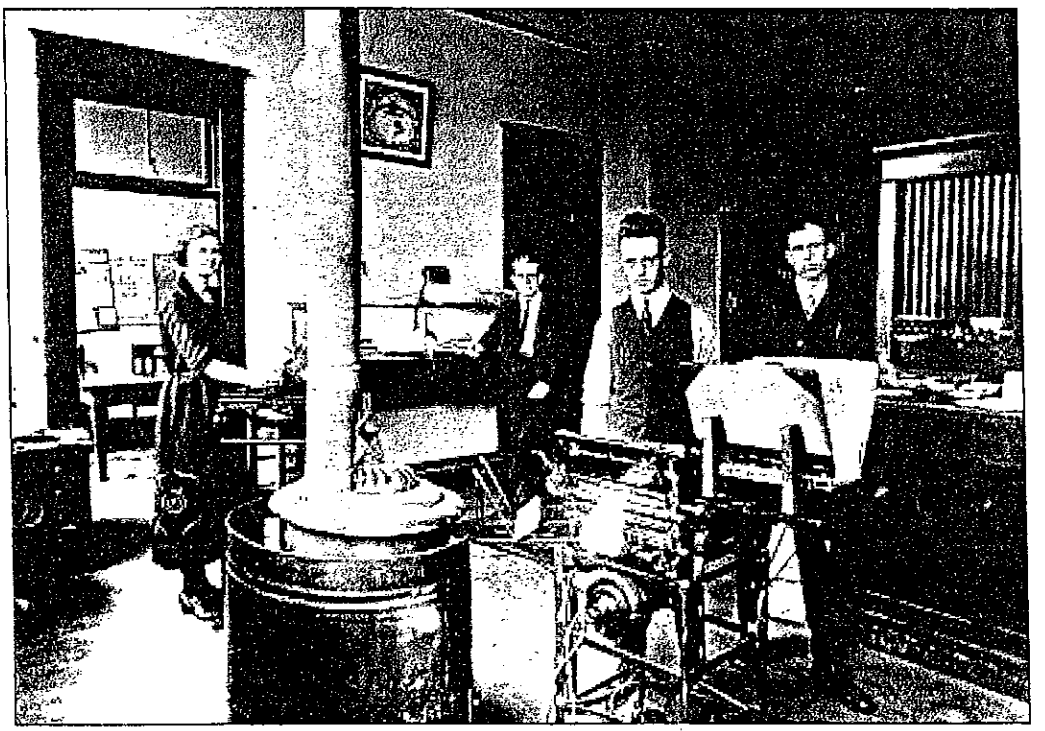
Hadley Bros. (Douglas and Uller) Dayton livery stable.
Dr. J.H. Jessen, physician and surgeon.
Chas. Harte and John Devore, general hardware.
Yamhill Electric Co., Leonard Listscher, Dayton manager.
Chris Leckband, Leckband Land Co.
John Arms, real estate.
A.C. Darr, real estate.
Mrs. Mildred Nichols, millinery and express office.
Carl Fisher and Thomas Boulden, butcher shop.
Dr. M.E. Reitzel, physician and surgeon.
W.S. Hibbert, feed and seed store.
Leonard Litsher and August Detmering, groceries and post office.
Dr. Orr C. Goodrich, dentist.
W.T.H. Tucker, notary public and City Recorder.
S.W. Sigler, lumber yard.
O.B. Rippey and Co., general merchandise.
R.L. Harris, registered pharmacist.
B.L. Barry, Optimist Publishing Co.
E.S. Filer and Son, (Emmett) groceries.
Z. Spangle, barber.
J.E. Mellinger, notary public cashier Dayton bank.
G.B. Abdill, tin smith.
G.B. Londershausen, shoe and harness shop.
L.J. Shippley and Son, general merchandise.
Oregon Mutual Merchants Fire Assurance Ass'n. O.B. Rippey, pres., B.L. Barry, secy.
F.W. Hole, Dayton Planing Mill.
A.J. McCann, Commercial Hotel.
Dayton Commercial Club and Civic Club organized May, 1911.

June 1, 1923

G.B. Abdill, shoe repair work of all kinds.
Dr. O.C. Goodrich, dentist.
Fred Anderson, blacksmithing, general repair of all kinds, plow share grinding.
Jack Ohlsrt, blacksmithing, plow work and repairs, horse shoeing a specialty.
Z. Spangle, barber, light and sanitary satisfaction guaranteed.
U'Ren Hardware.
Miller Mercantile Co.
B.F. Potts, dray and transfer, long and local distance hauling.
Ross Watson Pharmacy.
Frank J. Randall Grocery.
Mr. and Mrs. A.J. McCann, Dayton Hotel.
S.C. Purkey, produce buyer.



Interior of dental office of Dr. Orr C. Goodrich, Dayton, ca 1910. Dr. Goodrich standing. Unidentified patient in chair. Office was upstairs in the C.S. Stuckey building on Ferry street.



Interior of Bank of Dayton. Lady is Lena Dower Filer.

Elmer Parish. land surveying and mapping.
Farmers Warehouse Co., feed and fertilizer. W.O. Barnard, manager.
Yamhill Electric Co. store.
V.M. Ballard, jewelry store and watch repair.
R.L. Cinnamon. confectionery and ice cream.
A.W. McComb. editor Dayton Tribune.
Fred T. Mellinger, publisher Dayton Tribune.
Mrs. Thedocia Magness. restaurant in rear of R.S. Cinnamon confectionery store.
Bank of Dayton. J.L. Sherman, pres., Joe L. Stuart, cashier.
Robert L. Harris. pharmacy.
Thomas Teague, meat cutter, Dayton Meat Market.
Arcade Theatre, movies every Saturday night.
S.P. Time Card for West Dayton:

Train 351 arrives 9:13 a.m.
Train 367 arrives 11:08 a.m.
Train 359 arrives 2:08 p.m.
Train 352 arrives 6:01 p.m.
Train 355 arrives 7:14 p.m.

Northbound:

Train 356 arrives 5:53 a.m.
Train 354 arrives 8:50 a.m.
Train 358 arrives 11:08 a.m.

D.A. Snyder, Dayton Evaporating and Packing Co.
Dayton S.B. Dey Lumber Yard and Building Supplies.
Telephone Co. Managers and Operators, Mr. and Mrs. Victor M. Low.
Earl Kidd, barber.

1926

Dr. N.W. Barnard, physician.
Walter B. Smith, pastor Baptist church.
Frank M. Fisher, pastor Evangelical church.
John W. Shippy, chairman school board of directors.
Mrs. Ruth Hayden, school district clerk.
Willis Channel and Fred Anderson, blacksmiths.

Delving into old documents, I find Dayton's first news sheet to be a hand written document put out occasionally by various citizens, but lost during the early day scramble.

The following names are an incomplete list of editors and publishers of Dayton's weekly newspaper. Dates are approximate:

Manley Bannister, Yamhill County Herald, 1885.
Mr. Connover, Dayton Herald, 1895.

H.D. Ponnay, Dayton Herald, 1900.
Leslie Stone, Dayton Optimist, 1908.
B.L. Barry, Dayton Optimist, 1910.
Fred T. Mellinger, Dayton Tribune, 1914.
A.N. Merrill, Dayton Tribune, 1925.
Mr. and Mrs. Edward Stolle, Dayton Tribune, 1927.
Mr. and Mrs. John Todd, Dayton Tribune, 1935.
Mr. and Mrs. Milo Taylor, Dayton Tribune, 1939.
Mr. and Mrs. Dewey Akers, Dayton Tribune, 1940.
Mr. and Mrs. Logan White, Dayton Tribune, 1945.
Mr. and Mrs. J.C. Leiseth, Dayton Tribune, 1945-1949.
Wm. Hemmelgarn and Jack Stamper, Dayton Tribune, 1949.
Mr. and Mrs. R.R. Allison, Dayton Tribune, 1950.

Mrs. Ella Jones Harris was the first Dayton woman to cast a vote after womans' suffrage went into effect and was later found to be the first in Oregon. She spent the greater part of her life in the teaching profession. Being a noted primary teacher, and in many of Dayton's families the fourth generation has started its education under her efficient guidance.

Hop growing was a new industry in the Dayton area around 1885. R.M. Woolworth set a five acre tract and it was said the first good crop returned enough to pay for his farm. There were good years and poor ones in the hop crop. Many yards in this vicinity obtained their stock roots from the Woolworth yard which was, I think the first in Yamhill county. Chinamen came for starts to set the many acres of hops they tended on the east side of the Willamette river.

Chapter 6

"THEY WERE GOD-FEARING PEOPLE"

By Clytie Hall Frink

With the pioneers of this "Yam Hill" section of the Oregon country, religion and schooling went hand in hand, and public worship and some form of education were established almost simultaneously, and very early, in the communities of Dayton, Ebenezer (near Webfoot) and La Fayette.

The early settlers liked to go to church. They were used to going "back home" and here in the new country, even though surrounded by perils and hardships, they had many things to be thankful for and they wanted a proper place to tell God so. The first churches were built in as hard and uncompromising a style, seemingly, as the consciences of the pioneers who built them. The architecture must, perforce, be plain and simple and the furnishings rude and often uncomfortable.

It was almost three-quarters of a century after the first Methodist church was built in this region that really good furniture was obtained for the church of that congregation, according tho Leroy H. Walker, who wrote "The Dates and Deeds of the Dayton Circuit," in 1927. This chronicler says: "The greatest addition to the physical equipment of the charge in recent years was the purchase of adequate church pews in 1924. The church has never been properly fitted with seats. The people were ashamed of the appearance presented by their old benches and chairs. They were fortunate in being able to purchase very handsome pews with Rock Maple seats and solid oak backs and ends from the Evangelical church in Salem. A union had been effected between the two branches of the church there and being unable to use the pews in the new building they were sold to the Dayton church for $650.00, though their original cost was $1,750.00. They were paid for by popular subscription and offered seating accomodations that the little church might well be proud of."

While the writer of this chapter in our Reading club booklet is on the subject, it seems well to continue with another paragraph from Mr. Walker's manuscript. Incidentally, we would like to thank him for its use, if we knew where to find him, and also we are grateful to the library of Willamette University, for allowing us to use his treatise. We of the committee found much valuable information in it and we will be quoting from it at some length in this chapter insofar as it traces the foundation and growth of the Methodist church in this area. After he related the acquisition of the new pews, Mr. Walker went on to state:

"During the pastorate of the present minister (1927) the great need of a piano to replace the old organ was expressed. Mrs. Minnie Merrill went among the members and friends with a subscription list and raised sufficient funds to purchase a very satisfactory instrument. The pastor completed the arrangement by marrying the pianist at Jason Lee church in Salem and bringing her to live in Dayton. She was the first bride to become mistress of the Dayton parsonage in all the years of the charge's history."

Joel Palmer was a Quaker, we read in early Oregon history, but he attended other churches as they were built and gave land for the building of churches for at least two faiths besides his own.

In this cradle of early Methodism in Oregon it is not surprising that the first church services were held by people who had been influenced by Jason Lee and his earnest band. As early as 1846, just 12 years after Jason Lee's first visit to the Oregon country, the section now in the town of Dayton had become a sufficient Methodist center to warrant a camp meeting being held there. Mrs. Emily Nichols, in later years a member of the church at Dayton, relates (in a history of early Methodism) that she distinctly remembers Mrs. Francis Fletcher's telling that her son Francis was born at a camp meeting in Dayton. He was born on October 1, 1846.

The historian H.K. Hines records that the first camp meeting for white settlers was held in 1843. Dr. Wm. Roberts, speaking at Dayton a number of years before 1927, told the congregation that on his first visit to Dayton he pushed his way up the river in a small boat and preached in a little house near the river bank. The abstract for property in that section of town shows a plot designated as "Mission block".

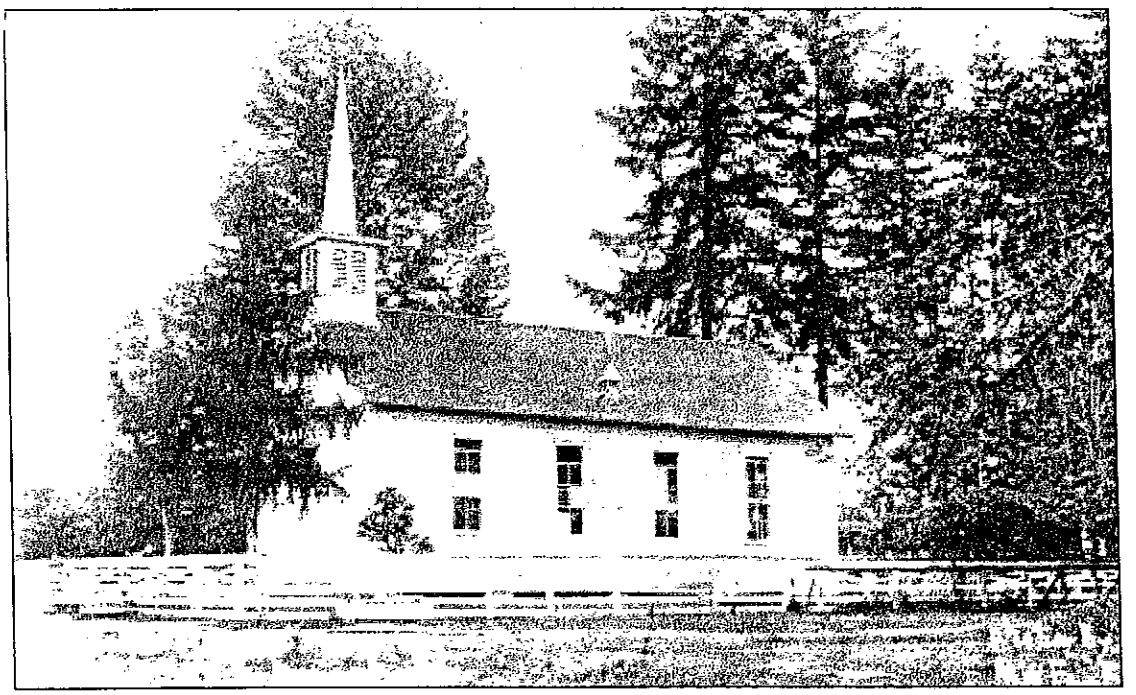
Mrs. Mary Gilkey, who passed away in the Webfoot neighborhood on February 21, 1931, at the age of 85 years, was a vigorous pioneer woman and early took an interest in Methodist church affairs. She was the aunt of Miss Lena Stilwell, for many years a teacher in the Dayton schools, and of Mrs. Mary (Mamie) Randall, who was named for her. Both ladies are now residents of Dayton, members of the Dayton Reading Club which is sponsoring this small volume telling of some of the ways in which "Dayton played her part."

Mrs. Gilkey was graduated from Willamette University with the class of 1866. She used to tell that her earliest remembrance of a minister's coming to the neighborhood was when a Father Wilbur came through selling Bibles and hymn books and that her mother bought a Bible.

Further evidence of Father Wilbur's early labors in this field is found in two items recorded in the old day book of General Joel Palmer, who operated a lumber yard at that time. These indicate that two consignments of lumber had been sold to Father Wilbur for the building of a parsonage in Dayton in the year 1852, in December, to be exact. The church building was not begun until later, although a church school class had been organized and met in the schoolhouse.

"The most active early lay reader of the Dayton and Webfoot country was probably John Odell," says Mr. Walker in his "Dates and Deeds of the Dayton Circuit". When Bishop Ames came in 1853 to hold the first conference he came by boat to Dayton and visited the John Odell family. Very early Mr. Odell started a Sunday School in his own home and sometime between 1853 and 1856 he built the church known as "Ebenezer Chapel" on a part of his donation land claim. This was truly the first church in the Dayton vicinity.

In time a cemetery grew up about the church. Through the years, the community center shifted to Dayton and finally there was no longer a church at Ebenezer (Webfoot) but the cemetery is still known as the Odell cemetery. In 1926 a lovely little chapel was built on the site of the original Ebenezer chapel with funds left by W.H. Odell as a memorial to his parents, John and Sarah Odell. Mr. Walker said of



Webfoot Church. ca 1900

it. "This is a sturdy concrete structure well symbolic of the enduring results of the life and labors of this devoted couple".

"The early days of the Dayton charge were times of poverty and hardships", declares Leory Walker. There was an ever-present lack of money (pastors and circuit riders were often paid in farm produce or other goods), there was a shortage of leaders, and finally, the circuit system did not lend itself to efficiency of operation nor did it allow of careful supervision of the new religious groups a they were organized.

However, emphasizes Mr. Walker, these early leaders of Yamhill county Methodism were indeed men of vision. They built not only for their own day but for the days that lay ahead. Concerning the actual physical properties and administration of the same, we are again indebted to Mr. Walker and the following paragraphs are taken from his painstaking "Dates and Deeds".

"The oldest quarterly conference records available of this circuit are dated September 4, 1858, at which time Dayton was the head of the circuit and home of the minister. The name used was Dayton and Spring Valley circuit and it comprised Dayton, Amity, Unionvale, Hopewell, and Ebenezer; the pastor was Luther T. Woodward and the presiding elder James H. Wilbur. There were also Sunday Schools at Unionvale, Amity, and Ebenezer but the pastor reported them "not very prosperous" and he urged the utmost fidelity to this all important branch of the Lord's work."

At this conferencee held in the fall of 1858 a parsonage committee was appointed and the building was erected some time later on a plot of ground donated by Andrew Smith and from the latter parts were sold off from time to time and the proceeds used for buildings and improvements.

The first Sunday School at Dayton was organized in 1859 with W. H. Odell as superintendent, who was then a young man. Later he became well known in all Methodist work in Oregon. At the quarterly conference in June the school reported forty scholars and seven teachers. The pastor predicted "a rich harvest from the precious seed sown in these honest youthful minds."

Plans had been underway for some time for the building of a permanent and worthy chuch at Dayton and this work was finally accomplished. The dedication was held August 3, 1862. However, the quarterly conference had been held in the church in July, 1859, although the building was probably not finished.

It is significant that one of the texts used at the dedication of this church, Dayton's first, more than 100 years ago was: "For our light affliction which is but for a moment, worketh for us a far more exceeding and eternal weight of glory, while we look not at the things which are seen, but at the things which are not seen; for the things which are seen are temporal, but the things which are not seen are eternal." This was Bishop Simpson's text from Second Corinthians and he had a large congregation to heed his words.

The edifice cost $3600.00 of which $450.00 was contributed by those present at the services and Mrs. Mary Gilkey used to relate that the speakers of the day each donated $10.00 in the names of their wives.

There were many ups and downs in the early Methodist's history; sometimes the future looked bright, with many converts and good leaders; again, the outlook was

dim, with people losing interest or being unable to reach the services regularly because of impassable roads. But earnest workers like Abraham and Martha Coovert, Mrs. Gilkey, A.L.Alderman and a succession of hard working underpaid pastors revived church zeal again and again so that by 1880 there were 100 full members and 14 "probationers" memtioned in the retiring pastor's (T.L. Jones) report. At this time Dayton and Webfoot were both circuit points and each had a pastor.

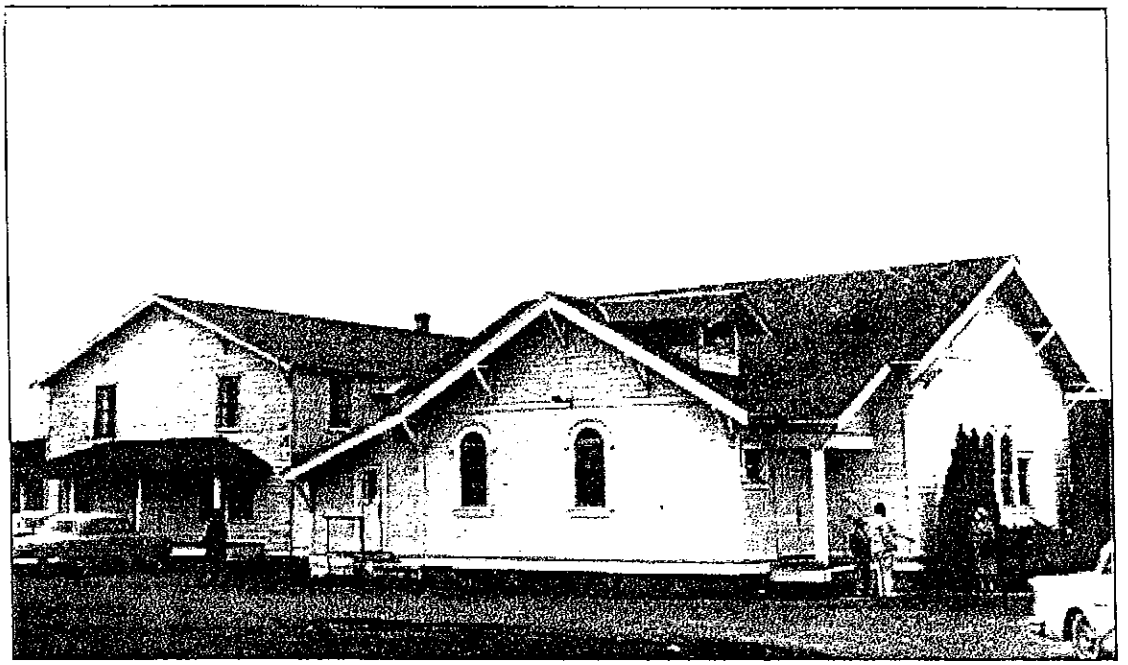
The annual summer camp meetings, which compare to later winter revivalist campaigns, were among the means found most profitable in adding new converts to the church. These meetings were held ou-of-doors, in beautiful groves, usually lasted a week, and were looked forward to by whole families from one summer to another, since they were really a summer vacation as well as a time of renewal of religious zeal. Although there were usually four church meetings a day, the campers - and particularly the young people - found ample time for social diversion and reunions also. We read that there was a restaurant and stands of different sorts and several hundred people would be camped on the grounds. The minister was furnished a room back of the speakers' stand.

We are indebted again to Leroy H. Walker for an explanation of the name "Webfoot". He states that Abraham Coovert had a grist mill on Palmer Creek near what was later the J.B. Stilwell farm and that the flour was of such fine quality that the purchasers wished it to be branded so they might be sure of getting more of the same kind. The neighborhood was known for its large number of wild ducks and geese and it was natural that the name "Webfoot" should suggest itself. So, from "Webfoot Flour" and the "Webfoot" mill the whole section gradually became known by that name, including the school and the church.

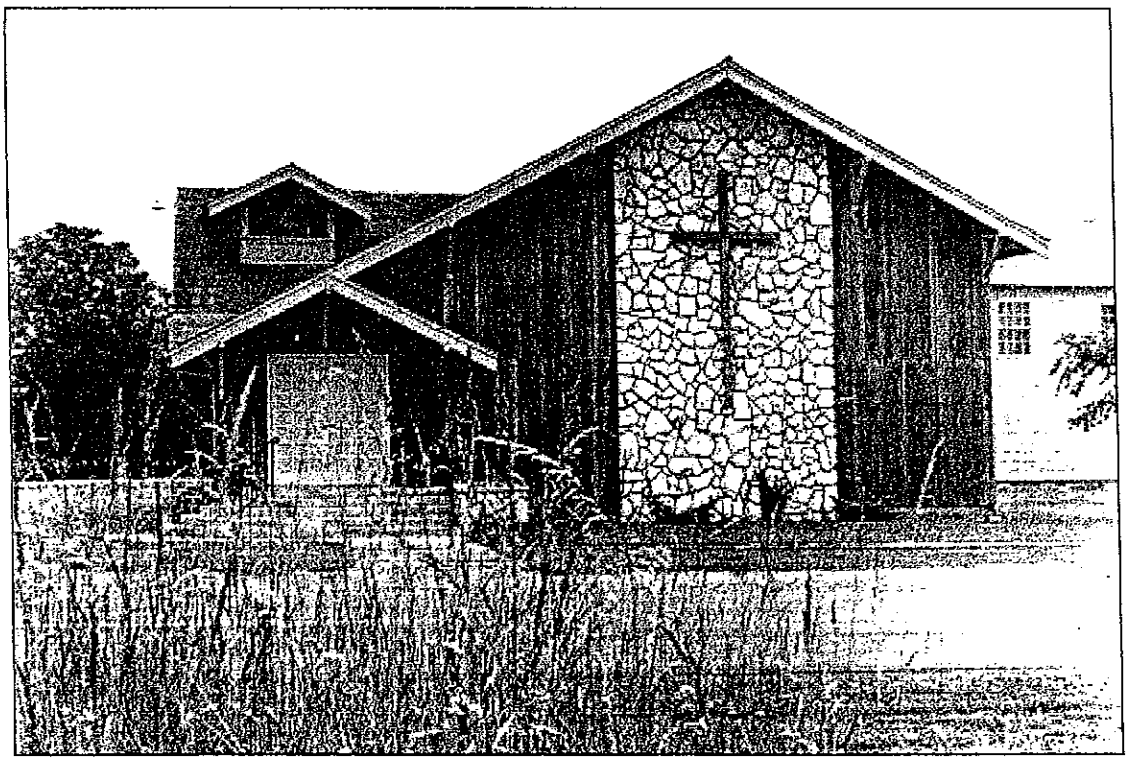
A new Webfoot church built in 1878 was destroyed by fire set by some tippling young men who had become angry at some statements made by the minister, the Reverend T.L. Sails. The great pity was that the new church was not even entirely finished, but it had been furnished with the first small organ the church had possessed and a great pulpit Bible.

"But the courage that prompted the building of that chapel did not suffer defeat" chronicles Mr. Walker, and he goes on to say that the next year, during the pastorate of T.L. Jones, the same Mrs. Mary Gilkey we have heard so much about, mounted a horse and rode from house to house getting subscriptions for a new building on the site of the one that had burned. The people rallied nobly, we are told, and before the close of that year a new house of worship had been erected at a cost of $1,163.75. The heaviest givers were A.L. Coovert, the donor of the land, and A.L. Alderman, who gave $500.00 each. An interesting sidelight on the life of A.L. Alderman (father of Lewis R. Alderman, who with Mrs. Alderman, now resides at Mission Rose farm) is found a printed version of an address made by C.B. Moores some years later. This writer says:

"Another of the well-known pioneers of Dayton was A.L. Alderman, who in 1848, here bought of a French halfbreed for 100 head of cattle a tract of land whose boundaries were somewhat vaguely described as follows; "Begin in the morning on a Cayuse horse; go west until the sun is very high, then go south until it is around toward the west, and then back to the river."



Unionvale Church after 1917 rebuilding of structure.



Community Church, Unionvale, after remodeling

The Unionvale church had for many years been a part of the Dayton circuit at the time Mr. Leroy Walker made his treatise on the early churches in and around Dayton. He states that in time a new Evangelical church was erected near the Methodist, as the interest in the latter had been declining. When the Reverend M.A. Marcy was called from Dayton to McMinnville in 1929, the Unionvale charge was supplied by various speakers.

Eventually the Methodist services were discontinued at Unionvale and the work there left to the Evangelical church, with those Methodists who desired being transferred to Dayton. And so in 1925 the Dayton charge comprised Dayton and Webfoot who shared the financial responsiblity - and the pastor, and whose young people attended a combined Epworth League in Dayton.

The pastors serving the Methodist Church down through the years are shown in the Pioneer Church's record book as follows:

1856-57 Enoch Garrison
1857-58 I. Miller
1858-59 B.F. Freeland
1859-60 O.C. Huntington
1860-62 W.I. Casper and J. F. Wolf
1862-64 G.C. Roe
1864-66 N.A. Starr
1866-67 N. Clark
1867-68 John James
1868-69 W.T. Chapman
1869-71 John Howard
1871-73 T.A. Wood
1873-74 John Howard
1874-76 W.D. Nichols
1876-78 T.L. Sails
1878-80 T.L. Jones
1880-81 N. Doane
1881-83 J.T. Wolf
1883-85 John Parsons
1885-87 F.L. Post
1887-88 Wm. Roberts
1888-89 Wm. Willison and Paul S. Hinze
1889-90 C.W. Roock
1890-93 T.F. Royal
1893-96 L.F. Belknap
1896-98 S.L. Lee
1898-1900 C.E. Crandall
1900-1902 T.L. Jones
1902-05 R.E. Dunlap
1905-07 M.P. Dixon
1907-09 J.J. Patton
1909-12 S.J. Kester
1912-14 W.C. Stewart
1914-15 E.T. Luther
1915-21 M.A. Marcy
1921-22 K.K. Clark
1922-23 E.J. Schnell
1923-24 H.A. Wann
1924-25 J.F. Franklin
1925-27 Leroy Walker
1927-28 H.F. Parey
1928-29 G.F. Gordon
1929-31 Ru(p/b)ert Shattuck
1931-32 C. Finkbeiner
1932-33 C.G. Morris
1933-36 C.T. Cook
1936-39 C.C. Rarick
1939-40 S.A. Chappell (served 5 Mo.)
1940-41 John F. Williams
1941-43 E.C. Alford

THE EVANGELICALS COME TO DAYTON

The dry "bony" facts of history, separated from the flesh-and-blood human elements which combined to promote their growth make very dull reading. Accordingly we, the compliters of this volume, have sought to delve behind the statistics wherever possible and to find out why certain people made certain events come about. Too many times the human touch has been entirely lost in a maze of facts.

For instance, we are told that 46 conversions were effected at an evangelistic meeting held at Hopewell in 1876 and that 41 of these new Christians united with the Evangelical church at Wheatland. We can conly guess at the fevor and dynamic power of the Word as preached by the Reverend J. Bowersox who was in charge, and of his helpers: J. Crossman and W.C. Kantner. The Reverend Samuel Heininger, who arrived in this area on June 9, 1875, and was destined to alter the lives of many early residents, was also on hand to aid in the exhorting.

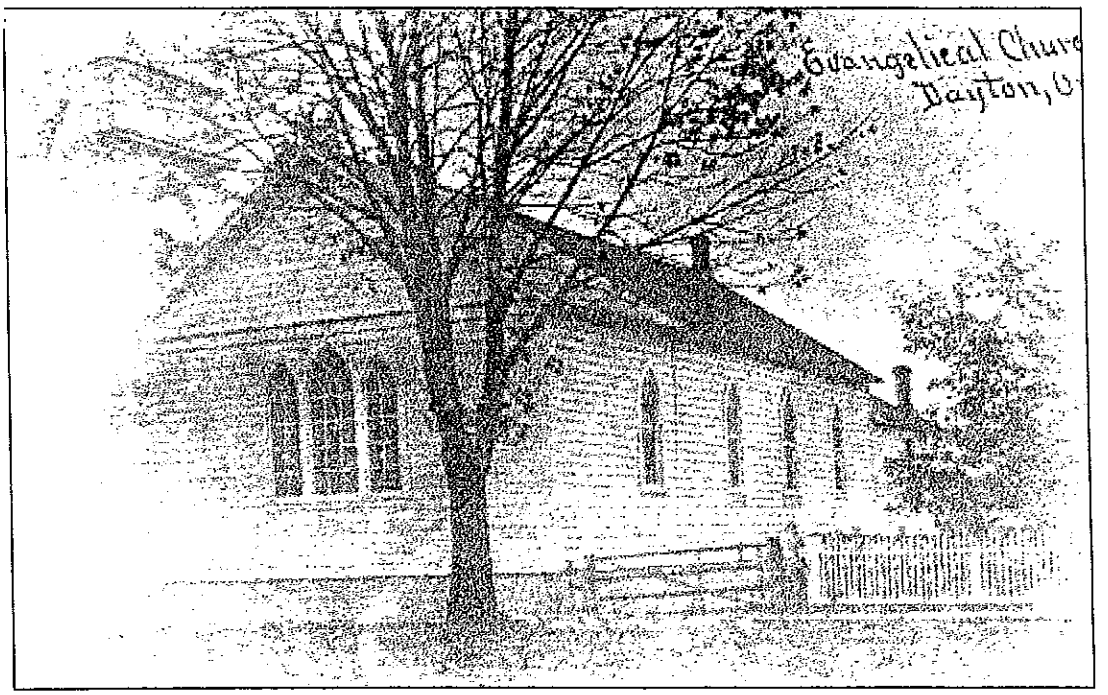
The Evangelical people had begun missionary work in Salem 12 years prior to this date, according to exhaustive material prepared and furnished us by the Rev. F.E. Fisher, now retired and living in Salem. A Reverend James Crossman began the missionary work for the Evangelicals in the Salem area in 1864 and he preached in schoolhouses all through the Willamette Valley going as far south as Corvallis. However, there is no evidence that he came to Dayton. In 1867 Mr. Crossman was replaced by C.F. Dininger, who came here from San Francisco and is said to have done "very good work" but still no mention is made of the Dayton area.

Then, in May of 1870, J. Bowersox arrived in Dayton during the many years he served in Oregon and Washington. He is referred to as "Pastor" at various times and also was the presiding elder of this area at some period. There seems to be no evidence of a church's having been built here during his ministry so he must have preached in the schoolhouse.

In 1875, Mr. Bowersox was joined by the Reverend Samuel Heininger who came to carry on the work in the Salem district, freeing Pastor Bowersox for missionaaary duties at Albany, Corvallis and way points. In August Mr. Heininger visited Hopewell, where services were held by the Methodists and United Brethren, and a few months later he took Wheatland as a preaching appointment and orgainized a class there. In 1876 he held an evangelistic meeting at Hopewell in conjunction with the Methodists and United Brethren and it was here that the 46 conversions were made, 41 of the "saved" uniting with the Evangelical church.

In June of 1876 the first camp meeting has held by the Evangelicals in Cooper's Grove, near Wheatland, and the Reverend Mr. Fisher tells us this may have been the first one held anywhere in Oregon. (However, he probably means the first one held by the Evangelical faith for we have records of camp meetings held in this area by the Methodists as early as 1846).

Soon after the Reverend Mr. Heininger was invited to hold a meeting at Dayton, but at first refused because the Methodists were preaching there and had a class and a church. He finally consented to join with the Methodist minister (the



Evangelical Church, Dayton

Reverend T.L. Sails) in holding a joint service which was so successful that 40 conversions were made and an Evangelical class later organized.

What we'd like to know, when reading these facts, is: in what manner was Mr. Heininger's refusal made? How we wish we knew! Was he gentle and tactful or was he vehement and hot-tempered? And what wiles do we suppose the Reverend Mr. Sails later used to induce Mr. Heininger's cooperation? Or did the latter agree to a joint meeting simply because "the Lord laid it on his heart"? We can only guess at these things for the early chroniclers were not too inclinded to inject much levity in their accounts.

Charter members of this first Evangelical class in Dayton, according to the Reverend Mr. Fisher, included Mr. and Mr.s J.W. Carey, Mr. and Mrs. A.R. Tigan, a Mrs. Hill and her family, Mr. and Mrs. A Fisher and Mr. and Mrs. O.C. Yocum. The latter was an aunt of Dr. Orr C. Goodrich.

The Yamhill Mission was formed September 27, 1876, in Salem at the convening of the first Pacific conference. W.C. Kantner was appointed to minister to this widespread field, which comprised Dayon, Webfoot, McMinnville, West Chehalem (Mountain Top), Gibbs, now Mountain Home and East Butt which was either the present town of Tigard or in that vicinity. Of a class which was organized at Webfoot during this first conference year charter members included the Albert Odell family and the L.A. Farnsworth family. It appears that this group at Webfoot later became the Pleasantdale class which in 1882 or 1883 built a frame church near the present J.A. McFarlane farm on route one, Dayton. It was used for nearly 20 years for the Reverend Mr. Fisher states that he preached in this church in August of 1901. Some time after that date, it was abandoned as a church and was put to use as a granary. It is still standing on the McFarlane grounds but is no longer in active use.

A church was built at Wheatland during the year of 1877-78 in which the annual meeting of the Pacific conference was held June 18, 1880. Eighteen years later this church building was sold to J.B. Ross for $50.00 and was afterward used for a school. The United Evangelical people held services there, perhaps just on Sundays; at any rate the Reverend Mr. Fisher remembers preaching there in August of 1901.

Going back to the conference year of 1878-79, we are told a parsonage was built at Dayton at that time. From available records it appears that a church was started in 1883 and finished in 1886 after a loan of $300.00 had been secured from the Conference. The Reverend Mr. J. Bowersox dedicated the church.

But it was not to be a "house of peace" it seems, for serious cleavages developed in the Evangelical association: not essentially in doctrine but by differences in opinions and personalities; and in the annual feeting held in Albany in May 1890, the Oregon Conference split and remained divided for 33 years.

One group became the United Evangelical church and the other the Evangelical association, the latter retaining all the conference property. While the people in Dayton affiliated with the United Evangelical group, their church technically belonged to the other party, because some of the money had been borrowed from the general church. Soon after the United Evangelical group held its annual meeting here in 1893, it was recommended by the Evangelical association (finally acknowledged as owners even though Dayton residents had furnished all but $300.00 of the construction cost) that

the building be sold. The price set was was $1,200 but evidently there were no takers at this figure. The Christian church congregation bought it, somethime after 1895 and before the Evangelical Association conference in 1897, for at a later date it was reported sold for $480.00.

About the year 1896, the Dayton United Evangelical group built a new church on a piece of property between the present meat market and city hall on Ferry street. In 1902 this edifice was moved onto a lot purchased by the Ladies Aid Society, repaired and painted and used for some years. In 1906 a parson age was completed during the pastorate of the Reverend Mr. M.B. Young, he and his sons doing much of the work themselves. In 1907, during the ministry of W.S. Plowman, an annex and connecting vestibule were added.

In 1923 the two Evangelical branches again united at Salem and the Dayton church as well as all the others in the Oregon conference, became simply "Evangelical church."

During the pastorate of E.C. Hicks the local Evangelical congregation bought the Methodist church and later, the parsonage, and made sustantial improvements to both. This was in 1944.

In 1946 the local Evangelical church joined with the United Brethren church of Christ and became the Evangelical United Brethren church of Dayton, which it is at present. The facts available to the writer of this section comprises only the dry, "bony" sort mentioned at the beginning of the chapter and we can only guess and wonder what zealous efforts were put forth, (by whom?) to effect first the merger of the two Evangelical branches and later, the union of the Evangelical and United Brethren groups here in Dayton.

Certainly, somewhere along the way, there must have been a great many people who believed "in unity there is strength."

Following are the ministers who have served the Dayton Evangelical church from 1876 as shown by the official record book now in the Pastor's study:

1875-76 Rev. Samuel Heininger, (founder of the Yamhill Mission)
1876-77 W.C. Kantner
1877-79 Samuel Heininger
1879-80 J.C. Emmell
1880-82 J.L. Hershner
1882-84 S.E. Davis (now called Dayton church)
1884-87 H.I. Bittner
1887-88 C.C. Poling (became presiding elder)
1888-89 F.S. Locke
1889-91 J.M. Beauchamp
1891-95 H.L. Pratt (Dayton and Newberg charges together for one year with O.S. Haines, ass't pastor)
1895-96 F.D. Farnsworth
1896-97 J.A. Renshaw (Dayton and Newberg charges)
1897-98 N. Sager
1898-99 S.M. Wood

1899-1903 J. Bowersox
1903-04 M.J. Ballantyne
1904-05 G.F. Phelps (had Dayton and Lafayette charges)
1905-08 M.B. Young
1908-1910 W.S. Plowman (Dayton and Lafayette)
1910-11 V.E. Willing (had Dayton and Newberg)
1911-12 F.E. Brickley
1912-13 G.R. Stover
1913-14 Virgil Urbins (Dayton and Lafayette)
1914-15 V.A. Ballantyne (Dayton and Lafayette)
1915-17 C.P. Gates (Dayton and Lafayette)
1917-20 G.E. Erskine (Dayton and Lafayette)
1920-25 F.E. Fisher (Dayton and Lafayette)
1925-26 F.M. Fisher (Dayton and Lafayette)
1926 Fred Durdle (April to September Dayton-Lafayette)
1926-27 F.M. Fisher (Dayton-Lafayette)
1927-1930 W.E. Simpson
1930-31 W.L. Strange
1931-39 F.E. Fisher (Dayton-Lafayette)
1939-41 F.R. Sartwell (Dayton-Lafayette)
1941-45 E.C. Hicks
1945-48 W.H. Cooksley
1948 H.C. Ryan

THESE WORSHIPED ALSO

The chronicles of Methodism in Dayton and vicinity have occupied a considerable space in this volume, more than those of all the other denominations combined. The chief reason for this is the very early arrival of Methodist missionaries in this section and their unflagging zeal in establishing their church. Another reason is the fact that quite complete records are available in several places from which to trace the growth of Methodism, whereas later denominations did not have so voluminous church books and these seem to be not so accessible. This chapter will touch briefly on the later faiths as they were established here and insofar as information has come to hand.

The writer of this chapter, having been a confirmed Episcopalian for a little over 35 years, cannot pass the opportunity to note that the second denomination to be helped by the hand of General Joel Palmer was the Episcopalian, although a church was never established in the town of Dayton. As has been noted before, General Palmer was a Quaker, but he was one of the earliest and heaviest contributors to the establishment of Methodism in this section soon after 1852.

In a small volume published some years ago by the late Bishop Walter T. Sumner of the Episcopal diocese of Oregon titled "How our Church Came to the Oregon Country", we find this statement:

"On June 22, 1851, the Church of The Ascension was organized at Lafayette and General Palmer proprietor of Dayton, offered a block of land and part of the lumber for a church at that point. This church was served, at intervals, by the Reverend Wm. Richmond, formerly rector of St. Micheal's and St. Mary's churches in New York, who was the first Episcopal missionary to Oregon. He itinerated between Portland, St. Helens, Milton and points in Yam Hill county.

James A. Woodward, of the Church of Evangelists', Philadelphia, crossed the plains in 1852, arrived in Portand in November of that year and presented himself to the Reverend St. Micheal Fackler as available for missionary work. He was offered a place in Portland but declined and instead took up the work the Rev. William Richmond had been forced to lay down because of ill health due to exposure. Mr. Woodward lived at Yam Hill, engaged in teaching and in ministerial work there and at LaFayette and the surrounding country.

Some years later a church was established at McMinnville as St. Barnabas mission and the church in LaFayette was discontinued.

There were several devout Episcopalian families in the Dayton community and when they were unable to attend church they held services in their homes whenever a visiting rector was available. About 1893 the Wambsgans family arrived from Nebraska and soon their home was the center for Episcopal services when these were scheduled to be held in Dayton. Mary Eliza Theodosia Wambsgans came from the Bermuda Islands and had been brought up in the church and a lack of a proper building in which to worship did not deter her from the worship of God and the keeping of the Sacraments.

Her daughter, Mrs. W.S. Hebbert, recalls tht her mother's home (which is now the residence of Mrs. Clifford Woodward) was the meeting place for several families upon the occasion when a visiting minister could come. Hrs. Hibbert remembers that the Reverend Mr. Chambers and the Reverend Mr. Glover were among those who came form Portland, from time to time, to conduct services. Mrs. Clare Heider and Mrs. Floyd Willert, granddaughters of Mrs. Wambsgans, can remember attending services in their grandparents' home when they were small children. Their grandfather had come from Bavaria and he belonged to the Lutheran church.

The Baptists were probably the third to build a church in Dayton. From information furnished us by Mrs. Ralph Timm, of this city, we learn that the First Baptist church of Dayton was organized June 20, 1886, and the present building, still a very nice brick edifice, was dedicated in November of that year. The structure was built on a lot purchased from Isidor and Emily Nichols in April 1886, and the early day Baptists must surely have been men and women of determination to orgainize a congregation and build and dedicate a church, all within a little more than half a year.

The church was organized by the following: James Baxter, Martha Baxter, Albert L. Alderman, Mrs. G.M. Burning, Mrs. I.H. Morse, Reuben Snyder, Philena Snyder, Jonothan Arms, Bird Parish, A.V. Parish, Mrs. M.J. Parish and Dr. W.D. McDaniels. The first person to unite with the church following its organization was D.A. Snyder. The first board of trustees was composed of A.L. Alderman, James Baxter and Reuben Snyder.

The Baptist church celebrated its 50th anniversary at the annual Roll Call meeting in January of 1937 and at that time Jonothan Arms was the only remaining charter member. During this Golden anniversary service the Reverend Kenneth Daniels, of Carlton, gave the devotional message and the Reverend Walter G. Smith, pastor of the West Side Baptist church of Seattle, delivered a sermon commemorating the half-century milestone.

The church now has a membership of 101 of whom 31 are not residents of Dayton. The pastor is the Reverend James Soden.

Two members (Carl and Jewel Blackler) are now in Tokyo, Japan as missionaries and two more former members are also in foreign fields; Miss Helen Walters is in Japan and Ralph Corsline is in Balsas, Brazil. Many former members of this small church are actively engaged in the Lord's work elsewhere. It may well be that many have, here in the small city of Dayton, caught the true meaning of these words: "If the Lord tarry, as a vision of the Lord's present harvest field is impressed on the minds of its people - a great work and effectural - can yet be accomplished for the Lord in these closing days of time."

In 1945 a residence was purchased by the local Baptists to be used as a parsonage for their pastor.

The Christian church seems to have been about the fourth established in Dayton and the Foster family is credited with its organization here, in.1893 and 1894. Blashel Foster and his sons, George and William, and the fathers-in-law of the boys, Robert Addison whose daughter was married to Geroge Foster and William Hibbert whose daughter became Mrs. William Foster were the prime movers in the starting of this denomination. It may be mentioned that William Foster was the father of Mrs. Clotis Sloan, Mrs. Bess Curtis of Portland, Mrs. Herman Louis, Clark, Frank and Vernon Foster, all present Dayton residents, and of A.D. Foster, of Spokane, Washington and Mrs. A.D. Rooper of Antelope, Oregon.

Blashel Foster negotiated the purchase of the present day Christian church building and a residence just southeast of the church, from the Evangelical association. The latter had used the residence as a parsonage when it had been located west of the church but later a street was cut through (Church street) and the house was moved. The Addison family bought this dwelling which was never used as a parsonage by the Christian congregation and the money was applied toward payment of the church building.

A.D. Skaggs, a Civil War veteran, organized the congregation and was the first minister, according to Clark Foster, a former Dayton postmaster to whose memory (assisted by others in his family,) we are indebted for these notes. In later years about 1904 or 1905, the Reverend Mr. Skaggs was called to serve here a second time.

An interesting anecdote concerning this preacher is that the Methodist minister on several occasions challenged him to a debate. The challenge was accepted and the debate finally held but the Methodist parson fudged a little on the deal - he imported a speaker. L.R. Alderman, then a boy in college, was named chairman for the big occasion and when the evening came that the venerable Mr. Skaggs faced up to the imported preacher, it is related that the crowd was so great people were sitting on the

window ledges! (We have the Christians' word for it that their man did not come off second best.)

Later ministers to the Christian congregation along in succession somewhat as follows, according to the recollections of the Foster family: K.H. Sickafoose, who served about 1895 to 1898 and later lived at Newberg; a Mr. Wagner who served about 1902 and was rather a unique pastor in that he was immensely interested in a new discovery called X-rays and he procured a set of displays, (perhaps magic lantern slides also) and showed these at church gatherings both here and in neighboring communities.

Following Mr. Wagner came a Reverend Mr. Lynch whom we learn was also given to holding revival meetings and at one time George Ritchie, a brother-in-law of Clotis Sloan, came to assist with these. A Mr. Thompson, who is remembered chiefly for his English (or Irish) accent came about 1907 following a Reverend Mr. Mulkey who was here a short time.

In 1912 and 1913 the local congregation enjoyed having Teddy Leavitt as its student pastor while he was still in high school in Newberg and he later became quite a noted evangelist. Other student ministers from Newberg or Eugene have served the local congregation from time to time throughout the years.

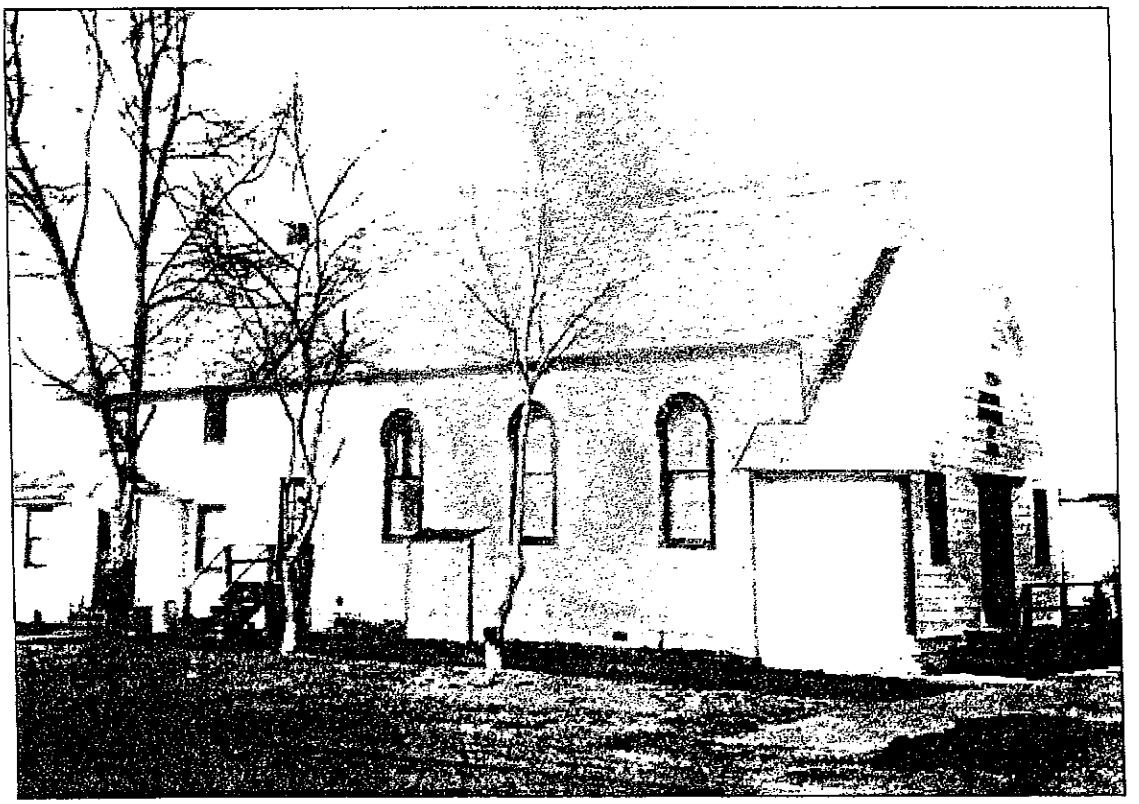
Following Teddy Leavitt the Dayton church had the same minister for perhaps 13 years. This was M.H. Kendall who lived at McMinnville and also practiced law and had an insurance agency. Since Mr. Kendall's day, student ministers from the Northwest Christian college in Eugene have served the local congregation.

The present day church will again have a resident pastor beginning in August of this year and has purchased a house north of the church for his parsonage. The new minister will be the Reverend Mr. Robert Mulkey who is a grandson of the I. Mulkey who served here around 1905 or 1906.

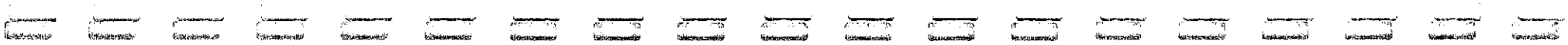
In 1940 the church structure was raised and a basement housing class and meeting rooms was added. and in 1948 and 1949 additional classrooms were constructed at the rear of the church.

The "Full Gospel Assebly," for which the Reverend Mr. Ulman was first pastor in Dayton organized on the 14th of May 1929 and began holding services in a small church purchased from the Chrisian Sciences society. On February 12, 1947 the name was changed to "Dayton Assembly of God" which is the present name.

The Christian Science society seems to have flourished but briefly in Dayton from about 1907 to 1921, according to the recollection of a local student of Christian Science.



Assembly of God Church, 5th and Oak, Dayton. ca 1890.



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"The Story of Eugene" by the Wilkins sisters.

Detailed notes from the Reverend F.E. Fisher, retired, Salem, Oregon.

Some remembrances from Miss Lena Stilwell.

Marcena Fowler, who wrote her senior thesis on Dayton History, at the suggestion of the Reading Club committee, which form the basis for the chapter concerning the high school in recent years.

Chapter 7

DAYTON'S EARLY DAY SCHOOLS

By Gertrude Dorsey Goodrich

Stories passed down from the pioneers tell us Dayton's first school developed in the log home of a pioneer family living somewhere between the Evaporating plant and the river bank. Neighbors soon began making arrangements with the capable mother to teach their children as well as her own.

During warm weather classes were often held under the trees. Around 1848 a small school building was built and financed by donations. The furnishings consisted of a row of benches around the wall, a large wood burning stove in the center of the room and most likely a small shelf near the one door to hold the water bucket and dipper. Water was carried from a nearby spring. The slate and a book or two completed a pupil's school supplies which were piled neatly on the floor under the bench while said bench was occupied.

Church and Sunday School services were also held in this building. Once each month a minister came via row boat from the Methodist mission school at Mission Bottom which was located across the Willamette river from Wheatland.

Alec Mutchler, a German and a wagon maker, by trade, arrived in Dayton in 1850. He soon looked for a suitable location to build a shop where he might carry on his trade. Realizing the danger of floods, he was the first to build away from the bank of the Yamhill. His building stood until 1948 when Floyd B. Willert bought and removed it to make way for the Daytonia Theatre and later a row of office rooms facing the city park.

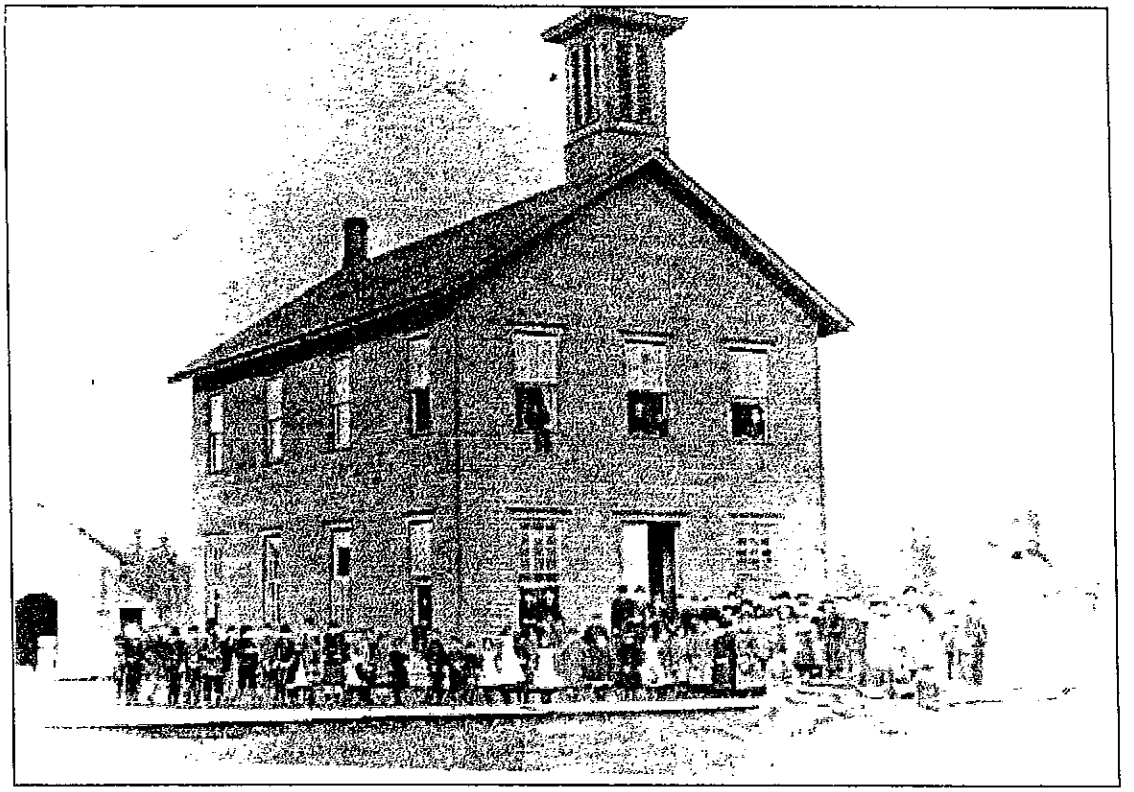
When more families came to the new town site, the first small school building was too small and Alec Mutchler offered the upper floor of his tall two story building for a subscription school.

By the use of an outside stairway on the southwest side, school was carried on above, while a thriving wagon building and blacksmithing business went on below.

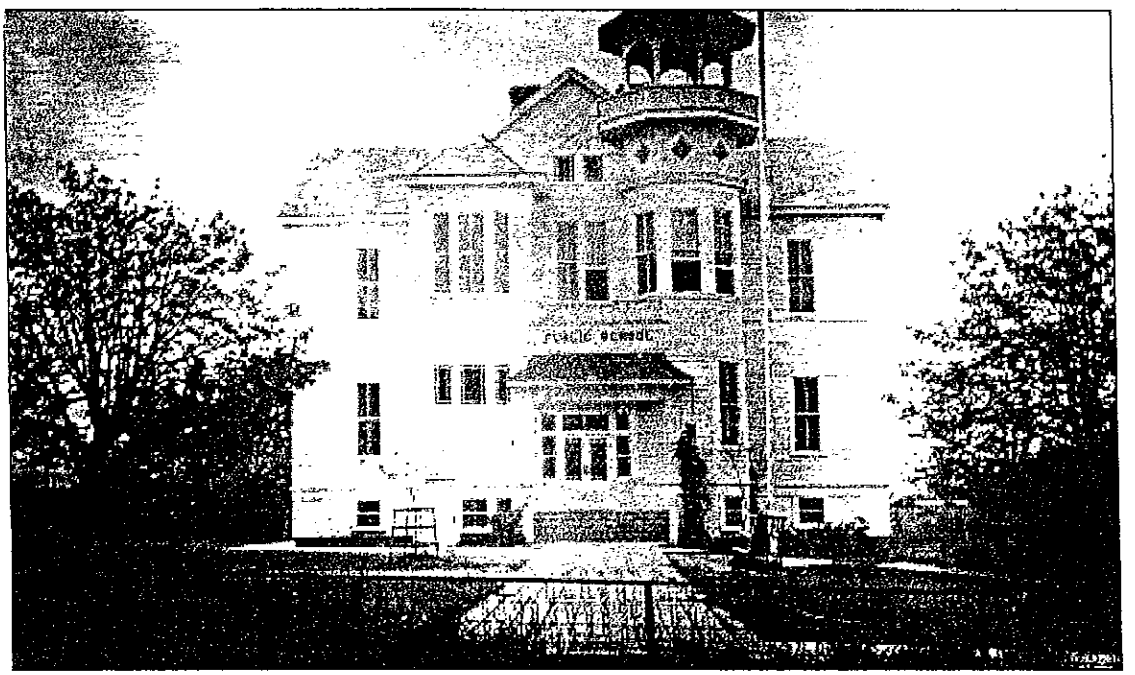
The late Mary Robinson Gilkey and Fannie Belknap Dorsey, daughters of early pioneers, also J.B. Stilwell, Sr., were some of the local people who taught in this school. Children whose parents could not afford to pay for their schooling were deprived of an education. This matter lay so heavy on the heart of John B. Fuston, a pioneer located on the neck between the Yamhill and Willamette rivers, that he determined to make public schools a reality. Fuston was the grand father of Mrs. Elizabeth Hadley Newhouse. He rode about the whole community, on horseback, to explain the public school system financed by direct taxation and to urge all voters out to a meeting to vote on it.

This new measure carried and Dayton was well on the way toward a public school in 1875.

A new building was erected that year on Fourth street between Ferry and Alder streets. This old building still stands but divided into two dwellings and placed on the original school grounds. The Abbott home is the part left on its place of erection but remodeled inside numerous times and now has attached a barber and beauty shop.



Old Grade School, Dayton. ca 1890.



Dayton Public School. This view shows the 2-story school from the front

The other half of the school building is the house directly back of it and is not in as good a state of preservation.

Wm. Macey Hadley, a son-in-law of John B. Fuston, arrived in Dayton from Mooresville, Indiana, with his family in the spring of 1875. He was 30 years of age and taught the first public school in Dayton. He located near his father's farm and often came to school by boat when winter roads were near impassable.

Wm. Macey Hadley was a man of unusal ability and understanding and during his five years of teaching he gave much to Dayton's first public school.

In some clippings from letters Harley wrote to his Indiana home town newspaper, loaned by his grandson Marlyn Hadley, through the efforts of Mr. and Mrs. Lelan Newhouse I find the following: "We are now living in Dayton, a quiet little village of 100 people. It needs a different class of citizens; persons that are more energetic. Native Oregonians are a notoriously indolent class of people who get through the world as easily as possible. I am in hopes we will soon have more Eastern families here. There has never been anything but a common school, however, I see a good chance to build up a high school.

"There is but one church in the place and it belongs to the Methodists. They have preaching once a month. Religion is at a very low ebb with only two Methodist families, Nathan Whites and us, taking any particular interest.

"This is a good farming district and wheat is the main crop. The lowest average I have seen is 10 bushels and highest, 40 bushels to the acre. The finest fruit I have seen grows here and the Willamette Valley is undoubtedly the valley of the West." Wm. Macey Hadley passed away in 1882 leaving his wife, one daughter and three sons. The daughter Mrs. Elizabeth Newhouse survives.

After twenty years of service it seemed the time had come to give up the first public school building and build a larger one on the site Joel Palmer had bought from the Andrew Smith donation land claim and donated to the town for school purposes. When it was completed it resembled very much the Mutcher shop in appearance, being a tall two story building with doors in the end and a bell installed in a small belfrey near the front end of the roof.

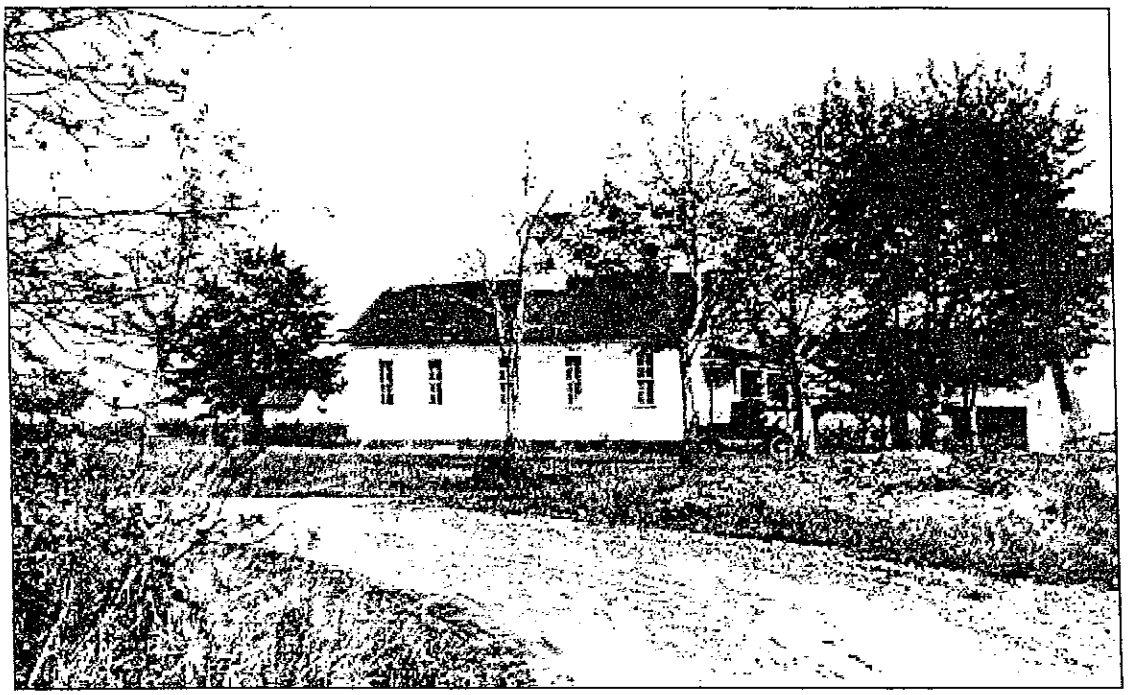
Down through the years this school building was sold to John Jones, a Dayton merchant, and he moved it with a wood burning traction engine along third street to the corner location on Ferry Street where the U.S. National Bank is now located. Jones operated a very successful general mercantile store here until Dayton's disastrous fire in August 1903. Many of the older generation will remember the red striped peppermint candies and ginger cookies from a tall barrel given them by genial John Jones, the lover of children. It was often said that he gave away much of his profits to children.

To replace the building sold to John Jones the school board in 1895 let a contract to Johnnie Watson, Dayton's ablest carpenter, to build a new school on the same location by direct taxation of the tax payers. It consisted of the front half or lower section of the just recently vacated Dayton grade school, and now owned by the Dayton Legion. By 1908 it was evident again more school space was badly needed and the board let a contract to Henry Bertram, to duplicate the 1895 building and join them together, which he did in exact duplication. This school plant was in constant use until

1951, completing 56 years of service for the older part, and 43 years school use for the newer part. The state Board of Education had threatened to condemn the building as unfit for use many times, but due to the good state of preservation they could hardly do so. Thanks goes to Nat Stretch and other former caretakers who gave it such excellent care. also to the son Harry Stretch, who has continued this dependable custodian services.

Dayton, during all the years, has often held school classes in various other rooms and buildings to care for overflow. Indluded in this capacity was the old Grand Army of the Republic building which was located where the P and M Garage now is; also the Workman Lodge Hall which stood on Ferry Street about where Attorney Carl Francis is located. In 1950 and 51 some of the Sunday School rooms of the Pioneer Church were used for classes.

We find in a 1913 issue of the Dayton newspaper, an article about the grade school graduation program for June 1, 1888, Professor Hartman was principal and nearly every pupil had a part in the program. An admission charge of ten cents was made.



Webfoot Schoolhouse. 1924.

Chapter 8

SCHOOL MEMORIES

By Lewis L. Alderman

My memory of the Dayton school was that it was the center of activity for the community. We had debating societies, literary society, parents and teachers cooperated in providing entertainments. On the debating teams there were usually three persons on each side, one of whom was a student. What a thrill it was to be selected as a member of a team with two grown-ups. The debate subjects were the populars ones of the day. Should foreign immigration be restricted? Should the government own and operate the railroads? Should there be rural free delivery of mail? The people of Dayton turned out enmasse for these debates and other school entertainments.

Since there was not free public library the school established one by putting on entertainments, box socials and boat excursions. There was always a great deal of discussion as to what books should be bought with the money. Fiction, as such, was frowned upon, so most of the books were biographical and historical in nature. Since the books were secured only through so much effort we felt obligated to read them. Then, too, we were often asked to report in certain classes on what books we had read.

The fine type of teachers which we had and the high esteem in which they were held by the community had much to do with my decision to become a teacher.

THE TRAPPERS BREAK UP SCHOOL

About 1880 my half brother, Medorum Alderman, came home from Alaska. He told about the abundance of fur bearing animals in Alaska and about the great demand for furs. His ship had brought back a large number of pelts and he said that some of them had been worth a hundred dollars a piece. His stories so excited my brother Ennis, who was ten and me, who was eight, that we decided we were going to be trappers and go to Alaska.

First, we had to get some experience. In the Youth's Companion there was an advertisement of a Trapper's Guide, for which we sent at once and read avidly. We sold chichens to the Chinamen. We found that setting hens were the easiest to catch, and some of the chickens were sold without mother's consent. With the money we bought a variety of traps and we were ready for our first great adventure.

On evening, after our chores were done, we both got on the back of Jack, our little yellow mule, took our traps with a half chicken on each as bait, and started out. We decided to set the traps on our place on the north side of the river near the bridge. That night we set our alarm clock an hour earlier than usual so we would have time to do all our chores before breakfast, and then would have time to visit our traps before going to school.

When we approached our first trap we saw a large yellow animal in it. We thought we had a panther, but a closer look showed that it was only a large cat of the domestic variety that had gone wild. We felt sorry for the cat and did not want to hurt it, but is resisted our efforts to free it, and clawed us with all the ferocity of which it was capable. We showed our wounds to the children at school and told them a big yellow animal had mauled us when we tried to get it out of the trap, and that it had finally gotten away.

That evening we decided to out of range of domestic animals and we set our traps about half a mile down stream from the bridge - right at the bend of the river. The next morning we knew what we had before we reached the traps. Jack, our mule, knew also. In the trap was the biggest skunk I had ever seen. We had no gun as Father would not let us take one when riding the mule. We tied Jack to an oak tree, and found some heavy sticks which we threw at the skunk, as we were determined that our lack of a gun was not going to keep us from getting our first valuable pelt. The skunk was naturally a little provoked and retaliated in the only way he knew how. Soon there was a green cloud all around us. We would run for air, grab another club, and throw again. We finally so covered him with sticks that he lost his aim and we were able to knock him out.

We had our trappers knives good and sharp and we soon had his valuable fur. We rolled it in a tight wad and tied it on the back of the saddle. We untied Jack, and Ennis got on his back, but did not stay long. Jack ran out in the middle of the field and began to kick. The saddle rolled under him and the more he kicked the more he felt justified in kicking. I don't know why he ever let us catch him, but he did and we both got on his back and started home. Just as we got on the bridge the last school bell rang. It was a serious offense to be late to school as at that time the schools in the county were having a contest to see which had the best record for punctuality and attendance.

Ennis said, "I think we smell pretty bad, but I know how to fix it, Mother has a big bottle of camphor on the mantel in her bedroom, and if we put that on us no one well smell the skunk. I'll go get the camphor and you unsaddle Jack and feed him and hide the skunk skin."

I had just finished hiding the skunk skin in the oat bin when Ennis came out with a quart bottle of camphor. He poured some over my head and down my back and complained because I would not stand still while he was doing it. I was hardly able to see what I was doing, but I poured the last half of the bottle over his head and down his back. We started running toward the school house and everyone we met ran from us. As we entered the school room the children gasped and ran for the windows. We slid into our seats and as we reached for our books the teacher said, "For reasons which I need not express, the trappers will be excused for the day."

On our way home people ran from us as though we had the plague. Mother met us at the door and would not let us in the house. All the doors and windows of the house were open as a result of Ennis' getting the camphor. Mother told us to go to the woodshed and undress. She filled a tub with hot water and put us both into it and scrubbed us with strong yellow soap. She kept scrubbing our heads, but could not

get the odor out of our hair. While this was going on we heard the children yell as they went by. "School's out. Hooray!"

They seemed to think we had done them a big favor. As a matter of fact, school was out for two more days.

Father came home and decided that it would be impossible to rid our hair of that terrific odor so he asked the barber to come over and clip our heads. Mother got us some clean clothes while Father buried the ones we had been wearing. We were finally allowed to go in the house.

At the noon meal that day Father said the horses were all sick as they would not eat their oats. He thought he could not afford to let his boys be trappers becaused we had ruined a hundred bushels of oats, two suits of clothes, polluted the village school and, worst of all, had destroyed the morale of the mule.

TEACHER ENJOYS A GOOD JOKE

The funniest thing that I ever saw happen in school was when I was in the seventh grade.

John Nichols brought to school a very long horse tooth. He persuaded Arlie Armstrong, who sat in front of him, to put the tooth in his mouth. Then John produced a very long pair of pliers stood up in his seat, reached over and with seeming great effort pulled the long horsetooth out of Arlie Armstrong's mouth. He held the tooth up for everyone to see and there was a shout of laughter all over the room.

Mr. Hartson, the teacher, had been writing on the blackboard and had not seen the episode. At the sudden burst of laughter he turned around and, instead of being angry, asked that whatever had happened be repeated so he could enjoy it, too. It took a little persuasion, but John and Arlie went through the performance again, and Mr. Hartson joined heartily in the laughter. His attitude surprised the students and they considered him a pretty good fellow.

MY FIRST PTA MEETING

When I was about seven I was home from school recovering from a cold. A group of mothers and others interested in children met at our house that day, and mother let me lie on the sofa and listen in on the meeting.

Miss Whitlow read a paper in which she listed the many mistakes that parents in out community were making. Although Miss Whitlow had no experience in rearing children, I was amazed at the amount of information she had. I thought there would be some denials as to the allegations she made, or at least some discussion, but no one seemed to have anything to say.

Finally Mrs. Adams, who had no children, said that if she were a parent she would find some way to keep her children from doing some of the things mentioned by Sister Whitlow. And then she asked mother if she had any remarks to make, but Mother said she didn't.

I felt so sorry for Mother with her four boys, and for the only time in my life I wished I were a little girl.

There was some more discussion about misdemeanors. I did not know what misdemeanor meant, but some of the things they talked about were vaguely familiar to me and I felt a little conscience-stricken for a short while.

Later I heard Mother and Father talking over what Miss Whitlow and Mrs. Adams had said and I was much relieved to hear them come to the conclusion that "Children are children and cannot be expected to act like adults."

Chapter 9

WHEELS ON THE RIVER

By Henrietta S. Foster

The town of Dayton came into being five miles upstream on the Yamhill river, which empties into the Willamette river 29 miles above Oregon City. At that time rivers were the chief means of transportation. Land travel was only 10 or 12 miles per day, under favorable conditions.

Originally the town faced the river and stood among the sheltering trees on the south bank, where the founders, Joel Palmer and Andrew Smith had built a sawmill.

Because of the important part the river played in the founding and growth of the young city, the most of this chapter will deal with Yamhill river navigation. A scholarly work on the subject has been furnished us by George Abdill, the greatgrandson of George B. Abdill who came here about 1884. Young George developed a love for early history which led him to follow many leads and investigate source so numerous that the writer of this chapter can not possibly unearth more information so herewith presents his story in the main.

"Aside from the Indian canoes," writes Mr. Abdill, "and the bateaus of the fur companies the first recorded commercial navigation on the Yamhill was started in the spring of 1850, by James D. Miller. He operated a flat-boat from Canemah to Lafayette, about 35 miles. It took two days to come upstream and one to return. Miller's boat was about 65 feet long, seven feet wide and had a draught of 26 inches. It was powered by four Klickitat Indians, who manned the sweeps or oars, two on each side, while Miller steered with a stern oar. The craft carried 350 bushels of wheat, the major downstream cargo, bound for the Oregon City flour mill and Miller charged 50 cents per bushel. The crew was paid $16.00 each for the trip and boarded themselves. Miller made regular stops at LaBonte's, Dayton, and Lafayette. The up river freight rates were $34.00 per ton.

"At the same time, Capt. Geo. A. Pease had a ten ton ex-Hudson's Bay Co. bateau on the Willamette from Canemah to Butteville, Champoeg, Fairfield, and Salem. Pease's crew constited of six Spokane Indians, and the two crews would race whenever they encountered each other on the Willamette. Miller's Klickitats usually won as his boat was considerably lighter."

A license was recorded under the date of July 8, 1857 permitting Stuart Hanna and Joel Palmer to operate a ferry at Dayton. It is believed the ferry had already been in operation for six or seven years. Rates listed were: one pan horses, 50¢; one wagon, 50¢ each additional yoke, 20¢; one horse, 20¢; one horse wagon, 37-1/2¢ and all loose stock, five cents a head.

Mr. Abdill writes further, "On May 19, 1851, the era of steam navigation began with the appearance of the steamboat, HOOSIER (NO. 1). This first steamer on the Yamhill was an old ship long-boat, let out to about 50 feet, with a seven foot beam. Her paddle wheels were located onthe sides and she was powered with a boiler and emgines of a pile driver. Her cylinders were 6x22 inches. Designed by Harley McDonald, the HOOSIER was owned by Harvey & Co., and was built and operated by

Capt. Swain and Engr. John Kruse, who erected her below Oregon City and hauled her around the Falls on rollers in order to place her in service on the upper river."

The appearance of this first steam propelled boat at LaBonte's Landing and at Dayton was a great event and farmers flocked to the landings to see her.

Sandbars at the mouth of the Yamhill river made it difficult or impossible for the steamboats to come up river during low water.

The following account taken from "Journal of Army Life" by R. Glisan, under entry made at Ft. Yamhill, Oregon Territory, September 5, 1856, tells of difficulties of travel on the HOOSIER to Dayton.

Leaving Oregon City about sundown were unable to pass Rock Island before dark, returned and took fresh start next morning. Went about 30 miles and tied up for the night, crew and passengers sleeping and taking meals on shore as there were no accommodations on the boat. Some ten miles from Oregon City a plug blew out of the boat's boiler, steam escaped into the furnace, extinguishing fire instantantaneously. Necessary to 'pole' a flat boat the steamer had in tow, over a rapid. Whilst crew, assisted by passengers, were getting over the rapids. Captain succeeded in re-plugging the boiler and steaming up again. Following day reached a landing near the mouth of Yamhill river at 11 a.m., walked to Dayton, about four and one-half miles, arrived a little after noon. The boat reached Dayton about sundown, detained by low stage of water, it was necessary to use poles.

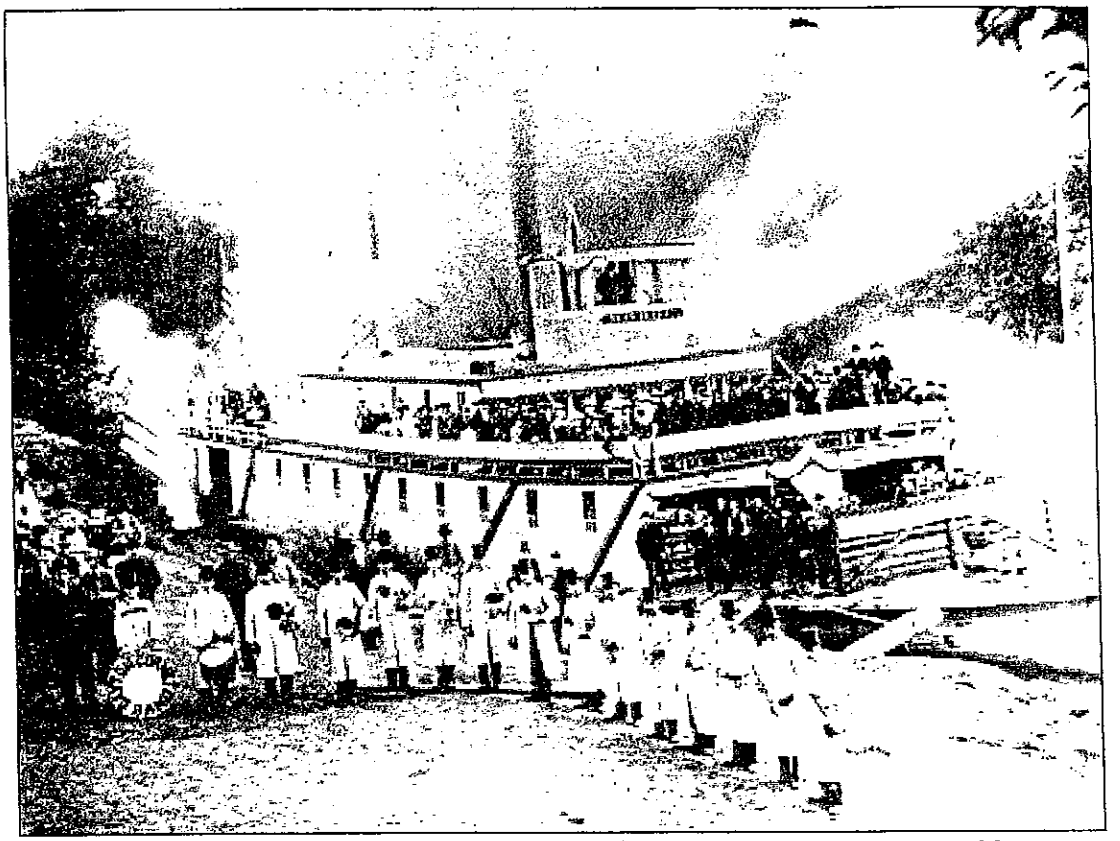
"Most miserable excuse of a steamer that I have ever seen. Boiler and machinery are worn out and should have been condemned years ago. So ordinary an occurrence for a plug to fly out or a flue to collapse, that it is considered of very little importance by crew and captain, all of whom are green hands in management of steam power. Several of the crew getting drunk commenced dancing. Captain ordered them to stop or might shake down the stovepipe."

This writer R. Glisan, described Dayton at that time as three or four stores, a post office, a tavern and half a dozen dwellings.

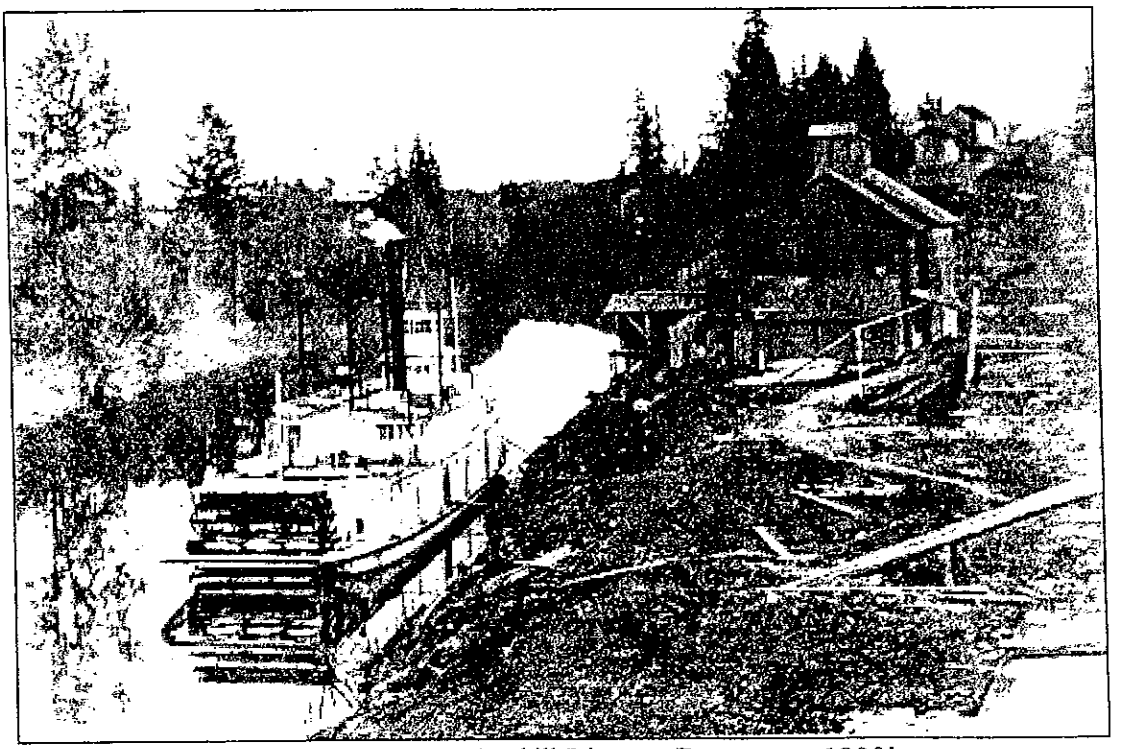
"I have no record at hand as to the disposal of the HOOSIER No. 1" Mr. Abdill continues, "but she was evidently off the river by 1855, as in that year Capt. John Zumwalt had the HOOSIER NO. 2 in service. Early in 1856, Capt. S.R. Smith and J.D. Miller bought the HOOSIER NO. 2 and while operating her on the Yamhill run, they built the HOOSIER NO. 3, Capt. Leonard White supervising the construction. The No. 3 was 27 ton capacity side wheeler, and when her hull was completed, the engines and machinery of the HOOSIER NO. 2 were placed in her. In the spring of 1857 Capt. Smith sold his half interest to Joseph Lacey and in the summer Capt. Miller sold his half interest to Robert N. White.

Mr. Abdill thinks the side-wheeler MULTNOMAH was the third steamboat of come to Dayton.

"Another early steamboat on the Yamhill," he continues, "was the ENTERPRISE, the first of that name, launched in 1855 by Arch Jamieson, A.S. Murray, Amory Holbrook and John Torrence. The second steamer ENTERPRISE was built at Canemah in 1862 by Capt. Geo. Pease, C.W. Pope and others was 125 feet long.



Steamer MODOC at ferry landing, Yamhill River, Dayton. ca 1890-1900



Steamer RUTH on Yamhill River at Dayton. ca 1890's

"The sternwheeler, ELK, was built at Canemah in 1857 and came up to Dayton about October 1. She was owned by Capt. Chris Sweitzer, John H. Ware, Geo. Marshall and Allan McKinlay & Co. of Oregon City. On September 20, 1858, the ELK was bound downstream from Dayton and had started to land at Davidson's (later Ray's) Landing when her boiler exploded. Capt. George Jerome was in the pilot house and when the steam cleared away he found himself shaken but uninjured in the upper branches of a big cottonwood tree on the Marion county shore. Sebastian E. (Bas) Miller, the pilot and a pioneer of 1852, was also blown ashore uninjured. Capt. Miller was a famous river pilot for many years and brought the steamer SHOSHONE through Hell's Canyon of the Snake river. Early in 1859 the HOOSIER NO. 3 was back on the Dayton run, after a spell of running the Tualatin river. The ELK was replaced by the steamer JAMES CLINTON, built at Canemah. Work on her was started in Nov. 1856. Capt. J.W. Cochran built a steam scow to run on the Yamhill, using the HOOSIER's machinery which he named the YAMHILL - this scow ran from Lafayette and Dayton to the mouth of the Yamhill, where it made three weekly connections with the JAMES CLINTON, as low water made it difficult for the CLINTON to cross the bar at the mouth. Cargo at this time were principally grain, flour, fruit and farm produce.

"In 1860, John Davis and Green C. Davidson built another steamscow at Davidson's Landing which they named the ST. CLAIRE. In the fall of 1860 Davis and Davidson merged with the interests that owned the JAMES CLINTON and the YAMHILL, who included George Laroque, Edwin B. Fellows, J.T. Apperson, Wm. Overholzer, and J.D. Miller. Davidson's brother-in-law, John B.P. Piette, later bought out Wm. Overholzer's share. In 1861 the JAMES CLINTON was burned while lying at the wharf at Lynn City (opposite Oregon City). In December of 1861 the Willamette was at flood stage and George W. Taylor, Capt. S.R. Smith and others who had bought the ST. CLAIRE decided to try to take her to the lower Willamette -- (there were no locks at the Oregon City Falls at this time. On December 7, 1861, Capt. Smith and Engr. Alonzo Vickers ran the ST. CLAIRE over the Falls without injury or mishap.

"On October 19, 1861, Capt. J.T. Apperson and associates launched the steamer UNIO at Canemah. She was 96 feet long and powered with the machinery from the burned JAMES CLINTON. Capt. J.D. Miller bought the UNIO on December 10, 1861, and while lying at the Lafayette landing in the spring of 1862 he renamed her the UNION - feeling was running high in Oregon at the time on account of the Civil War, but Capt. Miller was a staunch Union man.

"Other early steamboats on the Dayton run were the FANNIE PATTON, built at Canemah in 1865 by the People's Transportation Co.; the ECHO, 122 feet long, built at Canemah in 1865 by John Gates and A.P. Ankeny; A.A. McCULLY, 148 feet long, launched at Oregon City July 30, 1877 - she was burned on May 22, 1886. The steamers ORIENT, MODOC, RUTH, ELMORE, and many others were also used on the Dayton run.

"The narrow-gauge Oregonian Ry. Co. operated a line of steamboats between Dayton, Ray's Landing, and Portland to connect with their trains - two of these boats were the SALEM and the CITY OF SALEM and they also used the old OHIO. The

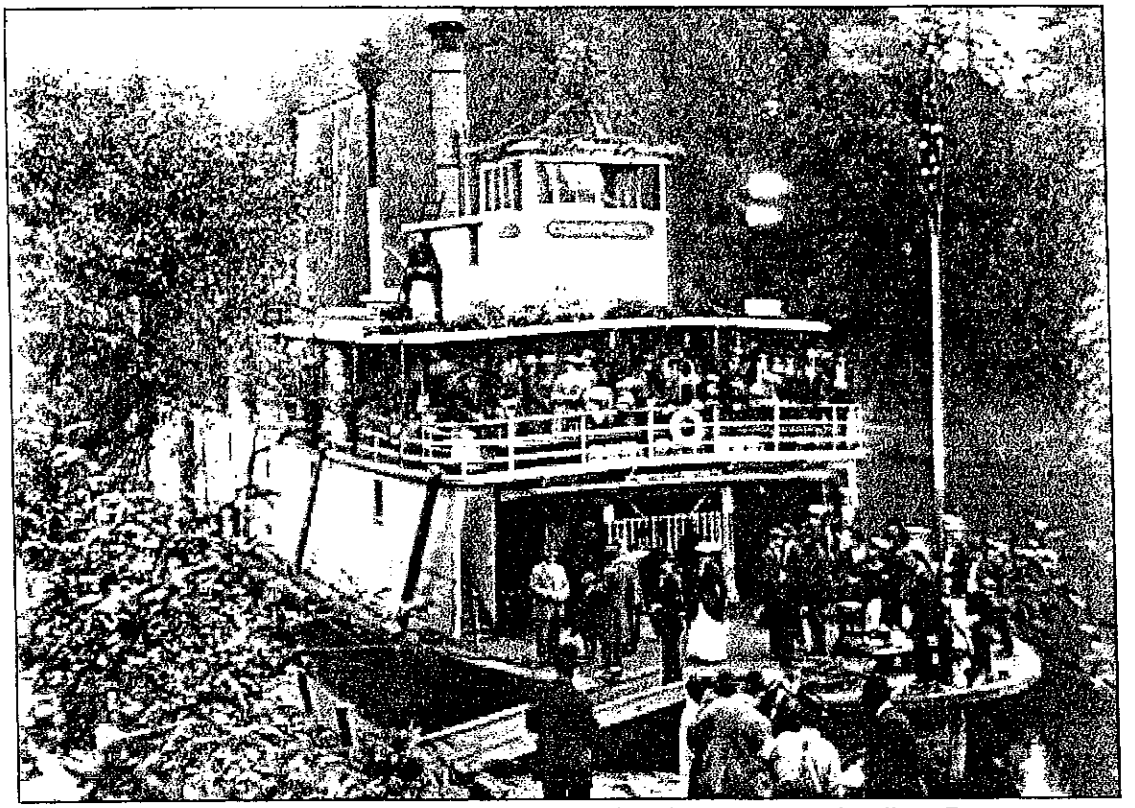
CITY OF SALEM was built by Capt. V.B. Scott, was 151 feet long, and made her trial run on October 21, 1875. She was purchased by Wm. Reid for the Oregonian Ry's navigation department in 1881 and ran until 1890.

"The river boats played an important role in developing Dayton, which was considered the normal head of navigation on the Yamhill, although when the water was high enough, the boats could struggle up as far as McMinnville. When about 1600 hostile Indians were transported from Southern Oregon to the Grand Ronde Reservation, they were brought to Portland by ocean vessel, then up to Dayton on steamboats, and encamped in the field behind Supt. Palmer's house before being marched off to Grand Ronde.

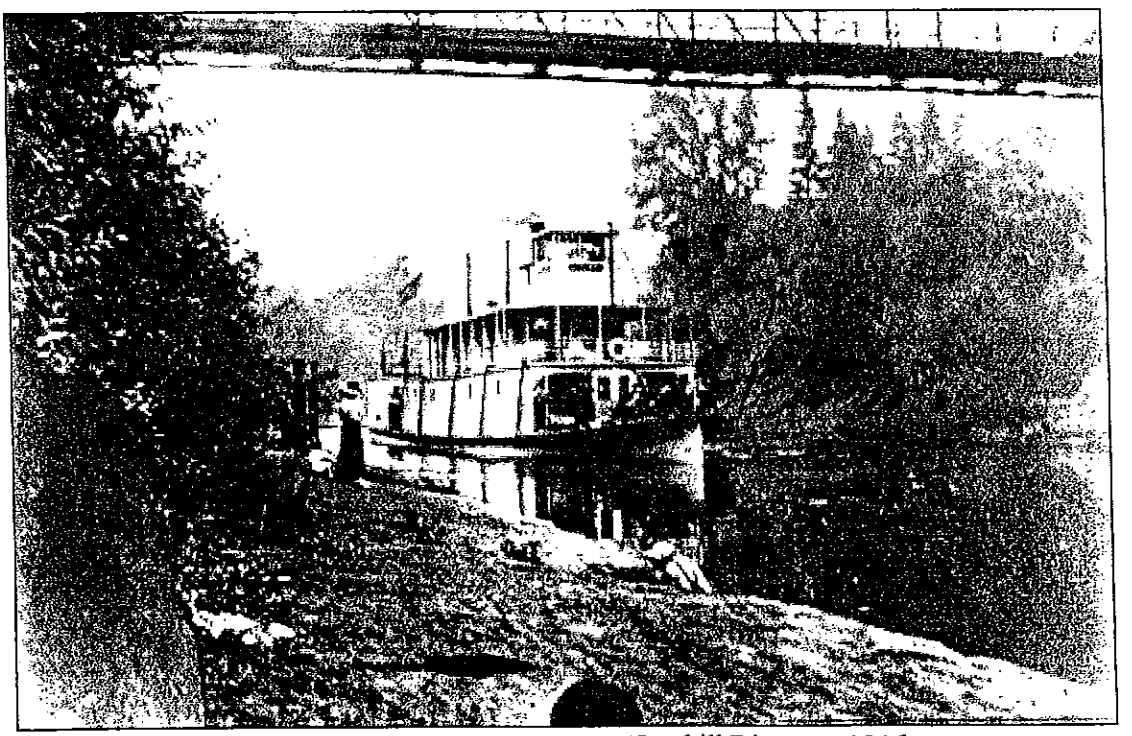
"The first locomotive, the PIONEER, of the Dayton, Sheridan & Grand Ronde R.R. Co. was also brought up to Dayton on the fore-deck of the river boat in 1878. I think Capt. Joel Palmer Geer ran the old TOLEDO and I believe Capt. "Gamey" Gordon ran the ELMORE. The ELMORE was so large she was called the "floating warehouse". The Oregon Railway & Navigation Co. operated many of the later freight and passenger boats, and I believe that the Graham Brother's Oregon City Transportation Co. boats came to Dayton. They had the OREGANA, POMONA, ALTONA, GRAHAMONIA, etc., if I remember correctly."

A goodly number of Dayton men worked on the river boats. Dick Stevens is about the only one left, although Iner Mortenson also was on the river. Bill Abdill worked on the boats for a time, as did some of the early Dundas, Harty, and Gibbon boys. Uncle Billy Creson also boated some. I think "Brick" Inman was a local boy who was engineer on the ELMORE. Capt. Exon, the warehouse man, also had river interests, and I think the Powells did, too. The last regular boat service was about 1916. Doctor M.E. Rietzel and others operated a little steam propellor for a time - believe she was named the CLAIRE after Doc Rietzel's daughter". W.S. Hibbert and brother-in-law, Wm. Lumm, operated a boat, THE RELIEF, from Portland to McMinnville about 1915-16.

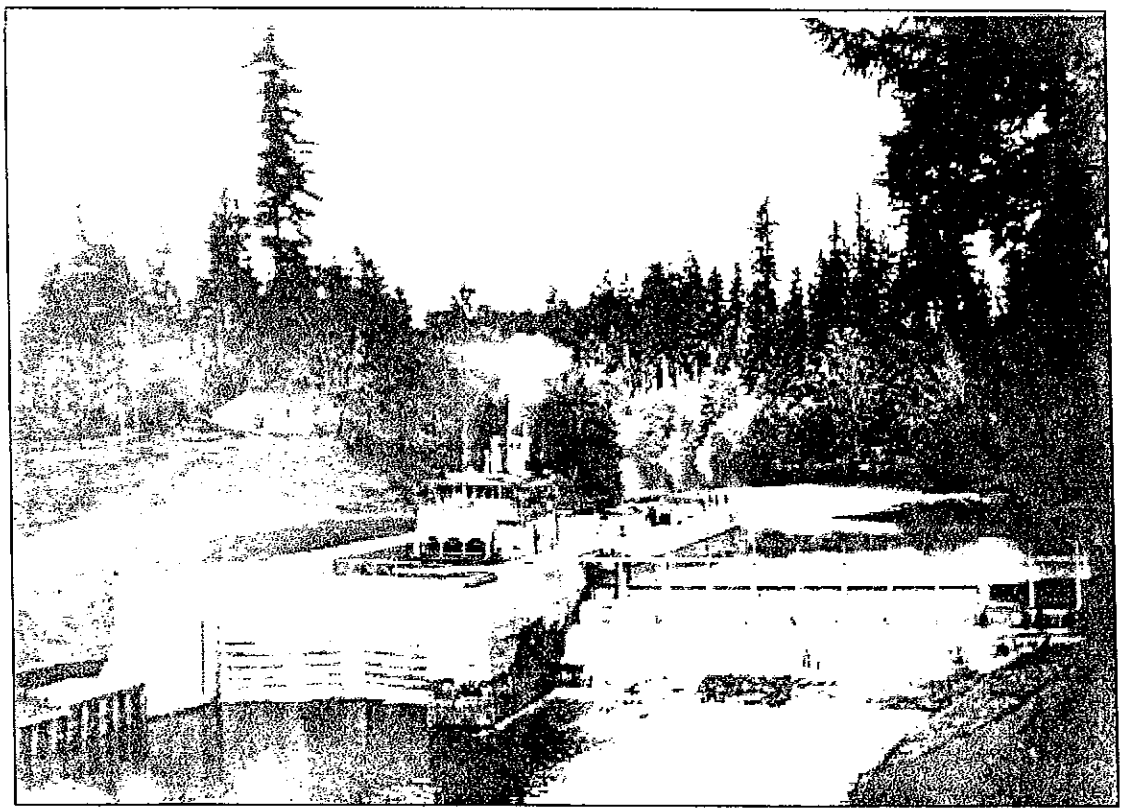
With the advent of new and finer steamers about 1862 came higher freight rates. About 1873 there was a rate war among competing companies and the farmers profited by lowered rates. As the railroads developed, their rates bacame cheaper and the water routes were too slow to compete with them.



Sternwheeler steamer OREGONA on Yamhill River at upper landing, Dayton, ca 1915.



Steamer RELIEF at Dayton on Yamhill River ca 1915.



Sternwheeler steamer BONITA in Yamhill River Locks. View is looking upstream and shows steamer in locks headed upstream.

Chapter 10

THE SHORT-LIVED IRON HORSE

by Henrietta S. Foster

Dayton went through decades of river transportation before she could boast of railroad service. Then in less than one decade she had lost the rail service, but this phase of her history was a rapidly changing and interesting one.

In 1853 the Astoria and Columbia Railroad Company was organized. Joel Palmer, J.H. Miller and others were incorporators of this company. Articles of incorporation, or a copy of them, may be found among the papers of the Joel Palmer collection.

The following information has been kindly furnished by George B. Abdill, who has combined his interest in railroads and Dayton history and compiled this valuable history of Dayton's railroads.

"The Willamette Valley was the scenne of a bitter struggle between two rail lines in the late 1860's and early 1870's. Two rival lines began to build south from Portland, both called themselves the Oregon Central R.R. Co., as a law involving the land grants designated that as the name. These two companies were known as the East Side and West Side lines respectively. The West Side Oregon Central reached St. Joseph on the Yamhill in 1872, via Yamhill and Hillsboro. This was the first rail line into Yamhill county.

"One of the chief promoters of this road was Joseph Gaston. When the East Side line was given the land grant, they absorbed the West Side Company. Gaston then began to stir up the residents in Yamhill and Polk counties to build a rival line of their own.

"After a series of public meetings, (one was held in Dayton, possibly more) a group of county residents incorporated the Dayton, Sheidan and Grand Ronde Ry. Co. on November 14, 1887. Stock was sold locally, some of the farmers accepting transportation script for their cash or labor. Ground was broken at Dayton and soon around 600 Chinamen were at work grading. Mr. B.B. Branson of Sheridan was elected as the first president.

"The road was designed as a narrow gauge, that is, three feet in width between the inside of the rails (standard gauge is four feet, eight and one-half inches). Bird Parrish hewed ties for the line and carried them out to the grade on his back.

"The company ordered a locomotive, which was brought up from San Francisco to Portland on the side-wheel steamer, GREAT REPUBLIC, thence to Dayton by steamboat. The engine was built by Dawson & Bailey, the National Locomotive Works in Connellsville, Pa. It was a 2-4-0 type, weighing 12 tons, and was numbered One and named THE PIONEER. The incline from the boat landing up to the track was too steep for the little engine to climb, and a team of mules owned by W.T. Hash was hitched to a stump-puller to help wind her up the bank.

"Mr. Wm. Anderson, general manager, and Mr. O.L. Maxfield were the first engineers, and John Palmer, a son of Joel Palmer, was engaged as one of the firemen. John Hyde was first engineer; john Poreman was first conductor. The company built

an engine house and a turn-table in the field between the old public school and the present slaughter-house, and the train dispatcher's office was in the old white house under the big walnut tree one block west of the end of the highway bridge. Noah Robinson worked in the Dayton roundhouse for Mr. O.L. Maxfield, the master mechanic and John Foley was the head blacksmith. F.D. McCain was the chief dispatcher at Dundee.

"Robert Harris (the druggist) was the first telegraph operator. The first train ran from Dayton to Sheridan on October 24, 1878."

Mr. Abdill later states that the first trip was an excursion and nearly everyone in the area rode on the train.

Mr. Abdill writes further, "The line failed to make sufficient money and the Pacific Rolling Mills Co. foreclosed their mortgage on the rails January 23, 1879. George Revette was appointed as Receiver. The road consisted of the main line from Dayton to Sheridan, via Whiteson and a branch to Dallas in Polk county.

"On June 2nd, 1879, the receiver conveyed the property to the Willamette Valley R.R. Co. On April 2, 1880, the W.V.R.R. Co. was taken over by the Oregon Railway Co. Ltd. of Oregon. This new company had been incorporated in Portland on Feb. 20, 1880 by William Ried, Donald Macleay and Ellis G. Hughes. They operated the road (which had acquired a second locomotive, the PROGRESS NO. 2, a sister to the PIONEER, built by the same company) and Ried interested a group of Scotch investors in the venture.

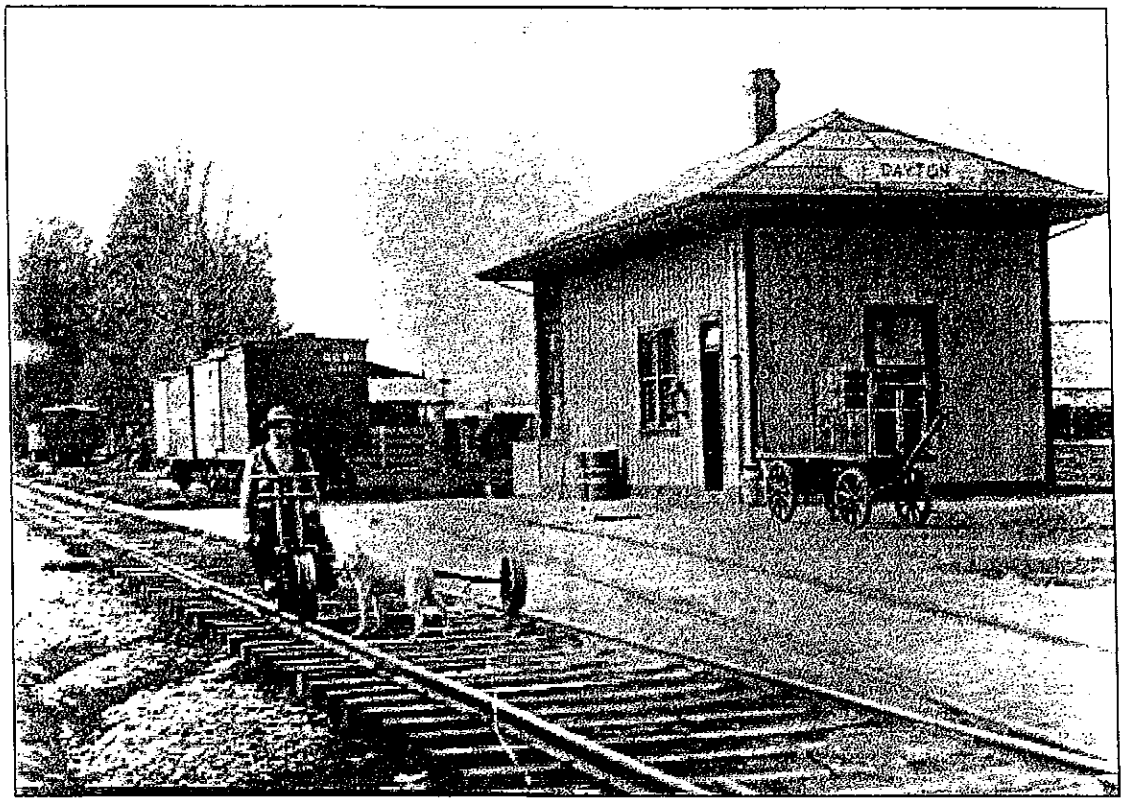
The original rails were very light weighing 28 pounds to the yard, and were rolled from iron by the Pacific Rolling Mills of San Francisco, shipped to Portland by ocean vessels and brought up to Dayton by river steamers. Great grandfather Geo. B. Abdill, was engaged in hauling the rails from the boat landing up to the new grade."

Mr. Abdill believes Mr. Antoine LeFevre had the tie contract for the line. He also says, "They formed a company called the Oregonian Railway Co., Ltd. on April 30, 1880 and formally took over the road on December 11, 1880. There was one scheduled train each way daily, connecting with a steamboat to and from Portland at Dayton.

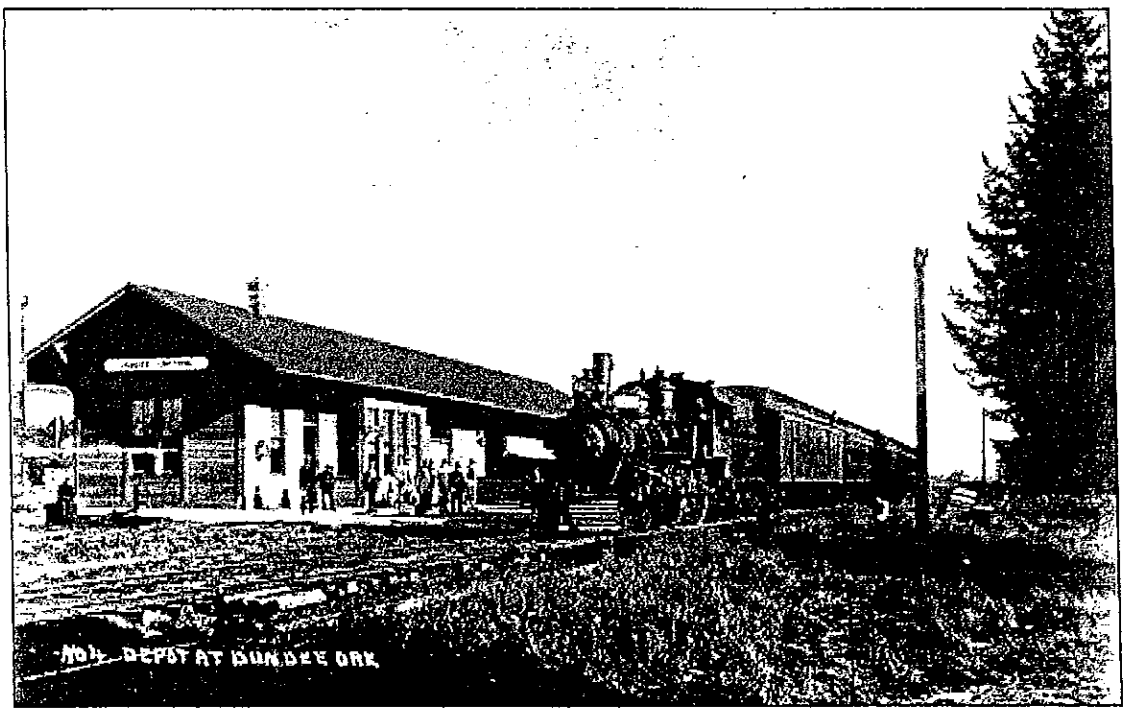
"When the Ried interests took charge, the line had 32 miles of track, two engines and a number of hone-made cars that were constructed in Dayton, the wheels and castings being imported.

"The Oregonian Ry. Co. began to extend the road, building 150 miles of track; this included an extension from Dallas to Airlie in Kings Valley, and a new line from Dayton Junction, (southwest of Dayton, near the Fletcher place) across the Yamhill river to Lafayette. Thence to Aiken which was renamed Dundee, in honor of David Drummond Graham Ogilvie, the Earl of Airlie, who headed the Scotch investors and had his seat at Kirriemuis, Thrums, (near Dundee) Scotland. From Dundee, the line ran down to Fullquartz's Landing on the west bank of the Willamette; ferry connections were made to Ray's Landing on the east bank, and the line then ran to St. Paul, Woodburn, Silverton, Brownsville and Coburg.

"The shops were removed from Dayton to Dundee about this time (1880) and the firm planned an extension over the Cascades to Winnemucca, Nevada.



Southern Pacific station, Dayton (West Dayton) ca 1910. Operator Virgil R. Conlee on velocipede.



Depot at Dundee Junction on Southern Pacific. S.P. engine #1357 on train #77. Former terminal of Oregonian Railway Company, Ltd.

"To prevent this competition, the Oregon Railway and Navigation Co. of Portland (now the Union Pacific) leased the road for 99 years and allowed it to fall to ruin.

"I think the O.R. & N. Co. operated the road as the Oregonian Ry. Co. When the line was allowed to go into a receivership Charles Napier Scott was appointed receiver.

"Ried had purchased four locomotives form the H.K. Porter Locomotive Works, which were numbered 4,5, and 7. (There is no record of Engine No. 3; it may have been a home-made engine rebuilt from a traction engine in Silverton for construction work on the East Side Division). The four Porter-built engines were all of the "Mogul" or 2-6-0 type, and, like the old PIONEER and the PROGRESS, they burned wood for fuel. I believe Engine No. 4 was named the SCIO, after the town on the East Side Division, but the 5,6, and 7 all ran the Dundee, Dayton, Airlie, Sheridan run and were never named to my knowledge.

"Ried and the Scotch syndicate had also organized several other companies, the leading one being the Oregonian Navigation Co., Ltd. operating the river steamboats SALEM and CITY OF SALEM between Portland and Dayton and in ferry service across the Willamette between Ray's and Fullquart's landing.

"They also formed a company to bridge the Willamette at the above landings and work was actually started, but when the line was leased to the L.R. & N. Co. all construction was halted. The road from Ray's to Silverton was opened October 4, 1880 to Brownsville on December 28, 1880 and to Coburg in July of 1882.

"During the OR &N receivership, the road bought its last locomotive. No. 8, which was named the C.N. Scott. She was built by the Baldwin Locomotive Works and was a 4-4-0 or (Standard) American type engine and was purchased second hand. John Palmer had been promoted to engineer and sent to the East Side Division and he ran Engine No. 8 for a long time. Homer Davenport, the Silverton boy who became a famous cartoonist, fired the 8-spot for some time for John Palmer.

"On April 27, 1890, Collis P. Huntington, one of the Central Pacific-Southern Pacific railroad magnates, made an inspection over the narrow-gauge and shortly thereafter the Oregonian Railroad Co. was orgainized, sponsored by the S.P. interests. They received the road on May 20, 1890, but the receivership was not terminated until August 12, 1891.

"The line from Woodburn to Ray's Landing was abandoned in the summer of 1890 and the West Side Division was standard-gauged in 1893. Connections had been made from Dundee to Portland by construction of the Portland and Willamette Valley R.R. by Wm. Ried. The East Side line was extended from Coburg to Wendling in 1900.

I don't know the date when the line into Dayton was dis-continued, but the steel between Whiteson and Lafayette via Dayton Junction, was taken out in 1910. The old grade is visible yet in many places and the present Southern Pacific still operates over portions of it. The Oregon Ry. once proposed to bridge the Yamhill at Dayton, but I have no record that it was ever begun.

"A line was also partially graded from the Alderman farm toward Dayton-parts of this old grade are still visible on the Barnard and Maxwell (Coburn) farms."

Some gleanings of additional information regarding Dayton's transportation include the fact that the railroad tracks in Dayton were washed out by the flood of 1890. At that time the bridge over the Yamhill River also washed out. The high water mark on February 5, 1890, was sixty-six feet above the low water mark.

The river bridge collapsed and fell in 1914, when ferry service was employed from May 5 until the completion of the present bridge in the fall of that year.

The first paved street in Dayton was in 1914 and a celebration was held on Labor Day in 1921, marking the completion of a paved highway to McMinnville.

Harry Gray had the first automobile for use in carrying mail in the state of Oregon and recalls that he had to get permission from Washington, D.C. to change from his horse-drawn vehicle to the new Maxwell, one of the three first automobiles to be owned in the town of Dayton. Dr. B.F. Swick, grandfather of Mrs. Oscar Dower and Mrs. Harry Sherman of this city, had one of the new "contraptions" and Major Miller had the other first, a Ford. Mr. Gray recently retired after having carried mail on route one, Dayton, for forty years.

Chapter 11

HISTORY OF DAYTON HIGH SCHOOL

As complied by Marcena Fowler for Senior Thesis.
May, 1953

It is hard to realize the manner in which the Dayton high school has grown, changed and improved during the 49 years it has been functioning. For some years prior to 1904, a two-year high school course was offered in connection with the Dayton Grade School.

According to some of the older residents of Dayton, half of the recently vacated grade school (now the American Legion's Community center) was built in 1895. John Watson, a well-known local contractor, supervised the construction and a durable job it proved to be. For about none years both the grade school and two-year high school course, were taught in this building. Mr. S.S. Duncan was the first principal of the high school. The two year course continued until about 1904 when a four year standard high school course was instituted.

In 1908 the very first class of twelfth grade students were graduated from the Dayton high school with the graduates numbering four only - George Stermer, Teresa (Watson) Dye, Barbara (Dower) Dill, and George Gabriel.

In the summer of 1908 the need for more space became apparent so Henry Bertram son of the grade school's first contractor, was hired to superintend the building of a second unit identical to the first and the two parts were joined.

For several years young people from Dayton's surrounding communities received their high school training in this building, but because there was no compulsory high school attendance law most students considered their education completed by eighth grade graduation.

About 1920 citizens began to become interested in higher public education and by 1927 the demand for high school work became so insistent that Dayton started operating a rural school bus for High School students.

Until around 1931 the Dayton district bore most of the expense of the high school but the rural student population grew so large that the condition necessitated a consolidated high school district. An election was held for the purpose of voting on the proposal to unionize several small rural district with the Dayton high school district and the measure carried.

Voting to consolidate with Dayton were the people of Pleasantdale, Webfoot, Unionvale, Unity, Grand Island and Dayton Prairie. There were 300 'yes' votes and 68 'no's. George Hessler, Roy E. Will, C.W. Aultman, H.F. DeYoe and A. Ross comprised the first board of directors of the new union high school body.

A technical point of law later forced the Grand Island district to become a part to the Amity Union high school district, although a majority of voters wished to join the Dayton group. In 1945, however, the state legislature passed a law enabling Grand Island to withdraw from the Amity district. This was done immediately and Grand Island joined the Dayton union.

In 1948 Lafayette discontinued its high school and a bus was routed to that place to pick up those high school students who wished to study at the Dayton Union high school. They now do so on a tuition basis.

A general trend toward high school training and the ability of more parents to send their young people to high school soon made for extremely crowded conditions.

Several addtional classrooms were added between 1931 and 1935 but these did not take care of the increased enrollment.

As a result, in 1935, right in the middle of the depression, work was started on the new separate high school structure now located on the Dayton-McMinnville highway about seven blocks from the city center. Construction was carried on as a government Public Works (PWA) project.

The edifice is a long, one-story brick-faced building, with a right-angled wing which houses the stage and gymnasium. The architects were C.N. Freeman and Company, Portland, and the contractor was H.J. Settergren.

The classroom main portion of the building measures 208 feet by 68 feet. The gymnasium and stage wing is 89 feet in length and 78 feet wide. The total floor space is 18,811 square feet, of which 4,500 square feet are consumed by the gymnasium. The latter was constructed with the stage along one end and bleachers along the side.

The Dayton Union high school building houses four general classrooms, a combination study hall and library, a science laboratory, a home economics unit, a typing room, principal's office, two lavatories and two dressing rooms. There is a separate shop building on the property for the use of the agricultural minded boys.

The total cost of the structure was $52,000, of which $32,000 was paid by the district and the balance taken care of by the federal government under the Public Works Administration.

In the fall of 1937 the properties and students of the union high school were moved into the beautiful new building. There were 103 students to help initiate the new facility the first year, and Mr. E.H. Pettit was privileged to hold the position as first principal. Mr. John Mayberry was the first custodian.

Many people in the Dayton community remember Mr. Mayberry well as a sincere friend, and his passing in 1951 was greatly mourned, for he had come to Dayton at an early age and passed most of his entire life in or near the city.

When Mr. Mayberry retired in 1938, Mr. John Reu took over the postion of custodian and is still serving most efficiently in that capacity. Under his watchful eye the building is kept in tip-top shape.

The beautifully finished floor of the gymnasium is the school's pride and joy. In fact, the whole building has meant so much to each succeeding crop of students that they have manifested their affection by maintaining the desks and walls in an unmarred condition.

The study hall adjoins the library, making for convience of research on the part of students. The science room is well equiped with general laboratory instruments.

In the home economics unit, there are five separate kitchens so that several cooking projects may be carried on at once. Four kitchens are furnished with modern electric stoves; the fifth has a gas range. The kitchen also boasts a fine refrigerator and a home freezer.

There are six electric sewing machines in the home economics department and on these the young women of the school make many of their own clothes. The typing room is euipped with 17 modern typewriters and the Dayton Union high school has turned out many capable typists and other "white-collar" girls.

The agriculture shop's equipment includes an electric saw, a planer, a lathe, a forge, an electric drill, three arc welders, another type of electric drill which is portable, a large drill press and an electric grinder. When the high school plant was moved to its new dwelling a Future Farmers of America branch was re-instated after a lapse of three years.

The Dayton Union high school is equipped with many modern and convenient "extras" such as a movie projector and screen, a piano, a public address system, and a phonograph. An innovation during the 1949-50 term was the instiitiution of drivers' training classes in the school, complete with use of a dual-control automobile.

Enrollment has increased to such an extent that it now requires eight buses to transport the combined population of the high school and of Dayton's new consolidated grade school number 28. The latter pupils account for 368 of the bus riders and about 70% of the 175 high school students ride the buses.

Between 1937 and 1940 the high school enrollment increased by three students, making a total of 113, by 1944, 13 more boys and girls were added and by 1950 the attendance had made a jump to 184. This year, 1952-53 the enrollment in nine less than the high point but ther is every indication the school attendance will continue to climb because of the population growth in this agricultural section of the state.

The celebration of May Day was revived in 1936 after not having been observed for several years. The grade school faculty and students first decided to revive this delightful custom and the high school was invited to participate. This annual event is now one of the outstanding events of the school year and draws spectators from many neighboring towns to witness the elaborate ceremonies attendant upon the crowning of the queen and the presentation of her court and the duplicate rites which honor the junior queen and her pint-sized royalty. Following the ascension of the courts to their flower-bedecked pavilions, with appropriate pomp and music in keeping, the remainder of the morning is given over to some theme of gaiety and fun in which the entire stundent bodies of both schools participate.

Each year the presentation is different and new - always colorful - and requires many long hours of work and practice on the part of faculty and students, aided by willing parents and other townspeople who help build stands and fix thousands of blooms in place. It nearly always rains and the air is chill, but that is not enough to dampen the ardor of the whole community for Dayton's own May fete.

It is the secret hope of every freshman boy and girl to become a member of the May Queen's court at least once during his four years of high school. While the toddlers don't appear to care so much, there are undoubtedly many fond mother (and fathers!) who long to see their small fry adorn the junior court. The natural beauty of Dayton's city park make it an ideal spot for holding the festivities and for caring for the crowd which attends, some viewers coming from as far away as Portland to enjoy the beauty and color of the occasion.

To get back to the present day Dayton Union High School plant; the city and community are justly proud of the well chosen shrubs and trees which landscape the grounds and add to the beauty of the brick building. A well-kept green lawn further enhances the setting.

Some of the trees have been planted as memorials. When high spirits of students have been saddened by the early death of a classmate and there seems little of comfort to be had, they ease the pain somewhat by planting a lovely tree "to remember you by". In 1937 a tree was set in place to be sacred to the memory of Dorothy Frink. Another was planted in 1944 as "in memorium" to Maynard Geiger. Ronald May's tragic death by drowning in 1950 was the cause of another planting of a tree of memory.

Dayton Union high school has been well represented in sport throughout the state over a period of many years. Its students have taken high individual awards as outstanding athletes. The basketball teams have been champions in their league more than once and several times they have come right down to the finals in the district championship games. In the school year 1948-49 the football team made its alma mater proud by winning the state championship title in the "B" league.

Mr. Harrison Wilder is the present principal, having assumed that position this fall. There are 10 teachers on the faculty; also a veteran's instructor who holds night classes and gives on the job training.

The Union high school district has been happy to allow the community to use the building on many occasions. During the second world war, aircraft recognition classes were held there. Civic club plays and programs have been presented in the gymnasium on the ample stage. The city basketball team has used the gymnasium for its practice and games. Adult education and training classes have quite often been held in the school edifice itself or in the agriculture building.

All in all, the townspeople and residents of surrounding areas, as well as the students themselves, receive much enjlyment and take great pride in the Dayton Union high school's modern plant.

Chapter 12

AFTER ONE HUNDRED YEARS

by Clytie Hall Frink

It's a far cry from the first donation and subscription schools established in Yamhill county in 1848 and 1849 to the modern consolidation building put into use in September of 1951. This edifice, for which the contract was signed in June of 1950 is the culmunation of the dreams of a great many people over a long period of time.

The new structure, Dayton's eighth elementary school, was built at a cost of $255,788.50, which seems a tremendous sum. However, out of 14 schools recently erected in the county, this new Dayton educational plant was the fourth lowest in cost. It also happens to be the fourth largest grade school in Yamhill county.

The average cost of new Oregon grade schools in 1951 was $10.83 per square foot (wonder how much it was in 1849?), according to figures supplied by Principal Robert Tedd. To save the reader some mathematical calculations we will add that the site of the building is 40,000 square feet.

The handsome new school, a rambling one-story structure, brick-faced outside, occupies two sides of a rough triangle on a sizeable expanse of ground to the right of the highway as one enters Dayton from the southwest. The style is conventional, gable roofed and the mellow red of the brick veneer facing contrasts beautifully with the pale green frames of the bank of windows fronting on the highway side. The slightly recessed entrance is finished in a bluish green tone to harmonize with the other colors. Along one side, a row of majestic deep green fir trees provides a fitting completment to the softer colors of the school building.

The traveler along the highway can read as he rides, the huge bronze letters which form the inscription, "Dayton Grade School Consolidated District No. 28" above and to the right of the main entrance. A placque beside the door gives other data and provides additional contrast to the brick walls.

The viewer has no idea of the overall size of the building until he enters and walks along the winding corridor from one end to the other. Perhaps it's a good idea that the cafeteria is located quite close to the far end so that an overly tired visitor may drop in for a bit of nourishment - if it happens to be the right time of day.

Six buses disgorge loads of children each school day morning at both this new grade school and the union high school located a few yards down the highway and on the opposite side. Other boys and girls live within walking distance and they cross the highway at a spot guarded by school sentinels who take their jobs very seriously. Ther former schools of Dayton, Dayton Prairie, Pleasantdale, Unionvale, Unity, Webfoot and Grand Island, consolidated into District 28, pour a total of 368 boys and girls into the new edifice each day. The school buses which brought the greater share of them in the morning pick them up again at night, possibly a little heavier because of the knowledge they have gleaned during the day!

On hand to help expose the youngsters to knowledge are 17 teachers including Mr. Tedd, the principal. Fourteen classrooms are filled with lively boys and girls every school day (some grades are divided into two sections), and a modern cafeteria is

stormed by two shifts of hungry pupils at lunchtime. The younger ones are served first at 11:30, and as soon as they have eaten and returned their trays to the serving bar, the next group is fed. The capacity of the cafeteria is about 150 diners at one time. The food is prepared by a full-time cook who is assisted each day by student helpers and volunteer members of the Parent Teachers' Assn.

The school lunch consists of one hot dish and milk and is not meant to be a complete meal, but an addition to the cold lunch brought from home. The monthly fee is $2.88 per pupil for daily hot dish and milk takes care of the cost of food. Volunteer helpers eliminate the cost of further expense other than paying the cook.

The menus are varied and mouth watering. On a cold day in January the odor of hot creamed chicken and biscuits proved almost too much for a lunchless visitor! Some of the other hot dishes served are: potatoes and creamed ham, macaroni and cheese, chili beans, spagetti and hamburger, noodle casserole and beef stew.

Any proper historian would extol the beauties of the classrooms, the luxurious convenience of the combination gymnasium and auditorium or the wonderful sanitary facilities of the whole building before going into such detail about the lunchroom. But the comiler of this small volume are not proper historians; they are just ordinary small-town housewives, mothers and grandmothers and the fact that little Johnny has a hot dish at noon and that little Jeanie gets her milk every day is tremendously important to us.

One of the greatest contrasts between modern day schools and those of 100 years ago is shown by these modern lunch facilities, compared to the inconvenience of quarters in which children ate their cold lunches a century ago. Then, they usually sat at their accustomed seats or benches which were practically always the wrong height for any size pupil, to munch their cold biscuits and meat. If a drink of water was needed to wash down the dry fare, a bucket and dipper - and germs - were handy in some corner.

When this writer was a small child - it can't be, but it is - a half century ago, the youngsters in our little grade school in Douglas county, Oregon, ate their lunches in the basement. It was dark and cobwebby down there and smelled of damp earth but there was companionship and the country children, who walked to school or rode horseback, had fun with the "town kids" who often brought a lunch just to be sociable. My sister and I sometimes carried ours when we could have easily gone home, just for the fun of playing with our friends from "up the Creek". Also for the trading possiblilites. A slice of thick homemade bread commaned cake, cookies, or even a whole lardpail full of lunch from those who had only "store" bread sandwiches. And all brought hard-boiled eggs to crack on one anothers heads!

But back to Dayton's new consolidated grade school which is a standard school and among those with the highest rating that can be given by the state Board of Education. In classifying Oregon grade schools today three factors are taken into account: school environment, administration, and the instructional program. Schools fall into four classifications; a standard school; a standard school with advice; a conditionally standard school; and a non-standard school. The Dayton setup meets all requirements for the highest classification.

In addition to the 14 classrooms, the principal's offices, the gymnasium and quite necessary since the smaller children must have a place to play and await the letting out of the older children and the buses' arrival. Lunchroom and playrooms are always supervised.

Drinking fountains are placed at convenient intervals, and heights along the corridors and ther are none inside the rest rooms. Each classroom has a wash basin adjacent to the coat closet.

Everything has been made convenient for the children. When they wash their hands, the bowls are just the right; when they hang up their wraps in the cloakrooms they find hangers and hooks with in easy distance of short arms. No longer do they need to stretch to reach a row of nails driven into the wall at the height of the "big kids". The old dipper or common drinking cup is no more; clear jets of water spurt out from sanitary fountains at a touch. Individual paper towels replace the old roller affair or the more primitive means of drying small hands on petticoat or shirt tail.

The old time outdoor toilets have been gone for so many years that they are not even remembered by the present crop of school children. Adequate modern facilities are all scaled to size and are kept spotless by two janitors - pardon us, "custodians". Gone forever are the days when the teacher "swept out" after school.

Our new school is not only commodious, convenient and sanitary, it is also esthetically beautiful and finally, the pursuit of knowledge has been made so fascinating that every child seems eager to take part in the chase.

In Dayton's consolidated school the classrooms are done in pastels, with the cooler colors on the sunnier side and the warmer tints on the dark side. Glass bricks diffuse the sunlight entering the rooms on the shadier side and the illumination is pointed upward. Indirect electric lights furnish whatever additional candle power is needed on dark days.

The windows are arranged on one side only of each room and the light filters in through special glass in the lower sashes so there is no glare on desks or work. The "black" boards are now green. Most rooms also have wall section fitted with a cork bulletin board on which all sorts of fascinating projects are under way.

In one room on a bleak January day in 1953, the yellow walls softly glowed in the indirect light from the ceiling, and on the corkboard at the rear of the room a study of France was in progress. The teacher had affixed a colored map with streamers marking important cities, mountains and rivers. The children had brought pictures of French art and industry, even native flowers, and secured these to the board with thumb tacks and Scotch tape. Airplanes appeared ready to zoom off from the proper ports and examples of French agriculture or ingenuity were pictorially presented with reasonable proximity to the appropriate regions. A far cry indeed from the days when a child had to "get" his "joggerphy" just after arithmetic and before penmanship!

Another room displayed on its corkboard a study of Western United States. Who could help but want to learn more about such gaily depicted regions?

Still another classroom had a brightly colored health chart with stars for such features as "andkerchiefs", "neat hair", and and "good breakfast", it is significant of the change in our daily living habits that no mention needed to be made of "bath" or "clean underwear"!

This modern school building presents very little fire hazard, with an oil-fired system of steam heat, an electric stove in the lunchroom and electrical lighting throughout. The floor covering of asphalt blocks should not readily ignite. There are several exits, besides the ground floor windows and many doors have panic bars which open upon pressure from within.

A further word might be said about the fine gymnasium. It is 68 feet long by 45 feet wide and has more than ordinary seating capacity and stage room. All physical education activities are held here, as well as games and school functions too large or unsuitable for the cafeteria room. The latter also has a stage and when the tables and benches are folded against the walls, makes a very nice meeting place for small groups such as P.T.A. gatherings or a community Garden Club show.

Mention should be made of the voice communication system between rooms, and of the classroom bells which are manually operated. The latter are used for emergencies and program announcements and the installation of these was a project of the students themselves over a period of two years, during which they sold magazine subscriptions. The school district also gave some financial help.

The edifice was dedicated with a Masonic ceremony early in November, 1951, with Grand Master Ralph S. Nesbitt and Grand Orator Ralph Moore as featured participants. Also taking part in the program, or in the planning of it were these Dayton organizations: American Legion, city officials and council, Civic club, Country Garden club, the high school band, Dayton Garden club, Lions' club, Odd Fellows lodge, Parent Teachers' association, the school board and the local Masonic lodge. It was truly a community affair.

Although a great many words have been written and this chapter is already overly long, brief mention should be made of the extensive grounds surrounding the school. A broad stretch of lawn sets off the front of the building with its beautiful entrance and pale-green framed bank of windows. A gravelled road winds around the entire structure with parking areas in front and at the back. The latter makes a fine play area for the children on sunny days. Beyond is the athletic field and space for more playground. Five entrances from the rear and sides give easy access to any part of the building and also serve as exits.

Courteous teachers and eager pupils welcome the visitors at any time and it is hoped that the readers of this unpretentious work will come and see for themselves the fine structure we have endeavored to sketch with words.

Dayton is proud!

Even at tax paying time!!

EPILOGUE

by Clytie Hall Frink

We still do not know what was in the hearts of these people that drove them relentlessly westward, but we have tried to picture some of the circumstances that accompanied their journeying and some of the events which transpired to reshape their lives in the new land. Those same fargone events and circumstances account in great measure for the way of life of the pioneers' children and their children's children.

Oliver Wendell Holmes once said: "Every man is an omnibus in which ride all his ancestors."

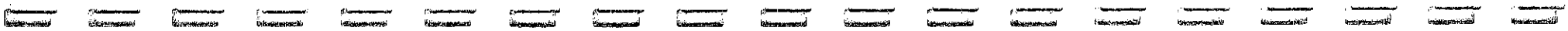
The tremendous impact of the past generations upon our own is summed up in the words of Lucille P. Leonard, president of the National Congress of Parents and Teachers.

"The past is not dead," Mrs. Leonard declares. " The soil of today's life and thought is still yeast, with ideas born in the minds of men and women long vanished from our sight. Without the residual memories of the past, the adult human mind would fumble and falter before the great problems of life. It would take each one of us our whole life span to come to competent maturity - if indeed that were possible at all - before we had learned to act effectively. And at best we should perish."

We of the Dayton Reading club, (inexperienced chroniclers that we are,) have not really answered the question posed at the beginning of this volume: What was in the hearts of these people that drove them westward to settle in the Willamette Valley?" For no one can ever exactly know what was in the heart of another.

But we have sought to retrace some of their paths and to draw the best picture we could of their manner of life, bringing in the tales of bad and good, the hard times and the easy ones, the doings of the foolish persons and the wise. We marvel at the foresight and wisdom exhibited by these pioneers in generous measure, to insure that those who came after should inherit a good land, with education available for all, and freedom to worship, for every man.

The End



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