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CORVALLIS

MAGAZINE

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S. OREG. (3)



Old Coast Guard Lookout at Newport on the Oregon Coast

LOOKING FORWARD

with TOM WILSON

For the first time in 57 years the Corvallis Gazette-Times endorsed a Democratic candidate for president. And for the first time in history Benton County cast a majority vote for a Democrat. Our ultra-conservative spirit was demonstrated in 1940, when Benton county was the only county in the entire United States that voted against FDR.

I must say, however, that I am a ticket-splitter, and have voted for the winning presidential candidate ever since casting my first vote for Calvin Coolidge. Your editor is about as common as a guy can get.

Corvallis Magazine is now three years old. We have subscribers all over America, including Alaska and Hawaii, and some foreign countries. But it has never "broken-even" on costs, so we have decided to issue only three more numbers. The Summer 1965 number will be the final one.

Subscribers receiving expiration notices now may send in \$1.00 for the next three numbers, as we shall not be accepting any more full-year subscriptions.

RESIDENCE 221 E. NINTH STREET CORVALLIS, OREGON	PLAZA 3-6300
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"Corvallis"

Volume III Autumn 1964 Number 4

Corvallis Magazine is published by Thomas A. Wilson. P. O. Box 122, Corvallis, Oregon. 40 cents a copy.

A FANTASTIC CHAIN OF COINCIDENCE!

Much effort has been made to compare John F. Kennedy with Abraham Lincoln. While Kennedy was definitely not a Lincoln, a remarkable chain of coincidence is apparent.

Lincoln was elected in 1860; Kennedy was elected in 1960.

Both Lincoln and Kennedy lost sons while in the White House.

Both Lincoln and Kennedy were assassinated.

Lincoln was shot on Friday; Kennedy was shot on Friday.

Both were killed in the presence of their wives.

John Wilkes Booth was born in 1839; Lee Harvey Oswald in 1939.

Both Booth and Oswald were Southerners.

Both men supported causes in disfavor with the general public.

Both men were murdered before they could be brought to trial.

Lincoln's secretary, whose name was Kennedy, urged him not to go to the theater at which he was slain. Kennedy's secretary, whose name was Lincoln urged him not to go to Dallas.

Both slain presidents were succeeded by men named Johnson.

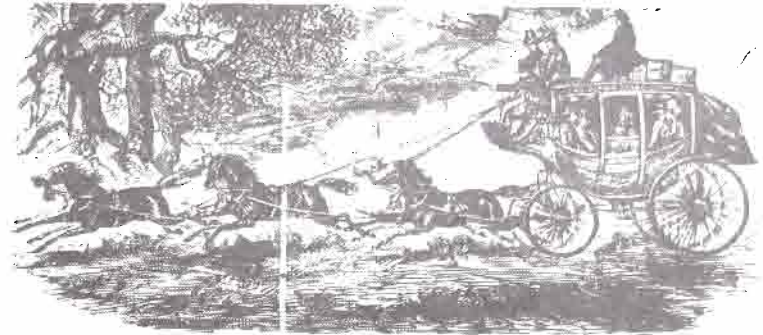
Both Johnsons were southerners and Democrats.

Both Johnsons served in the United States Senate before becoming Vice President.

Andrew Johnson was born in 1808; L.B. Johnson was born in 1908.

OVERLAND MAIL ROUTE TO CALIFORNIA.

Through in Six Days to Sacramento!



CONNECTING WITH THE DAILY STAGES

To all the Interior Mining Towns in Northern California and Southern Oregon. Ticketed through from PORTLAND, by the

OREGON LINE OF STAGE COACHES!

And the Rail Road from Oroville to Sacramento.

Passing through Oregon City, Salem, Albany, Corvallis, Eugene City, Oakland, Winchester, Roseburg, Canyonville, Jacksonville, and in California—Yreka, Trinity Centre, Shasta, Red Bluff, Tehama, Chico, Oroville, Marysville to SACRAMENTO.

TRAVELERS AVOID RISK OF OCEAN TRAVEL

Pass through the HEART OF OREGON—the Valleys of Rogue River, Umpqua and Willamette.

This portion of the Pacific Slope embraces the most BEAUTIFUL and attractive, as well as some of the most BOLD, GRAND and PICTURESQUE SCENERY on the Continent. The highest snow-capped mountains, (Mt. HOOD, Mt. SHASTA and others) deepest canyons and most beautiful valleys.

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

FARE THROUGH, FIFTY DOLLARS.

Ticket Office at Arrigoni's Hotel, Portland.

H. W. CORBETT & Co.,

Proprietors Oregon Stage Line.

PORTLAND, July 19, 1866.

H. W. Corbett & Co. of Portland sponsored the Oregon Stage Co. line that went from Portland to Sacramento, Calif. in six days—with six horses! Albany, Oregon, was on the route, and on the Willamette river steamboat route. Few covers are known with an Oregon Stage Co. notation even in pen. Courtesy Wells Fargo Museum.

Remembrances

By Victor C. Spencer
PART 11

Corvallis made another page of exciting history during the years after it was called Marysville. In 1854 despite high pressure on the legislators from rapidly growing Salem residents, Corvallis was declared to be the capital of the Territorial Government and the river steamer "Canemah" moved all the legal effects and baggage up the Willamette. Asabel Bush followed with this city's first printing press and the "Oregon Statesman" newspaper was published here between Jan. 16, 1855 and Dec. 12, 1855 when the legislature met, reversed their vote and returned to Salem with all "unfinished business."

Grandfather McLagan's house was built so close to the business district that he came very close to losing it 3 different times when Corvallis lost major parts of this section of the city to disastrous fires. Each time it was damaged to some extent and once was saved only by the superhuman efforts of the local fire department with their hand pumper aided by the available neighbors.

About 1889, my Mother's sister, Adeline McLagan Tucker, with her 2 daughters, Eva and Lelia, moved from the Burns-Shanike country in Eastern Oregon to live with us. Mother had another sister, May, who remained in that district, married O. V. Motley, and in later years they moved to Cove, Oregon, near Paker. They had 4 children, Carrie, Belva, Bill, and Lee.

We children used to love to watch the steamboats on the river. Two boats which made regular trips 3 times a week to Portland from Corvallis, were "The Albany" and the "Ruth." At departure on this end of the run, these two boats would race to see which one could make the bend first. This is the bend the river makes just beyond the mouth of Dixon creek. Most of the grown-ups enjoyed watching this rivalry, too.

Now the "Albany" docked near the ferry and the "Ruth" docked Front on Jefferson street. Both boats had to back completely out into the river's channel in order to turn and head downriver. My Father often took me over where we could watch them leave their docks. On this particular morning they got a fairly even start and as they neared

the bend of the river, the pilot of the "Ruth" tried to crowd the "Albany" out of the river channel. The pilot of the Albany turned out only enough to allow the Ruth to begin to take the lead, whereupon he turned the prow of the Albany into her side, ripping her timbers open. He then proceeded untested downstream.

There were no serious repercussions from this crash, for there were few places along the river where these boats could pass easily, and the first boat out held an enormous advantage in getting freight loads off the docks and in getting new orders for delivery.

On a Saturday, early in the spring of 1890, the bridge my grandfather had built across Mary's river washed off its foundations during a heavy flood. The bad news spread fast, needless to say, and the next day, almost the entire population of Corvallis turned out on the river's edge to appraise the damage and to view the rampaging waters as they swept into the Willamette, a raging torrent itself.

I wish I could say that it worried or frightened me. However, my Father had just bought my first pair of boots. They were black and shiny with bright red tops and were, alas, at least a size too small for me. But the store had none larger and I could not bear to give them up, so I lied manfully about how well they fit and my father paid for them. By the time I reached the bridge the flood interested me very little and on the return trip I had to sit down and ease my aching feet.

Sarah and Eda Jacobs caught up with me, and, on seeing my despairing looks, asked me if my boots were too small and hurting my feet. Of course, I denied it again, but on finally reaching home, I thankfully removed them, never to be worn by me again!

I remember well George Spencer, and his daughter, Nettie, who was an early graduate of Oregon Agricultural College, and the Sheds, for whom Shedd, Oregon was named. There was the John Lewis family, the Atwoods, Haman Lewis, William Mackey, Thomas Whitehorn, and



RIVERBOAT ON THE WILLAMETTE AT CORVALLIS



DR. WILLIAM T. JOHNSON IN EARLY DAYS. PHOTO FROM DICK GRAHAM'S COLLECTION IN OSU ARCHIVES.

Mr. and Mrs. Al Pygall and son, Herbert. All good friends and neighbors. There was Philip Phile, Gil Quivey, retired at that time after holding various county and city offices, the Whiteaker family with Nellie being the one I remember, the Gibsons, with Edith, and the Splanglers, with Mart and Lulu, both musicians, and the Henry Dohse family.

The Emericks had several children, and Mart was a schoolmate of mine, and the Van Hoosens, with Bert and Anna who were about my age, S. L. Kline and wife, with Hazel and Walter, John Stewart and family, Lenore who graduated with our class of 1898, the Linvilles and daughter Ethel, the Johnson Porter family, with son Fred, the Pomeroy, with Robert, Lillian and Maude, the Wilbanks, with Irma, Clum Reed and his wife, Jesse Wiley, with his wife and his sister, Eva. Jesse loved and always kept fine horses, and he would drive them miles to appear in parades or other celebrations.

The August Hodes family, with Clem and Carl, were good friends, the Beckwiths, with Arthur and a

sister, the Kemps, Albert, Taylor and Fannie, with Sanford, Claude, Guy, Lola, Emma, Rose, and Jessie, the Weber family with Agnes and Otto, the Jacobs, with Sarah, Eda and Isaac, Judge and Mrs. W. S. McFadden with Julian, Brian, and two other children, I believe. There was also Judge and Mrs. J. R. Bryson, with two or three children and, it seems to me, they lost both a small son and a daughter in a diptheria outbreak one winter.

There was Mrs. Mary Chenowith, with sons, Frank and Tom, the Hadleys, with Eva, the Asa Alexanders, with Alice, Ethel, and another whose name slips my mind, the George Bingham, with Lottie and Della, the Fruitt family with Victor and Cecil. Mr. Fruitt operated the Corvallis ferry for several years after it was run by Fred Blumhart, the Wicks with Willie and Alice, the W. S. Huffords with Ed, Walter, and Jessie. Mr. and Mrs. Cal Thrasher, with Frank and Edna, the Berry family with Esther, Jim, and John, Mr. and Mrs. J. H. Harris, who operated one of our early day dry goods stores, with sons Earl and Gordon.

Beside the J. H. Harris store was the Horning Grocery and I recall a son, named Jim, and the names of another one or two have slipped my mind. The brick building which housed these two establishments was erected about 1866 and still stands. The Gerhard family owned a bookstore, which Mary and Conrad operated for many years. Then there were the Eglins, with Tom and George, and George Waggoner who moved his family on to Klamath Falls, Walter, a son, runs a drugstore there, the Sheasgreens with a large family, the Buxtons, who owned a planing mill on Front or First street, and the John Hydes, with Lloyd, Claude, and Ethel. Lloyd is still here, and Ethel, who married Francis Ziegler, owner of a local creamery business.

There were two Barnhart families, and I remember Bertie and Ray in one family and Della from the other. Della and Bertie

were my classmates and graduated in our class of 1889. The John Scotts, with Harry, Ben and Grace, and the O. V. Hurt family, with daughter Maude. Mr. Hurt was employed for many years at the S. L. Kline store. There were the Bogues, with Floyd, the Erwins, with Elsworth, Ralph, and Cecil, the Rev. and Mrs. W. C. Kantner, the George Simmons family, the Fletts, with Laura, also and early day O.A.C. graduate, the Friendlys, with Hattie, Herbert, and Elva, Dr. and Mrs. G. R. Farra, the Kisor's the Taylors, with Cecil and Byron, the Reuben Kigers, with John, Richard and Minerva, Mr. and Mrs. Crees, and Gussie, and the Charles Hout family, with Earl and Calrence, both good friends of mine.

J. N. Nolan, who married Anna Thompson, with Gertrude and Victor, and there were also Mary and Thomas from a previous marriage. (TO BE CONTINUED)



JULIAN HOTEL. FORMERLY THE CORVALLIS HOTEL.
PHOTO FROM FRANCES MILLER



CORVALLIS WAS 18 YEARS OLD IN 1871 WHEN THIS PHOTOGRAPH WAS MADE.
THIS VIEW IS EAST FROM THE TOP OF BENTON HALL. PHOTO. OSU ARCHIVES.

CHRONOLOGY OF OUR CURB LIGHT STANDARDS

Councilman Grant Pyatt brought us these excerpts from the records of city council meetings. Most of them refer to downtown street lighting.

1919:

First mention made of need for new street lights. No research was done until 1928.

January 18, 1928:

Harry S. Rogers elected Chamber of Commerce president. Curb lights number 1 on program.

April 11, 1928:

Weyerhaeuser starts construction of 30 miles of RR up Siletz river from Toledo to Siletz watershed.

April 12, 1928:

Montgomery Ward announces plans to build 50 x 100 store at 2nd and Jefferson. To be completed June 30, 1929.

April 26, 1928:

Albany City Council passes Ordinance No. 1280 ordering installation of 22 curb light standards.

May 1, 1928:

Gazette-Times is 20 years old.

May 8, 1928:

C. H. Woodcock, Chamber of Commerce trustee, appears before Council and asks action on curb lights. Council appoints special committee headed by Paul Bates.

May 22, 1928:

Special curb light committee asks more time before first report.

July 13, 1928:

C. A. McClain, general manager of Eugene municipal water Co., appears before council and recommends city consider not less than 15' poles and placed directly opposite each other along streets for best lighting engineering.

July 24, 1928:

Special meeting of council votes approved of installation of 70 curb light standards to be installed under Bancraft Bonding

Act., to be paid off in 5 years at the end of which time the property owners in the assessment district become owners of the poles. Estimates \$125 more cost to the city in power costs per month.

August 7, 1928:

Council increases number of poles to 78 and advises that in order to proceed, a petition must be filed with the council bearing not less than 50% of the affected property owners signatures favoring the installation and the district.

August 11, 1928:

A. T. Gill named head basketball coach at O.S.C.

September 4, 1926:

60% petition filed with council. Council calls for special assessment district and also reports general election will include following issues:

- A. 3/10 mill levy to support band
- B. Sunday movie

C. Keep dogs tied

Lights will be 600 watts each and 7 lights to the block. Wattage will be twice that of Albany's lights. Property owners will own poles but city will pay for electricity.

November 6, 1928:

Herbert Hoover elected by landslide. C. F. Wagner wins Mayorality race over Howard Hand by 124 votes.

Dogs will be tied.

Sunday movie issue wins!

Municipal band levy defeated decisively!

November 20, 1928:

No remonstrances at final hearing on lights. City Engineer Fred Porter advises lights cannot be ready much before January 1, 1929.

December 21, 1928:

City Engineer Fred Porter reports to council new curb lights will have cast iron base, union metal, tapered pole with single, one foot globe at top of 6000



FISCHER'S MILL SOUTH OF CORVALLIS. EVANS PRODUCTS COMPANY IS NOW IN THIS LOCATION. PHOTO FROM KATHERINE MCNEELEY.



1ST METHODIST CHURCH AT 4TH AND MADISON, WHERE PENNY'S IS NOW. OLD POSTCARD BY COURTESY OF KATHERINE MCNEELEY.

lumens, 600 candle power. "This lighting system will put Corvallis in the very latest class of cities to adopt such lighting, and is the last word."

December 22, 1928:

Council meeting in special session to award light contract to Yundt & McKanna firm (local) total cost estimated at \$21,443.

43. "Should be ready by June 1, 1929" said Porter.

January, 1929:

Chamber of Commerce starts plans for turning on lights.

April 12, 1929:

Through arrangements made by Claude Ingalls- U.S. President Herbert Hoover throws switch in White House at 7:30 p.m. (10:30 EST) turning on lights in downtown Corvallis.

Parade headed by Governor I. L. Patterson proceeds to 40 x 50 ceremony stand on Court House lawn. C. E. Ingalls presided and Walter Kline represented D. F. Wagner, Mayor.

78 lights come on, 24 will stay lighted all night.

"GREAT WHITE WAY TO GLOW TONIGHT"

10 years of effort culminated when Hoover throws switch at 7:30 p.m.

F. E. McKenna, chairman of a special Chamber of Commerce committee in charge of arrangements wired Hoover as follows:

"The City of Corvallis was brilliantly lighted tonight when you touched the button in Washington connected with our new lighting circuit in Corvallis."

"The new lights are so bright you are unable to see your automobile lamps on the street."

"Tim Holt was playing at the Majestic and Hoot Gibson was playing at the Whiteside."



INSIDE PRICE'S BARBER SHOP, 1916. AT FIRST CHAIR IS HAROLD SMILEY. SHORTLY AFTER THIS TIME, HE WAS HELPING PAINT THE ROOF OF THE ELECTRICAL ENGINEERING LABORATORY AT OAC. IN MOVING SOME LONG PIPES FROM THE ROOF, SMILEY WAS ELECTRICUTED WHEN HE CONTACTED A HIGH VOLTAGE LINE. FLAMES SHOT SEVERAL FEET OUT OF HIS HEAD, SETTING FIRE TO BRANCHES OF A FIR TREE. HIS LEGS WERE BURNED OFF. HIS FINGERS DROPPED OFF LIKE CHARCOAL. HAROLD TURNER AND YOUR EDITOR WERE AT THE SCENE SHORTLY AFTER THE FIRE DEPARTMENT ARRIVED. PHOTO COURTESY OF GEORGE (RUSTY) PARLEE.



"RUSTY'S" SHINE SHOP AND PRICE'S BARBER SHOP, 1916. ON ALLEY BETWEEN 2ND AND 3RD ON MADISON. PHOTO COURTESY OF GEORGE P. (RUSTY) PARLEE.

REAL ESTATE FOR SALE

CORNER LOT, 130 feet on ocean at Yachats. In new restricted district. Power and phone lines next door. City water. Good streets. **\$2,500**, terms. Write Tom Wilson, Box 122, Corvallis, Oregon.

AT STUD

Seal Point Siamese cat. Proven. \$10 or a kitten. See Phyllis Hanson at Wilson Pet Shop.

R₃ ENGRAVING CO.

BOB AND VERA ROSE
OWNERS

NAME PLATES
SIGNS-PING
PLASTICS-BRASS

RT. 1, BOX 438
CORVALLIS, OREGON
PHONE PL. 3-3988

A homeowner, wearing his oldest clothes, was out cutting the lawn when a woman in a brand-new car stopped and shouted: "What do you get for doing yard work?"

The owner looked back at the house and then at the woman. "The lady of the house lets me sleep with her," he said.

FROM THE ALBUM OF
DARRELL EBBERT

Right: The Ireland homestead on Beaver Creek, about 1890. Darrell Ebbert shot his first big game (a woodrat) with his first gun in this house, Christmas day, 1916.

2nd right: The Gleason sawmill on Beaver Creek, about 1895. Gleason sold out to Alley Gove. The land is now owned by Floyd Bullis.

Below: Photograph taken in front of Darrell Ebbert's house, about 1890. Henry Starr is in the wagon.

In the early 1840's the Starr settlement, which grew to include about 150 members of that family, extended from the Willamette north of Monroe almost to the western foothills. In 1850 when your editor's grandfather and George Cole walked into this valley, the Starrs offered Wilson 640 acres if he would stay and teach school. He didn't take up the offer, but Cole taught there for a time. Later Cole walked into Washington, helped found Seattle and became that state's Territorial representative.



DIAGNOSIS

By Laurence Pratt

One conscious day there loomed across my way
governors accepting bribes
mothers loving ugly babes
adolescents holding hands
bridegrooms flouting marriage bands
dreamers rolling sonnets through their souls.

The conscious day unfurled
madness as normality
in our psychotic world.

THE STORY OF CORVALLIS

By David D. Fagan, 1885

Editor's Note: Fagan's HISTORY OF BENTON COUNTY was published in 1885 and remains today a prime source of information on this county and its towns. Copies are very rare. We printed one installment in Vol. 1, No. 1. This is a continuation on the early history of Corvallis.

In 1846 Joseph C. Avery had a canoe on Mary's river, near his residence, which was used to ferry individuals to the opposite shore, the animals swimming, but for the use of which no charge was made, it being placed there simply as a neighborly convenience; while the first ferry across the Willamette was operated in 1848 by Mr. Dixon. This latter, however, was in 1850, officially established and conducted by Wayman St. Clair and Isaac Moore, who built regular ferry boats; a like undertaking being made on Mary's

river about a quarter of a mile above Mr. Avery's house, by Charles Knowles.

The first female settler in the town of Marysville was Mrs. W. F. Dixon, where she was domiciled for upwards of one and twenty years. To their son Cyrus Dixon is the honor of being the first child born within the corporation limits, the date being June 21, 1847, while the first wedding, which occurred at the residence of John Stewart between Christmas Day of 1847 and New Year's Day 1848, was that of W. Prather to Mrs. Carter, whose relatives had located on Soap creek. As Mrs. Avery says-- "All the country was there." The first death that occurred in the community is difficult to verify, but it is thought to have been either that of Mrs. J. C. Alexander or Mrs. Stemmermann.

In the summer of 1851 Mr. Avery tendered to the county a tract of forty acres of land for county seat purposes; the like quantity being also deeded by William F. Dixon,



BENNETT'S SAWMILL ON STARR CREEK, ABOUT 1895. PHOTO COURTESY OF HERBERT TAYLOR.

and on these cessions has the city of Corvallis since been built, that portion south of the Courthouse being the original claim of the former gentleman, while that of the latter lies to the north and includes the block of land on which the county buildings stand.

The town of Marysville, in the fall of the year 1851, comprised the store of J. C. Avery, already mentioned, a grocery and saloon kept by Kendail & Wiles, a blacksmith's shop owned by George P. Wrenn situated about two hundred feet to the south of Mr. Avery's store, all on the Avery claim, while on that of Mr. Dixon were the store of Hartless & St. Clair, Mr. Dixon's own residence, the school-house, a blacksmith's shop owned by John Stewart and rented to a man named Dulap, and that fall the two new buildings of George Murch, adjoining that of Hartless & St. Clair, and the dwelling of Isaac Moore, since burnt down.

In the fall of the year 1852 the first steamer made her appearance up the Willamette river and made fast to a warehouse that had been

erected about the same time as the store, and stood on the bank of the stream but the site has since been washed away. This boat was named the *Canemah*, Captain Bennett, commander; the second steamer was the *Gazelle*, which was blown up near Oregon City, after making only two or three trips. These craft came up with general cargoes, all freight hitherto having been transported overland from Portland. Thenceforward, the regular trips of river steamers became an accepted fact, while companies sprang into existence for their management. For instance The People's Transportation Company in 1866 had some excellent vessels on the river afterwards, noticeably the *Reliance* and *Fannie Patton*, which left Corvallis every Tuesday and Friday at noon, while, that same year the *Enterprise* plied regularly between that city and Eugene.

The first mention we have of a road, that is a regularly recognized public highway, to tap Corvallis is that undertaken by the Territorial government under the provisions of



STEAM PUMPER IN FRONT OF CITY HALL. DOG IS "FRITZ." PHOTO FROM OSU ARCHIVES.

an act passed January 14, 1853, the commissioners appointed being Isaac Moore, Meadows Vanderpool and Isaac Roberts, the location being between Corvallis and Winchester. Up to this time the roads traveled had been those that custom of travel had marked out, the last wagon following the first in the same beaten track.

On December 20, 1853, Marysville ceased to be, there being passed on that date the act which changed its name to Corvallis, with the provision "that said change of name shall not affect any right or titles to any lots or blocks of land sold and conveyed in said town." This change was deemed necessary on account of there being a town in California of the same name, on the same stage route, which was wont to produce confusion, therefore it was christened by the very appropriate cognomen of Corvallis--the heart of the valley.

On January 20, 1853, an act was passed by the Territorial Legisla-

ture appointing and constituting James A. Bennett, John Trapp and Lucius W. Phelps a board of commissioners for the construction of the Territorial University, at the town of Marysville, on such land as should be donated for that purpose by Joseph P. Friedly, but through some not now very clearly known arrangement, this concession was granted to some other county--although the bricks for the building had been commenced to be manufactured--and the newly-known city of Corvallis given the State Capitol as a sop to Cerberus. The Legislature duly met in that town, and as mysteriously as it had been named the seat of government, so it was as incomprehensibly robbed of its Capitolian crown, and thus was Benton County at one fell swoop robbed of the University and the Capitol, both, so remaining until the establishment of the State Agricultural College in Corvallis.

It has been our privilege to look at a copy of the *Oregon Statesman*, Asahel Bush, editor, published in

Corvallis, Oregon Territory, August 11, 1855--thirty years ago! (Editor's note: The reader is reminded that Mr. Fagan wrote this in 1885). Very, very few of the present citizens were here then. What changes have been wrought in those years! How many family circles have been broken up or scattered like chaff before the wind! The infants of those times are the business men of today, and the then dimpled babes and bright-eyed, sunny-faced lasses who tripped in joyous glee across the common, or gathered daisies or bluebells with which to weave garlands to twine around the hats of their juvenile lovers, are the wives and mothers of today--many of them clad in the habiliments of woe. But while the withering impress of the ploughshare of Time is visible, the evidences of progress and prosperity are everywhere apparent. The advertisements of the *Statesman* of that date were confined almost exclusively to Salem and Oregon City. Who can tell of the next thirty years? We find notice of the Colville gold excitement; a rumor that ten miners in Southern Oregon had been massacred by Indians, and fears were expressed that a general Indian war would be the result; the grasshopper scourge was sweeping over Umpqua and

Rogue River valleys and portions of Lane county. One orchard in the last, worth six thousand dollars, was completely ruined. A correspondent proposed to connect Salem and Astoria by military road, then being surveyed "within a distance of one hundred miles." The name of General Joseph Lane is at the mast-head of the paper for President in 1856. The editor had a "leader" on the "Convention Question," and favored the establishment of a State Government--(Corvallis being the seat of government at that time.) The following is a local item, which will be read with interest at this time; and although Corvallis for several years seemed to stand still, she is now again marching forward in "substantial improvements." The editor says:--"A first-class court house is nearly completed at this place. There is but one better in the Territory--the one at Salem. Benton county is also free from debt and its people are in as prosperous a condition as any in the country. The work upon the Methodist Episcopal church here is well advanced; a couple of stores and quite a number of dwellings have also been erected here this summer, and Corvallis, exhibits substantial improvements."

(TO BE CONTINUED)

"My," said Mother, "What a good boy you are, sitting so quiet while your father takes his nap."
"Shhh!" whispered Junior, staring intently at his father, "I'm watching his cigarette burn down to his fingers."

Explorer: "Does your tribe know anything about religion?"
Native: "Well, we had a taste of it when the last missionary was here."

"Mother," asked little Elsie, "do fairy tales always begin with 'Once upon a time?'"
"No," replied the mother. "They sometimes begin with 'My dear, I'll be detained at the office tonight.'"

WINANT & CO.
OYSTER DEALERS



THIRD CLASS
PAYABLE IN U. S. GOLD COIN.

Bought of WINANT & CO.
DEALERS IN
DRY GOODS, CLOTHING, LIQUORS,
GROCERIES, HARDWARE, BOOTS, SHOES AND GENERAL MERCHANDISE.

Oysterville, June 29 1866

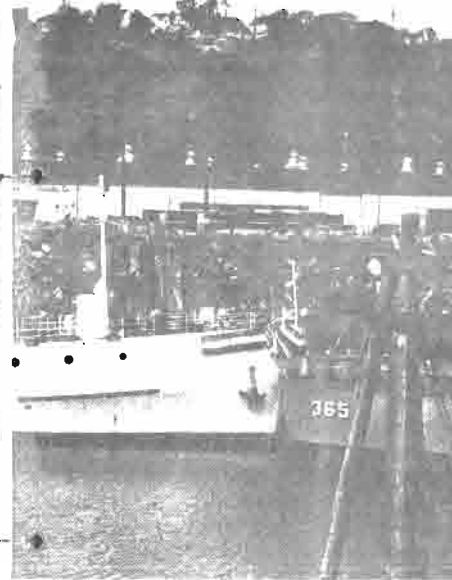
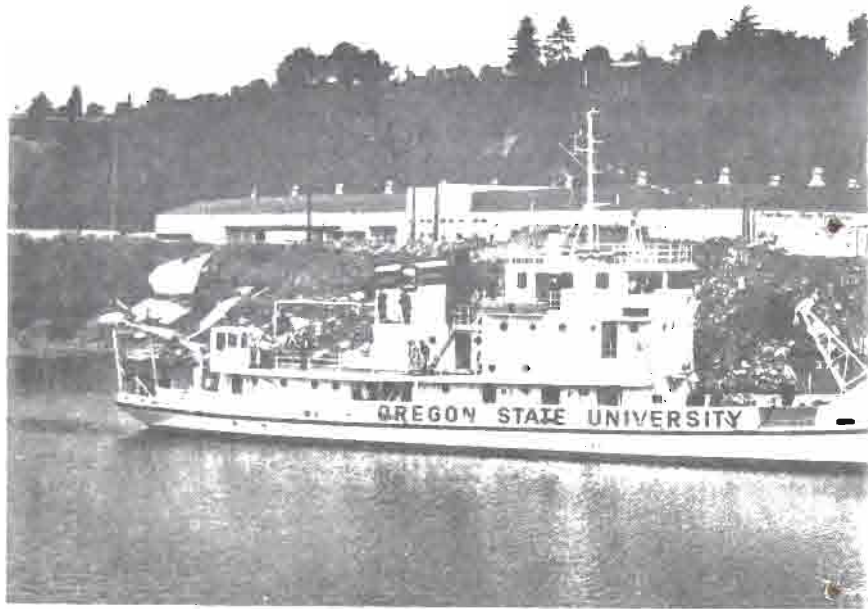
Saml. Case

<p>23 1/2 lbs Station 3 lbs Tea 1 doz Soap 2 1/2 lbs Sugar 1/2 lb Coffee 1/2 lb Sugar</p>	<p>2 25¢ 1.25 1.25 1.25 1.25</p>	<p>7 1/2 3 1/2 3 50 8 1/2 25 14 1/2</p>
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\$ 39 1/2

OLD INVOICE. OYSTERVILLE WAS ON YAQUINA BAY NEAR YAQUINA CITY.

OSU'S NEW OCEANOGRAPHIC RESEARCH SHIP COMMISSIONED



Commissioned late last month, OSU's oceanographic research ship is already at navigational equipment, radio and radar, hydraulic steering, loran and radio direction finder, which includes seven shipboard laboratories. National Science Foundation provided \$770,000 grant for conversion of the vessel, a former air force overhaul and maintenance ship.

work, operating out of Newport. Modern direction finder are part of the equipment, ed \$770,000 grant for conversion of the

Oregon State University's oceanographic research ship, the Yaquina, was commissioned at Swan Island late last month and moved to its home port of Newport to go to work early in October. The 180-foot, 800-ton vessel will enable oceanographers to push "farther out and deeper down" in their research, Dr. James H. Jensen, university president said.

Dr. Richard Bader, program director for Oceanography of the National Science Foundation, Washington, D. C. presented the vessel at the commissioning ceremonies attended by several

hundred persons. The ship was accepted by Governor Mark Hatfield on behalf of the state of Oregon.

A \$770,000 grant from the National Science Foundation made it possible to rebuild the former Air Force overhaul and maintenance vessel into a modern oceanographic ship. It is five times larger than OSU's previous ocean research vessel, the Acona, which was transferred earlier to University of Alaska. The Yaquina has seven scientific laboratories aboard, compared to two on the Acona.

Dr. Bader pointed out that 15 years

ago there were only three major institutions of oceanography in this country; now there are at least 12. He noted that OSU received the first new vessel built in 30 years when it received the Acona. The Yaquina is one of six major conversions of vessels for operation by oceanographic institutions. He added:

"Oregon State is a fine example. In a few short years, it has established itself as one of the leading departments of oceanography in the country."

In his address Governor Hatfield pointed out that most of \$6.6 million spent on the University's oceanographic

program came from outside sources.

The larger ship will permit more student participation in the work; biologists will be able to use larger nets, trawls and dredges to greater depths; and geophysics surveys measuring the earth's magnetic fields and carrying out seismic explorations will be greatly expanded, according to Dr. Wayne V. Burt, head of the OSU Department of Oceanography.

The Yaquina can accommodate 40 scientists and crew members compared to 15 on the Acona; will operate regularly out to 500 miles from the Coast instead of 200 with the Acona; and its winches will reach down 30,000 feet, nearly twice as far down as Acona equipment.

Commissioning of the Yaquina "marks another milestone in the remarkable record of the Oregon State Department of Oceanography," President Jensen stated.

The department has made "almost fantastic growth and development," he added.

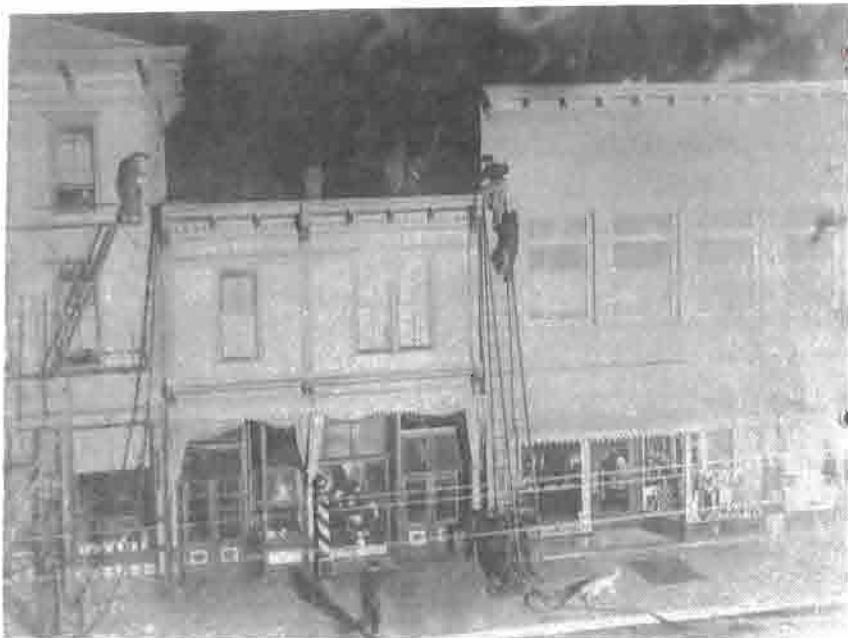
Organized only five years ago, the department now has the fourth largest graduate student enrollment in the country, it was pointed out. Ten years ago when Burt started the first research projects, oceanographic maps were mostly blank off Oregon because so little data had been collected.

Today, the Department of Oceanography has 70 full-time staff members with an annual budget of \$1,400,000. Enrollment in oceanography has shot up. Thirty-four students are now working for master's degrees in oceanography and 39 for doctor's degrees.

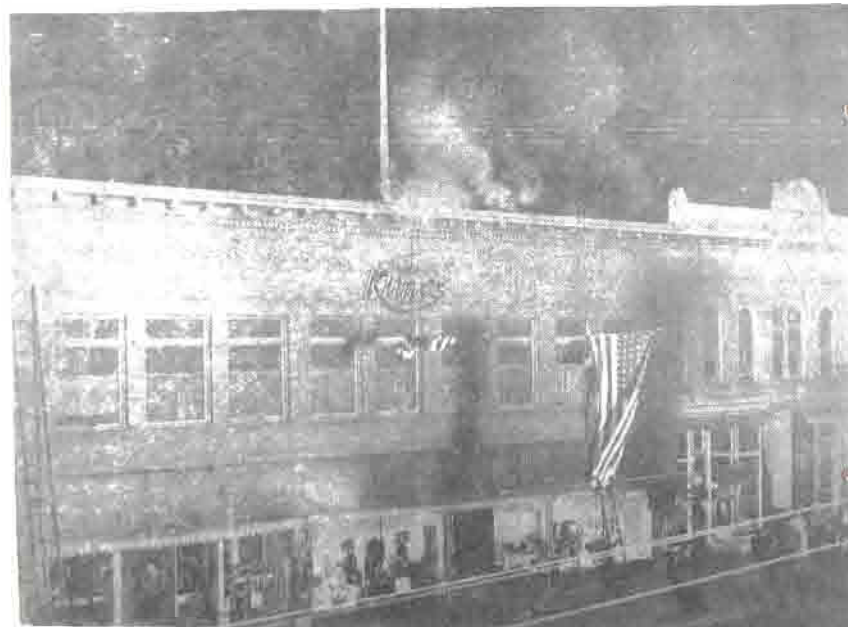
In the past 12 months, the OSU oceanographers have had 40 papers published in leading national and international scientific journals reporting results of their work.

AT STUD

Seal Point Siamese cat, Proven, \$10 or a kitten. See Phyllis Hanson at Wilson Pet Shop.



KLINE DEPARTMENT STORE FIRE. AT LEFT IS CORNER OF OCCIDENTAL HOTEL.



THE ODDFELLOW'S LODGE NOW OWNS THESE TWO BUILDINGS. WILSON'S PET SHOP IS IN BUILDING AT RIGHT. PHOTOS FROM DICK GRAHAM COLLECTION IN OSU ARCHIVES.



CITY HALL IN EARLY 1890'S. LIPMANN'S IS AT THIS CORNER NOW. PHOTO FROM OSU ARCHIVES.

A POEM FOR SHARON

By Laurence Pratt

Young trees whispering, Sharon wants a poem.
What can you proffer for the lines' liltling?
"Here is warm pine scent; here is soft sighing;
Here is cool shadow with green leaves tilting."

Moon that is a white dream where lost winds hover,
Sharon wants a poem as a flower in her hair.
"Take this silver orison left here by a spirit.
In her amber tresses it will shine more fair."

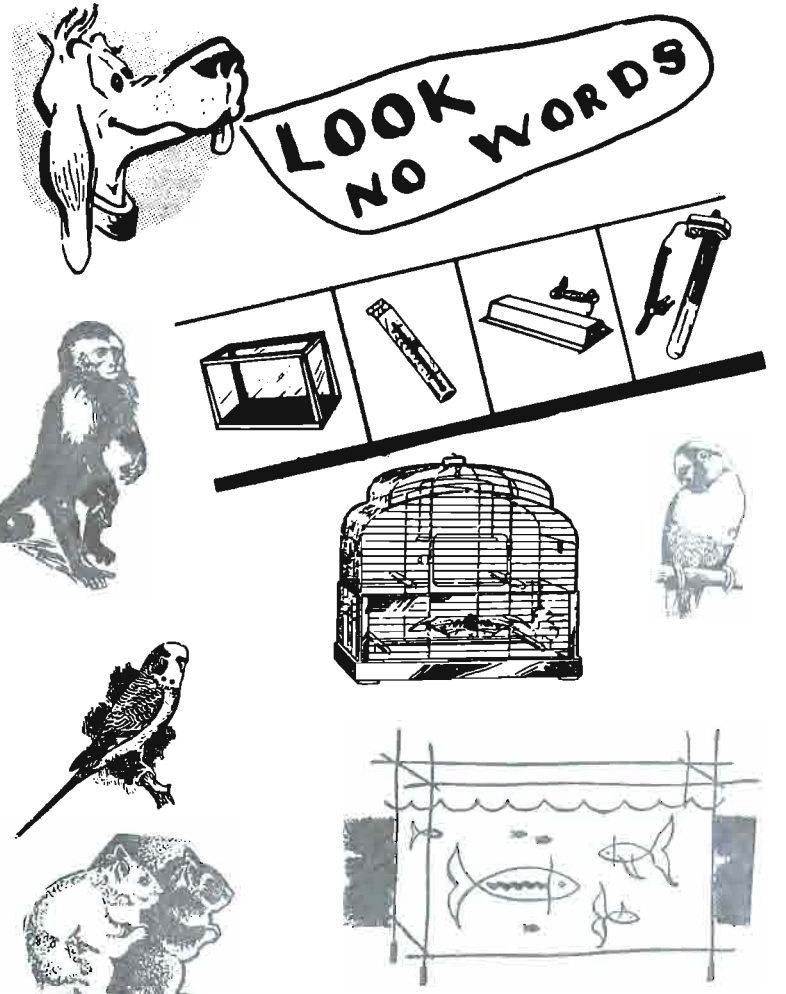
Sharon wants a poem like a downy fledgling,
O gull with gray wings that ache into the sky.
"Weave the wild surf there, and birds like foam floating,
Within her breast to nestle, within her heart to cry."



MECHANICAL HALL. BENTON HALL. SCIENCE BUILDING. WITHYCOMBE FENCE AT RIGHT. EARLY 1890'S.



RUINS OF MECHANICAL HALL AFTER FIRE OF 1898. PHOTOGRAPHS FROM OSU ARCHIVES.



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