

## **Settlement, Statehood and Steampower: 1846 - 1870**

*This period begins with the arrival of the first permanent white settlers to the Eugene area. These first residents traveled across the country on the Oregon Trail, most arriving at Fort Vancouver or in Oregon City before dispersing south throughout the Willamette Valley to settle permanently. Eugene Skinner's land claim encompassed much of the present day downtown area, as well as Skinner Butte, and it was here that the City of Eugene was born. State, county and city governments, as well as early industry and agriculture, were established in the 1850s and 1860s. Many of the land transportation routes established during this period are still in use today. The sense of community that was so important to the success of a frontier town was nurtured during the early years. Between 1846 and 1870 the groundwork was laid for the arrival of the railroad in 1871 and the establishment of the State University in Eugene in 1874.*

### **Early Settlement <sup>1</sup>**

As word of the riches of the Oregon country reached the eastern states, pioneers began to make the journey west. Many had already moved from states further east to the Midwestern region, and the desire to continue west drove some of them eventually to Oregon. In 1840 the first family made the trip to Oregon expressly to establish a home. Dr. Marcus Whitman led the "Great Migration" in 1843, which consisted of nearly 900 people and 100 wagons. One year later over 1500 people emigrated to the Oregon Territory, with even greater numbers migrating in following years.

With the promise of free land, Euro-American settlers began arriving in the Willamette Valley in earnest in the 1840s. Embarking on the trip from Independence, Missouri (prior to 1850) or from Council Bluffs, Iowa (after 1850), emigrants started their trip in the spring, which afforded them good grazing for livestock, and summer weather for crossing the mountains.<sup>2</sup> Crossing the Rockies at South Pass, the travelers met their final challenge at the rugged Cascade Mountains near Mt. Hood. Until the Barlow Toll Road was completed in 1846, emigrants had to complete the eighty mile trip from The Dalles to Fort Vancouver down the Columbia River in crude rafts.<sup>3</sup> Many lives were lost on this last leg of the journey, and many travelers lost what few belongings they had managed to retain on their journey. Overall, the trip to Oregon took six to seven months, and they usually arrived at their destination in September or October.

Initially, permanent settlement occurred in the lower Willamette Valley, near Fort Vancouver in Washington, Portland and Oregon City, but gradually emigrants moved southward. The Donation Land Claim Act of 1850 allowed each married white male settler eighteen years of age or older to claim 640 acres (one square mile), or 320 acres of land if single. A person had only to reside on the land and cultivate it for four years.<sup>4</sup> In order to acquire as much land as possible, many men who might otherwise have remained single sought to marry. This Act made land available to those who emigrated before or by 1850. Subsequent to 1850, settlers were entitled to 320 acres if married and 160 acres if single, provided they resided on the land for four years.

The first settlers seeking land claims in the upper regions of the Willamette Valley were Elijah Bristow, William Dodson, Felix Scott, and Eugene Skinner, who arrived and staked their claims in 1846. While Bristow, Dodson, and Scott claimed land in the Pleasant Hill area, Skinner

claimed 640 acres on and around present day Skinner Butte. Although it was not premium agricultural land, this claim included a potentially good ferry crossing and suitable town site.

On the west side of Skinner Butte, Skinner built the first house in Eugene, a one room log cabin. (A plaque marks the location of this cabin at West Second Avenue, west of Lincoln Street, and a replica of the cabin is located in Skinner Butte Park on the north side of the Butte.) In 1847, Skinner traveled to Yamhill County where his wife Mary (nee Mary Cook) and their daughter Mary Elizabeth had been waiting, and brought them to their new home. Mary Skinner was the first white woman to make her home within the boundaries of what was later to be named Lane County.<sup>5</sup> In 1848, the Skinners' daughter, Leonora, became the first white child to be born in the new settlement.

Establishing a new home in the open wilderness involved many different and difficult tasks. None of the comforts of home, except what had been brought across the Oregon Trail, were readily available. Having built adequate shelter, settlers proceeded to establish a sufficient food supply. Because most emigrants traveled the Oregon Trail over the summer, their arrival and settlement occurred in the autumn, making gardening for food nearly impossible. Travelers were able to stock up on supplies in Oregon City prior to settling their claims, and many depended on these supplies to get them through the first winter. Gathering sufficient fuel for cooking and heating and keeping the house safe from animals were also important tasks. The first winter was usually the most difficult, and early settlers depended heavily on each other for support.

The Skinner's land claim was the first in the area that became the City of Eugene, and the construction of the cabin and later the settlement of the family in 1847 mark the beginning of the agricultural landscape in the area. Between 1847 and 1848, Charnel Mulligan, Prior Blair, James Huddleston and Daniel Christian staked claims adjacent to Skinner's. (Daniel Christian's house remains standing, not far from its original site and still on the Christian land claim, on E. 12th Avenue between Pearl and Oak Streets.) Other settlers near Skinner included John Eakin, Benjamin Davis, Jesse Gilbert, H. Noble and Lester Hulin and their families.<sup>6</sup>

Others were making claims across the Willamette River to the north of Skinner's claim, as well as throughout the rest of what would later become central Lane County. William Stevens was the first to claim land in the present day Willakenzie area, settling in 1847. The early 1850s also brought George Armitage (1850), Alexander King, Mahlon Harlow, the Tandys (1851), Charles Walker Young, Jacob Gillespie, John Day (1852), and William Bogart, Vincent McClure, John Bushnell, and Alexander Goodpasture (1853) to the Willakenzie area. Even further north, in the present day Santa Clara area, claims were being settled in the 1850s by William Potter, Allen and Rachel Bond, the Briggs', and others. Many of the earliest settlers stayed in the Eugene City area briefly before moving permanently to outlying areas such as Irving. The community of Irving was located near the present day intersection of Irvington Road and Prairie Road. Ezekiel Bailey (namesake of Bailey Hill Road) arrived in the 1850s, Charles B. and Zara Sweet settled claims in the Glenwood and Laurel Valley areas in the early 1850s. Many others staked claims in the late 1840s and early 1850s, as long as the land was free and available. Many of Eugene's streets and landmarks bear the names of these early settlers.

The claim settlement period of 1846-1860 was the first lasting settlement pattern for the area.<sup>7</sup> The pattern was determined by 320 and 640 acre claim sizes (one-half or one square mile), and often had irregular boundaries because early claims were staked to conform to the topography of

the land.<sup>8</sup> Once government surveys were conducted (around 1850), subsequent claims followed the grid pattern of the survey, resulting in regular, geometric patterns. Settlers generally took claims near a year-round water source, such as the Willamette River or smaller tributary, and chose to build their first homes on sites that were slightly elevated to avoid flooding. Ideal claims included a combination of good farmland and some wooded area for use as fuel and building material. Because shelter was the first necessity to attend to, the first claim houses were usually rough, one or two room log cabins that were erected quickly with the help of neighboring claimants. Once the family was more settled, the log cabin was usually followed by a hewn log house, and a "real" lumber house (constructed of sawn lumber, not logs) was built several years later, after the required barns and outbuildings had been constructed.

### **The Birth of Eugene City**

In October of 1846 Eugene and Mary Skinner established housekeeping in their small one room cabin. By 1847 the Skinner's were also operating a trading post out of the cabin. In January of 1850, Skinner's Post Office was authorized, and the new settlement became known by the same name. In April of 1851, Eugene Skinner and Judge Risdon established a meridian line from which to survey and plat a town site, which was located east of Skinner's Butte. The original plat was bounded by Water Street (along the river) to the north, Pearl Street to the west, Eighth Avenue on the south, and the alley east of Ferry Street formed the eastern boundary. Mary Skinner was given the honor of naming the town, calling it Eugene City, after her husband. One of the first structures in the original plat of Eugene City was James Huddleston's store. Initially located in a lean-to next to Skinner's cabin, the store was moved to the northern end of the plat near Skinner's ferry site in the early 1850s.

During the winter of 1851-52 extensive flooding caused the original town site to become unbearably muddy. Years later, in 1884, historian A.G. Walling described the early site as ". . . a quagmire . . . obtain[ing] the well-earned name of Skinner's Mud Hole; indeed it is said that the mud there was of so fine a quality and so deep that two hogs that were rooting about in the semi-aqueous street sank out of sight to be forever lost to view."<sup>9</sup> It was clear that future commercial, residential and governmental development hinged on the establishment of a new town plat.

The early settlement period saw significant developments in city, county and state governments in Oregon. In March of 1848, Congress designated Oregon a Territory of the United States, and with this designation came the establishment of individual counties. In 1851, the Territorial legislature officially organized the county of Lane, which was named after General Joseph Lane, the Oregon Territory's first governor. After ten years as a territory, Oregon gained statehood in 1859, becoming the thirty-third state in the Union.

Shortly after the establishment of Lane County in 1851, a county commission and a county clerk were appointed, and only two years later, in 1853, Eugene City became the Lane County seat. The commissioners then met to decide where the courthouse should be located in the young community. The Commissioners entertained offers for land for county buildings from Eugene Skinner, Charnel Mulligan, Prior Blair, and Elias Briggs. They accepted adjacent parcels of forty acres each from Skinner and Mulligan (the dividing line being present day 8th Avenue), and proceeded to organize the county seat. The commission hired Mahlon Harlow, the county clerk, to establish the revised plat, and Dr. A.W. Patterson surveyed the town site. "While the town was platted on a standard grid, typical of scores of speculative western towns, the public square was

carved from the corners of four larger blocks, a form unusual in the west, and the only example of that pattern in Oregon."<sup>10</sup> This public square retains part of its original configuration, and is now known as the Park Blocks, located at the intersection of 8th Avenue and Oak Street.

The commissioners' next action was to provide a County Clerk's Office, which was built by Prior Blair at a cost of \$150.00.<sup>11</sup> The 16' x 20' Classical Revival building originally stood facing the public square and served as the courthouse until 1855. Soon, plans for a proper courthouse were solicited and early in 1855 the plan devised by A.A. Smith was accepted. Mahlon Harlow and Mr. Hammitt were hired to build the two story, 40' x 60', Greek Revival building, which was similar in style to the Clerk's Office. Upon completion of the new Courthouse, the Clerk's Office was moved to High Street near Broadway and converted into a residence. Three years later, in 1858, a stone jail was constructed on the public square. Neither the courthouse nor the jail remain, but the Clerk's Office, having been moved several times, now stands next to the Lane County Historical Museum in the Lane County Fairgrounds, and is one of the oldest buildings in Eugene.

After some debate, Eugene City was incorporated as a town in 1862 and it was reincorporated as a city in 1864 with slightly smaller boundaries. It was at this time that Eugene Skinner became the city's first mayor. With incorporation came the establishment of the first City Council., which included J.B. Underwood as president, J.A. McClung, E.F. Skinner, F.B. Dunn, William T. Osburn, and T.G. Hendricks as trustees, A.A. Skinner as recorder, Bell Jennings as treasurer, C.H. Fox as Marshall, and Thomas Chase as street commissioner.

The Council could levy taxes and was empowered to establish hospitals, prevent or remove nuisance, provide water for the city, establish fire companies and police, and improve streets, side-walks, and alleys. The Council was authorized to license and regulate an interesting array of businesses: auctioneers, taverns, peddlers, brokers, money-changers, hackney coaches, wagons, carts, drays, and omnibuses; and to license and tax barrooms, drinking houses, markets, theaters, and other places of amusement.<sup>12</sup>

The act of incorporation and the potential it suggested clearly indicated that the founders of the city anticipated significant growth and progress for Eugene City.

### **Early Settlement Houses**

The earliest house forms built by the Euro-American settlers were log cabins. Built not only to provide shelter but to legally secure Donation Land Claims, log cabins were considered temporary housing, to suffice until a better house could be built. These claim cabins, of which none remain in the study area, consisted of one or two small rooms with a door and perhaps a small window. The stone or wattle-and-daub fireplace was located on the end of the gable roofed building.

The second house on a claim was commonly the hewn log house. This house was somewhat larger than the first cabin, and was constructed of square, hand hewn logs joined at the corners with dovetail type joints. When sawn lumber became available, hewn log houses were sometimes covered with weather boards, giving them an updated appearance, as well as greater insulation. There appear to be no hewn log houses remaining within the study area.

Frame houses were built when sawn lumber became available. Constructed with heavy framing and sawn cladding and finish features, the frame house was usually one to one-and-a-half stories high, with a gable roof and porches on the front and the back. Soon after the original town plat was established in 1851, the first frame house in Eugene was built for Judge Risdon by Hilyard Shaw with lumber from Shaw's mill.<sup>13</sup> This house was located on Pearl Street between 9th and 10th Avenues, and had a puncheon floor, and split boards on the sides and roof. The total cost was \$76.00.<sup>14</sup>

As lumber from the local sawmill became more readily available frame houses became more common and distinct styles emerged. The Classical Revival and Gothic Revival styles were both utilized during this period, after the initial stages of settlement and the use of log houses had passed. The oldest remaining frame building in Eugene is the County Clerk's Office (1853), which in 1855 was converted to become the fourth frame residence in the City. The Daniel Christian House, built in 1855, remains as an example of an early settlement frame house with Classical Revival eave details still evident. Other early settlement houses include the classically influenced Abraham Landes House (1850s) on Old Coburg Road, and the gothic vernacular Bristow House (1860s) on Lincoln Street between 8th Avenue and Broadway.

Initially residences were scattered, the distribution depending on the size and configuration of the Donation Land Claims and the placement of houses within the claims. As settlement continued, clusters developed, and some eventually became the beginnings of a town. The patterns of distribution of buildings within a town site were clearly very different than those in a rural area. Towns were more compact, with (usually) linear development patterns, whereas rural development was much more open with houses sometimes miles apart. Within this study area both of these patterns were evident during the settlement period. The towns of Eugene City and Irving began with more concentrated development, and the areas to the north and west of Eugene City remained rural and sparsely populated for several decades. Once housing was established, even if only a log cabin, the tasks related to industry, agriculture, education, and religion could all be more easily pursued.

### **Early Subsistence, Agriculture and Industry**

The increase in white settlement caused an even greater decline in the Indian population and as a result the valley's landscape began to change. The natives' annual burning which had controlled the growth of trees on the valley floor ceased and trees began filling in the open grassland. After erecting their cabins, settlers began cultivating the land for subsistence crops, cattle and sheep began grazing in fields, and the agrarian landscape was born. The rich alluvial soils in and around present day Eugene were ideal for farming and as pioneers arrived and settled, working farms sprung up almost immediately.

During the early settlement period, emigrants were more concerned with food production for survival than for market. Wheat, oats, and vegetables were commonly cultivated crops and stock raising was also popular until about 1860, when much of the stock raising moved to central and eastern Oregon. While some crops, such as grains, became marketable to other nearby communities by the 1860s and 1870s, the transportation system was not yet reliable or expansive enough to accommodate a large commercial market. Much of the agricultural activity was for the purpose of survival of the community, and farmers would sell or trade excess to neighbors and nearby family members.

Beyond subsistence agriculture the first commercial crop grown in the area was wheat, which was grown extensively in the Irving and present day Santa Clara areas, as well as in the Willamette Forks (Willakenzie) region on the north side of the Willamette River. Wheat was popular because it was exportable, exchangeable, transportable, and because it resisted the long, dry summers of the Willamette Valley.<sup>15</sup>

Another relatively early crop to succeed in the area was hops, introduced to the state in the 1850s and to the Eugene area in 1869. Most hops fields in the Eugene area were located in the Willakenzie and north Springfield areas.<sup>16</sup> agricultural development had an early boom as a result of the California gold rush, which created and inflated the market for Lane County's wheat. Wheat was shipped south in great quantities by pack train to feed a prospecting population that included many of Lane County's men who had caught the "gold fever". While the men were away on an oftentimes unsuccessful economic adventure, women kept the farms producing at home. Women often turned a greater profit than that obtained by their spouses, a testament to their fortitude.

One of the settlers who had "caught the gold fever" was Hilyard Shaw, who returned to the area from California in 1849 to take up a claim he had previously staked. Shaw's claim was located west of the University of Oregon campus. His view from a knoll on the claim enabled him to see the potential for connecting two natural sloughs (old river bed scars) to form the Millrace, which may be the oldest man-made structure surviving in the city.<sup>17</sup> Good mill and ferry sites were usually the first claims to be taken in the Willamette Valley. The native vegetation along the sloughs included poplar, maple, willow, alder and oak trees.

The primary reason for the establishment of the millrace in Eugene was to serve as a source of power for the first lumber and flour mills. With the help of Avery Smith, Shaw decided to excavate a ditch approximately five blocks long connecting the sloughs, thus creating the millrace. The lower portion of this millrace was included in Shaw's claim; the upper section ran through the claims of Zara Sweet, William Smith, and Fieldin McMurry, who granted Shaw easements to complete construction. The Millrace was completed in 1851 and served as the nucleus of industrial development in Eugene City until well into the twentieth century. "By 1852 Shaw had built a sawmill on the banks of the lower Millrace near 6th and Mill Streets, and by 1856 a grist (flour) mill was also completed."<sup>18</sup> In 1856 Shaw sold his portion of the millrace property (the land) to Joseph Brumley, though it appears that he retained ownership of the "mill property", which probably consisted of the mill buildings themselves, until 1869.

The flour and gristmill was the first significant manufacturing enterprise in Eugene and allowed wheat farmers to produce flour, a more marketable product than unprocessed wheat. The earliest settlers had been required to travel to Oregon City, and later Salem and finally Brownsville, before the Eugene flour mill was established. The grist mill, later called the Eugene Mill and Elevator Company, was purchased by J.B. Underwood and W.F. Osborn in 1869. Its production continued to increase as they expanded to include two more "runs" of burr mill stones to the one which Shaw had built.<sup>19</sup>

The Eugene City Water Ditch Company was created in 1869 with the intent of bringing water from upstream to increase the flow of the millrace. It was hoped that this would not only increase the production of the existing mills, but would attract other water-powered industries to Eugene. Woolen mills soon appeared along the millrace. By 1870, Charles Goodchild, an English carder

and spinner operated a small woolen manufacturing enterprise which lasted until his family's departure to Ashland, Oregon in 1872.<sup>20</sup> It was not until 1874 that the woolen industry was resumed briefly by William Irving, who used Goodchild's old woolen mill building.

Other industrial firms established in Eugene during this period included the David Cherry Furniture Factory (1866), and W.H. Abrams' Sash and Door factory (1870). Louis Behrens' Brewery, operating as the Eugene City Distilling Company, was established in 1866 by L. Burns on 9th Avenue (Broadway).<sup>21</sup> By 1869, the brewery was producing 70 gallons of whiskey each day, and providing the city with \$2600 a year in license fees, making the production of alcohol quite lucrative for the young town. Greater industrial growth occurred during the following years, as a result of the increase in population, improvements made along the millrace, and in response to the enhanced transportation system, which included the arrival of the railroad in 1871.

Industries that were not directly related to the Millrace included quarries and brickyards. There were several quarries located within the present day Urban Growth Boundary, though the locations of some are unclear. The earliest was probably the basalt quarry on the west side of Skinner Butte. Others were later located near Judkins Point and in the present day Willakenzie area. One of the earliest brickyards was run by the McMurry brothers near the Masonic Cemetery. Charles Hamilton Wallace was a well known mason who built elaborate chimneys from bricks he often made on site. He was also involved in the construction of early brick commercial buildings throughout Lane County. Early settler William Masterson was also active as a millwright and manufacturer of bricks which were used in many of Eugene's first brick commercial buildings.<sup>22</sup>

Industry during this period focused on the establishment of mills and production sites necessary for the maintenance and growth of the community. With the arrival of the railroad, later nineteenth century industries became more profitable with products and services being exported outside the immediate area.

## **Transportation**

Early transportation methods were simple, consisting of that with which settlers had arrived. Some had only livestock while others had been able to make the trip across the country with wagons intact. Land transportation routes initially consisted of Native American and pack trails, many of which were adopted and widened for use as wagon roads. Most of these trails were along the foothills, because annual flooding and excessive rain made lower elevation paths impassable during the winter months. Two routes of the Applegate Trail were located through Lane County. The "Eastern Route" passed through Cottage Grove, Creswell, Eugene, and Junction City, generally following River Road and Highway 99. It was explored and laid out in 1846 by a party led by Jesse Applegate, Levi Scott, and Moses 'Black' Harris, as a southern alternative to the Oregon Trail. The "Western Route," which followed old Native American and Hudson Bay Company horse trails, became a wagon road perhaps by 1848. It eventually became the best known Applegate Trail route, and is generally approximated by Territorial Road.<sup>23</sup>

The earliest public transportation beyond these paths and roads were ferries. Eugene Skinner's ferry, established soon after his arrival, was located near the existing Ferry Street Bridge crossing. Jacob Spores also ran a ferry across the McKenzie River north of Eugene as early as

1848, where he ferried foot passengers across the river in a canoe. A road from the north crossed the McKenzie River at Spores Ferry, and appears to have crossed the Willamette River at Briggs Ferry, near present day Springfield, a route which was later closely followed by the railroad.

The first petition presented to the Lane County court at its initial meeting in 1852 was a request that a road be built from Spores Ferry to the Territorial Road, crossing the Willamette River at Skinner's Ferry. The petition was granted and the construction of this road between Spores' and Skinner's ferries made Eugene a convenient stopping place for travelers. The Cadastral map of 1853, shows this main road through the area, labeled "Road from Oregon City to the Mines". The route was later closely followed by the railroad.

In 1854 a military wagon road to southern Oregon was built, and between 1864 and 1866 the Oregon Central Military Road was completed through the Willamette Pass, with B.J. Pengra as superintendent of construction.<sup>24</sup> In 1861, Felix Scott and John Cogswell executed the construction of a road connecting western Oregon to the eastern portions of the region. This was known as the McKenzie Wagon road, and was largely abandoned by wagons several years later because of poor engineering.<sup>25</sup> It did continue to be used by livestock ranchers to drive their herds to market in eastern Oregon and on to Idaho for many years. The main road north from Eugene City to Corvallis and on to Portland was established by 1856 along what is currently known as River Road. In later years the main road north to Corvallis and Portland was relocated from River Road to what is now known as Highway 99.

Local streets were first established with the original plat of the town. Streets running east-west were numbered, and those running north-south were named Mill, Ferry, High and Pearl. When the plat was re-established, the streets were extended further south and west. The main streets in town were those surrounding the courthouse square: 8th Avenue, Oak and Willamette Streets displayed the most commercial and civic development. By 1865, there was at least one bridge across the Millrace at 9th Avenue and there may have been others. During this period, there were no city streets south of Eleventh Avenue. Present day Alder Street extended south as a County Road leading into the hills and over to pioneer farms on the south side of Spencer Butte, and remained unimproved well into the twentieth century. Willamette Street was a dirt road that led south to these farms and to farms in Lorane Valley. Present day Blair Boulevard was also a County Road, leading north to communities such as Irving. There was also a County road to Springfield that skirted the hill near Villard Hall on the present day University campus, which was then just a wheat field.<sup>26</sup> This road is now Franklin Boulevard. These early roads were unimproved and extremely muddy during the rainy months.

Another alternative for travel was the stagecoach. Stage service in Eugene began in 1857, and Renfrew's Tavern, on the corner of Willamette Street and 9th Avenue (now Broadway) was the main stop in Eugene. To the north was Milliron's Inn just west of Junction City, and to the south was Cartright's, near Lorane. (It appears that Milliron's later became an Oregon Electric Railway stop) Stage travel was uncomfortable, and passengers often chose to walk over certain notorious sections, especially the corduroy roads made of tree trunks laid side by side.<sup>27</sup> In most cases, travel was undertaken out of necessity, not for pleasure. By the late 1860s a passenger could travel across the state of Oregon on the Portland to Sacramento stage, in large Concord Stagecoaches, in approximately two and a half days. Stage service to California ran until the railroad was completed to California in 1887. Stage service west to Mapleton continued into the early twentieth century.

Land transportation depended heavily on horses and wagons making businesses such as blacksmiths and livery stables a necessity. John Sloan had a blacksmith shop at 8th Avenue and Olive Street, and J.S. Luckey ran another nearby. The Chase Livery Stable and Horse Market was located near the corner of 8th Avenue and Olive Street. Others were run by Mr. Stewart and Eli Bangs. Harness shops, such as one run by Hiram Preston, were also necessary for the maintenance of the teams and equipment that were vital to Eugene's early transportation systems.

The river provided another form of travel and transport which was utilized until the 1890s. "Farmers of the area grew impatient at the cost and delay of transporting their harvest to market over the primitive roads . . ." which prompted the development of steamship transportation to and from Eugene City.<sup>28</sup> River transport had been used by other communities on the lower stretches of the Willamette where the river was deep enough to easily accommodate river boats. For a guarantee of further freight, the captain of the *James Clinton* agreed to go to further up river, becoming the first stern wheeler to make it as far as Eugene City. It arrived on March 12, 1856 to an excited crowd. During the pioneer period, ". . . transportation was the key to economic development. At that time the roads were virtually impassable to wagons during eight months of the year, so the river was [perceived to be] the best means for moving produce and lumber out and, just as important, for bringing manufactured goods in."<sup>29</sup>

The People's Transportation Company was formed in the 1860s by the McCullys (merchants from Harrisburg) to promote transportation further upriver. They ran the *Relief* to Eugene in 1862, and in 1869 the *Echo* reached Springfield. Unfortunately, the river at Eugene proved to be quite shallow, and steamer traffic was limited to only four to six months out of the year, during periods of high water. Snags and uncharted sand and gravel bars were a continuous problem, making steamboat travel quite unreliable. Some of the steamships that did manage to dock at Eugene included the *Salem*, the *Enterprise*, the *Alice*, the *Dayton*, the *Active*, and the *R.R. Thompson*. Although many attempts were made to succeed, the arrival of the railroad in 1871 effectively ended the steamship era in Eugene. (The only steamship actually built in Eugene was named the *City of Eugene*, and was built in 1898 by Captain Isaac Gray. Supported by the Commercial Club, the Board of Trade, and various farmers and towns-people, the ship was built at a "shipyard" located where Lamb Cottage in Skinner Butte Park is today. Gray sold the ship in 1900, and it was eventually decommissioned.)

Long distance communication during the early days consisted of the "Pony Express".

Five dollars was the price in advance for every letter. There were hundreds of them, but they were written on the thinnest tissue paper. No frivolous correspondence among them; business letters only, and important telegrams, that warranted the immense expense, found their way by Pony Express . . . In 1862, the completion of the trans-continental telegraph put an end to the Pony Express, but it marked the way for the transcontinental railroad.<sup>30</sup>

Industry and transportation were crucial to the future economic success of Eugene. The cultural aspects of the community were centered around schools and churches, which formed the cornerstone of entertainment and society during the pioneer period.

## Early Schools and Churches

According to A.G. Walling, a prolific Oregon historian and publisher during the 1880s, one of the signs of progress in a new community were the establishments of schools and churches.<sup>31</sup> In the early years of the settlement period, from 1846 to the early 1850s, children were schooled at home, and received their education from their parents when time permitted. School buildings were often the first community center in a rural area, doubling as a church or meeting hall. Early schools and early churches were often very similar in appearance, the churches being slightly more embellished.

In 1848, Oregon was the first U.S. Territory to have land in every township allocated for the purpose of education.<sup>32</sup> This provision, allowing for the establishment of a system of common (public) schools, was revised in 1853 and again in 1854. The public school system in Eugene, the fourth in Lane County (thus the name School District No. 4J), was established in 1854. The first county superintendent was Reverend Robert Robe, who served in this position from 1851 to 1855.

Even though this general school law passed in 1848, and the 4th School District was organized in 1854, the first school in Eugene City was private, and was established in the early 1850's in a farmhouse owned by Fieldin McMurry. In 1853 a one-room log school building was constructed, and was located near the Masonic Cemetery on 25th Avenue and University Street, on McMurry's donation land claim. The "Point of the Hills" School, as it was called, was taught by Miss Sarah Ann Moore, whose salary was paid by students' tuition. Miss Moore traveled by horseback from the Hampton farm (in what is now Goshen) every day to teach. Most of the teaching was conducted orally, as there was little money for books, paper or writing tools. A plaque located at 25th Avenue and University Street now marks the location of this first Eugene school.<sup>33</sup>

A few years after the new town plat was established, in 1856, a new, public school building was built on the south side of 11th Avenue near Olive Street. This was the second school building, but the first *public* school in Eugene City, and its location is marked by a plaque at 11th Avenue and Olive Street. Known as the Eugene School, or the School on the Common, it was a rectangular log building with a fireplace, dirt floors and doors on either end. Pupils had benches, but no desks, and, like the private school, most of the work was oral. The Eugene School had 80 students by 1865, and continued being used as a school until it was replaced in 1878 by the Central School.<sup>34</sup>

There were also schools established outside the immediate Eugene area. In the Willakenzie area, historically known as Willamette Forks, there were two early schools. The Coon Range schoolhouse was:

. . . located on land purchased by Walker Young, father of Cal Young, from Mack Alexander [a name on an early map of the area shows "McAlexander"]. This lay a short distance from the Young land claim. It was a one room log structure, the logs being chinked with mud and sticks, and there was a puncheon type floor (split logs) a few windows and a door.<sup>35</sup>

The Bogart School, established in the early 1850s in the Willakenzie area, was located on the site of the present Willakenzie School on Willakenzie Drive. It served as school house, church, meeting house and grange hall before it was demolished to make way for the new school. The Bethel School, another log building, was constructed in about 1869 on a site now occupied by the Southern Pacific railroad tracks in the Bethel area.

About the same time that the Eugene School was established in 1856, Columbia College was founded by the Cumberland Presbyterian Church, with Reverend Enoch P. Henderson as head. Sited on top of what is now College Hill, the prestigious private college was co-educational, and enjoyed the patronage of students such as Joaquin Miller (the "Poet of the Sierras"), J.J. Walton, Harrison Kincaid (reporter for the People's Press and later publisher), the Rinehart Brothers, and R.G. Callison. Women who attended included Judy and Adelia Harlow, Kate Henderson McClung, Sarah Rinehart and Judy Mulholand, among others.<sup>36</sup> Columbia College was one of the first institutions of higher education in Oregon. Despite its popularity, Columbia closed in 1860. When the college opened in 1856, it was in session for only four days before the building burned. The College was promptly rebuilt, and classes resumed. At the end of the second year, the second building burned, and arson was suspected. By this time, disagreement over the stance the Church should take on slavery prompted the resignation of Reverend Henderson. As the third building was being erected, this time in stone, the new president (a Southerner named Ryan) created great strife in the community over the slavery issue. He eventually left town, and the third Columbia College building was never completed. The large stone structure sat as a ruin at the top of College Hill for several years before it was demolished. A plaque at the corner of 19th Avenue and Lincoln Street commemorates the college.

Despite the attempt at promoting the public school system, private schools were predominant during the first twenty years in Eugene. Many of the early settlers came from Kentucky, Tennessee and Missouri where children were sent to private schools, and public education was considered inferior. By 1867 there were five private schools competing for students, and pulling enrollment away from the public schools. One of the most select was the Seminary located at the east end of Skinner Butte, taught by Mr. Chapman.<sup>37</sup> In 1866, Reverend E.P. Henderson, having been unsuccessful with Columbia College, started a private high school known as the "Eugene City Graded School". This school took students who had advanced beyond the regular programs of the public schools, thus reinforcing the hierarchy of private schools over the "poor man's school".<sup>38</sup> (This school was eventually taken over as an annex to the district school in 1875, and was known as the Red Top Annex or the Red Top School.<sup>39</sup>) The status associated with private education was therefore clearly a significant hindrance in the growth of the public school system during the Pioneer period in Eugene.

Religion was another important part of life in the early years of settlement, as it provided stability and cohesiveness to the small, scattered communities. Initial settlement in the 1840s brought several different religious groups to Eugene City, including Presbyterian, Baptist, Methodist, Catholic, and Lutheran. For lack of formal church buildings, the earliest settlers initially set up religious meetings in their homes, and circuit riders came periodically. Very soon after Eugene City was laid out and platted, the County Court encouraged the building of churches by granting lots to various congregations for a small fee. This was an obvious attempt to promote growth in the new community.<sup>40</sup> The earliest congregational gathering seems to have occurred in 1852 at the home of Mahlon Harlow. The first church building, however, was that of the Cumberland Presbyterian Congregation. The Cumberland Presbyterian Congregation, originally known as the "Morrow Congregation", was founded locally by Reverend Jacob

Gillespie, originally from Tennessee. Reverend Gillespie came to Oregon in 1852, and the congregation was formally organized on Sunday, June 19, 1853 in the Willakenzie area home of Charles Walker Young, a friend and neighbor of Gillespie both in Missouri and in Oregon. Two years later, the congregation moved to the Bogart School.<sup>41</sup> In 1857, the Cumberland Presbyterian congregation enjoyed the privilege of erecting the first church building in Eugene. A simple frame structure measuring 30' x 50', with a belfry near the front, the Cumberland Presbyterian Church was dedicated in 1857, and was located on the southeast corner of 6th Avenue and Pearl Street. This was the only church building in Eugene for two or three years, and the Presbyterians allowed other congregations to use the church until they could afford to construct their own buildings. (This church was torn down in 1955.)

One of the congregations that used this first church building was the Baptist congregation, mentioned above. A few years after its establishment in 1852, Baptist Church services were held in a one-room log school building which was located one-half mile southeast of the present Willakenzie school.<sup>42</sup> The congregation later met at various sites within Eugene City. Services were transferred to the Cumberland Presbyterian Church, which was shared with the Morrow Congregation (mentioned below) for ten years before their own church building was built in 1867. Located at the northeast corner of 8th Avenue and Pearl Street, the first Baptist church was initially known as "The Willamette Forks Baptist Church of Jesus Christ", a name later changed to the "First Baptist Church of Eugene City".

In 1854, the First Methodist Congregation was established at the log home of Solomon and Nancy Zumwalt, whose claim was located northwest of Eugene near the present day intersection of Highway 99 and Elmira Road. A plaque commemorating this event is located near the present church on Olive Street between 13th and 14th Avenues. The Methodists built their church, apparently the second in Eugene, on the southwest corner of 10th Avenue and Willamette Street in 1858. "Solomon Zumwalt and his son furnished the timber and cut the weather boarding, Daniel Christian and Pastor Harvey K. Hines hewed the foundation timbers, and Bell Jennings aided in the construction."<sup>43</sup> They used this building until 1886 when they sold it to the Catholic Church.

Also in 1854, the St. Mary's Episcopal congregation began to meet. Initially, they held services in the courthouse, until in 1859 their own building was erected on the southwest corner of 7th Avenue and Olive Street. Eugene Skinner's wife Mary was one of the founders of this church and land for the building was donated by the Skinners.<sup>44</sup>

In 1855, Reverend Robert Robe organized the First Presbyterian congregation in a ceremony that took place under an oak tree near present day 10th Avenue and Willamette Street. The church building was constructed about 1859 at the northwest corner of 8th Avenue and Lincoln Street, on the present site of the Woodmen of the World Hall.

The First Christian, or Cambellite congregation was officially formed in Eugene in 1866. Many of the first members had been affiliated with the Pleasant Hill Christian Church, the first of its denomination in the County. The Eugene congregation began meeting in the courthouse in 1862, where they met until the completion of their church building in 1869. The First Christian Church was the first brick church building in Eugene and was located on the northwest corner of 9th Avenue (Broadway) and Pearl Street. The meeting house was long known as the "old brick church". It was sold by the church in 1897, and was destroyed by fire in 1909.

Several other congregations organized in Eugene, but did not build their own church buildings until years later. The Catholic Church was established relatively late in Eugene, although Catholic Missionaries had been traveling through the area since the 1850s. Until the establishment of a permanent church building in 1886, services were conducted by traveling priests in the homes of residents. The Jewish community in Eugene also did not have an official place of worship until relatively late, although most Jewish families had prayer books that they used when they practiced their religion in their homes.<sup>45</sup>

In rural areas, community cemeteries were often located adjacent to the community church. This does not appear to have been the case in Eugene. The earliest cemetery to be established in the city was the Masonic Cemetery, at the intersection of 25th Avenue and University Street. Although established by and for members of the Masonic Lodge in 1859, the cemetery soon became the burial place for many of the city's founding members. The Odd Fellows established a cemetery which is now known as the Pioneer Cemetery, located at 18th Avenue and University Street in 1873. This is one of the three earliest cemeteries in Eugene City, and was the first to come into the city limits of Eugene. Other early cemeteries include Mulkey Cemetery, located in southwest Eugene, the Luper (Bond) Cemetery near Irving, the Gillespie Cemetery in Willakenzie, and Laurel Grove Cemetery in Glenwood.<sup>46</sup> (Reference the Landscape Section of this document to learn more about individual cemetery histories.)

## **Commercial and Residential Development**

Between 1846 and 1870, commercial and residential development occurred rapidly, and was generally centered around the town site. In the same way the millrace served as the focus of industrial growth, so did the public square serve as the center of commercial development. Commercialism was first evident with the establishment of James Huddleston's store next to Skinner's cabin in the early 1850s. In 1853, the new town plat gave Eugene City a solid nucleus for its commercial growth. Thomas Holland and Mr. Burton opened a grocery, and Joseph Brumley began his dry goods business at 5th Avenue and Oak Street. (Brumley moved his business to 9th Avenue and Willamette Street in 1854) T.G. Hendricks, who later became a prominent Eugene businessman and banker, began his business career as a clerk in his Uncle (William Wilshire) Bristow's merchandise store in 1858. The Bristow & Company Store was later located in the first brick building in Eugene, built in 1866 at the northwest corner of 9th Avenue and Willamette Street by the Bristows. As settlers continued to arrive, the need for goods increased, and commercial development expanded.<sup>47</sup> Other businesses operating at this time included Chase's Livery, Mrs. Woodruff's Millinery, Avery Smith's Mercantile (1854), the Renfrew Hotel (1855-1874), and the Red Top Tavern, erected by James Heath in 1854 and rented by M. Harlow for use as a hotel in 1856.<sup>48</sup>

The area around the central commercial core, along 8th and 9th Avenues and Willamette Street, began the infill process early. Historically this development included houses built right on the main street or adjacent streets. Eventually the houses were replaced with commercial buildings or other installations such as livery corrals and stables.<sup>49</sup> In 1860 Eugene Skinner wrote a letter to his sister in Canada and described the growing town (quoted here exactly as it was written):

Our little town has from 900 to 1000 inhabitants, one Episcopal Church, one Old School Presbyterian and one Methodist Meeting House, 8 stores, 2 drugstores two Hotel, two saloons, two printing offices, three Black, one tin & sheet Iron

factory, one Goldsmith, 3 wagon shops, two Livery Stables, One Market, one Shoe Shop, two Saddle and Hemp makers, one Saddle tree maker, one Grist & One saw mill, . . . One door and sash factory, two cabinet shops and one post-office and your humble servant has been for the last 10 years Post Master.<sup>50</sup>

The St. Charles Hotel, reputed to be one of the best in the state, was built near the site of the present Smeede Hotel on Willamette Street between 7th and 8th Avenues. According to census data, much of the early commercial enterprise in Eugene was initiated by settlers from the northeast, while the emigrants from the border states generally staked claims and farmed.<sup>51</sup>

Residential development occurred in two patterns subsequent to the initial arrangement defined by the donation land claims: urban and rural. Urban development was, even in its earliest stages, more compact while rural areas displayed a more scattered character. Physical evidence and historical references show the initial phase of residential development to have taken place with the establishment of the original homesteads. During this earliest period in Eugene's history, distribution was not as geographically concentrated as it would become in later years when additions were made and subdivisions were platted. As time progressed, the distinction between urban and rural development became more apparent. Once the donation land claim programs were no longer available, growth occurred as a result of the division of the larger homesteads.

The first five plats in Eugene City were all added by Eugene Skinner or Charnel Mulligan between 1851 and 1856. Hilyard Shaw made his first addition in 1856 in the heart of what is now the West University neighborhood. Near the commercial areas the large land claims were subdivided into smaller farms, which were subsequently divided again into smaller sections or individual home sites. Although much of this progress occurred from the 1880s on, urban development as it is recognized today began in the late 1860s and 1870s. The region surrounding the core area (south of 11th Avenue, west of Lincoln Street) consisted of farmland, as indicated in a lithograph printed around 1859.

North of Eugene City the community of Irving was being established by William Potter, Allen and Rachel Bond, and others who arrived in the late 1840s and early 1850s.<sup>52</sup> One of the early organizations in Eugene City was formed as a result of the events leading up to the Civil War. The "Union Club" apparently met secretly to discuss the potential repercussions of the war. "War spirits were high, feelings bitter, and this was a way to talk it out among themselves, to hear the 'Rebels' secretly and to say what they'd do if they could."<sup>53</sup> The Ladies Aid Society was established with the intent of sending "aid and comfort" to the soldiers of the Civil War.<sup>54</sup> In an attempt to heal political rifts several groups were established which brought people of different beliefs together. One of these was the Sons of Temperance, organized in 1856. "The Sons of Temperance apparently was one of the first lodges organized in Eugene City, and was part of the temperance movement of the times to combat the prevalence of much drunkenness on the streets. . ."<sup>55</sup> The Order of the Free and Accepted Masons established Lodge Number 11 in Eugene City on June 19, 1856. Their 98 person membership included both J.B. Alexander, editor of the Democratic *Eugene City News* and Harrison Kincaid, editor of the Republican *Oregon State Journal*. The Independent Order of Oddfellows, who shared membership and meeting space with the Masons for several years, was established in 1860.

The celebration of weddings, birthdays, anniversaries and christenings provided entertainment during these early years. Visiting friends and neighbors was also a common form of socializing

and entertainment. Traveling troupes performed in Lane's Opera House at the corner of 8th Avenue and Willamette Street in town. The Opera House, built in 1869, accommodated entertainers, meetings and other social gatherings. Church and school activities and annual events such as the Fourth of July Parade were also well attended socials.

## **Cultural Groups**

The struggle of non-white groups in early Eugene, though often understated, is an important part of the community's history. Cultural groups that resided in or near Eugene City during this initial period of growth and development included Native Americans, African Americans, Chinese and Japanese. There is little information regarding the occupations or residency of these groups in Eugene specifically, but it seems that tolerance for the non-white population was low. What little Native-settler contact may have occurred was virtually eliminated in the mid-1850s when the remaining Native Americans were relocated to reservations.

There were occasions in which settlers were visited by indigenous people who remained in the area. Despite the U.S. Government's claim to the land in the Oregon Territory, new settlers clearly remained intruders in a land long occupied by the Kalapuya.

The arrival of Chinese and African American people seems to have occurred several years after the initial white settlement. There is little documentation regarding these groups who each made their contributions to the growth of the community. Chinese people came to the United States because of ". . . agrarian distress, foreign penetration, and domestic rebellion. . ." in their home country, and most came with the intention of making money and then returning to China.<sup>56</sup> Most evidence suggests that the emigrants came as free laborers and not as indentured servants or slaves.<sup>57</sup> "The initial period of Chinese immigration to the United States can be defined precisely: significant migration begins with the California gold rush of 1849 and ends with the passage of the Chinese Exclusion Act on May 6, 1882."<sup>58</sup>

The 1860 census indicates that at that time there were approximately 425 Chinese people in Oregon, several of whom likely resided in Eugene. In 1878, there were 3,306 people living in Eugene, twelve of whom were Chinese, one Japanese and one Native American.<sup>59</sup> While many Chinese worked in mines in California and in Eastern Oregon, those in Eugene City worked as railroad workers, launderers and laborers. "The high incidence of Chinese employment in the tasks of a menial or domestic nature suggests that they performed the chores of living which the whites wished to avoid."<sup>60</sup> In rural areas, Chinese people also worked as successful farmers, and in some cases were able to control the land they farmed. Land ownership by non-white settlers was very difficult to attain however, and the Chinese were prohibited from owning land until the mid-twentieth century. Although the presence of Chinese residents is mentioned in several different sources on Eugene history, little detail is given regarding their names or their daily activity in Eugene.

Nor did much of the African American population initially experience hospitality from Euro-American settlers. One source stated that of the 128 black people residing in Oregon in 1860, only one lived in Lane County.<sup>61</sup> Though Oregon did not openly condone slavery, African Americans were not welcomed into the community as equals to white settlers. Unlike the Chinese emigrants, early African American settlers were often indentured servants, and it may be

presumed that if they were able to reside in Eugene City at all they worked as laborers and domestic workers. A poll-tax law passed in Oregon on October 15, 1862 read:

Each and every negro, chinaman, kanaka, and mulatto, residing within the limits of this state, shall pay an annual poll-tax of five dollars, for the use of the county in which such negro, chinaman, kanaka, or mulatto may reside.' Penalty to pay the tax resulted in forced labor for the state . . . until the tax and the expenses of arrest and collection were discharged.<sup>62</sup>

Minority groups, despite their contributions to community development, were clearly considered inferior by many white settlers. This prejudicial attitude would last well into the twentieth century.

The role of women in the migration to Oregon and the establishment of towns cannot be overlooked. Pioneer women endured incredible hardships, not only on the road to Oregon, but also during the early years of settlement. Beyond the everyday struggle to cook, keep house, and raise children on the frontier (including education and religious upbringing), women were often just as active as men in planting and harvesting crops, taking care of livestock, and even constructing farm buildings. Their significant contribution is often under emphasized, and many of the local histories neglect to mention their names, or mention them only in association with their husbands. It is important to acknowledge that much of the work in establishing the City of Eugene was undertaken by its women and by non-European people whose histories are not well documented or recognized.

## Summary

From only a few individuals in 1860, Eugene's population had reached 861 by 1870. By this time, the ratio of men to women had evened out and there were far fewer single men in the hotels and boarding houses, suggesting the stabilizing influence of marriage and family.<sup>63</sup>

In only 25 years Eugene had grown from a single log cabin to an incorporated town with mercantiles, industry, farming, and entertainment activities. A new society had taken hold and the population was growing steadily. The young town was ready for the challenges of the future and the significant changes yet to come.

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## Settlement, Statehood and Steampower Endnotes

1. There are several accounts of Eugene's early days, including A.G. Walling's Illustrated History of Lane County (1884), Lucia Moore's The Story of Eugene, Nancy McFadden's "Eugene to 1883", and the Downtown Core Area Historic Context Statement by Jonathan Pincus.
2. Schwantes, Carlos A., The Pacific Northwest: An Interpretive History (Lincoln, Nebraska: University of Nebraska Press, 1989), 103.
3. Winther, Oscar Osburn, The Old Oregon Country: A History of Frontier Trade, Transportation and Travel (Stanford, California: Stanford University Press, 1950), 115.

4. Walling, A.G., An Illustrated History of Lane County compiled from the most authentic sources. (Portland, Oregon: A.G. Walling Publishers, 1884), 361.
5. Williams, Irena Dunn, Reminiscences of Early Eugene and Lane County, Oregon (Eugene, OR: Shelton-Turnbull-Fuller Company, 1941), 11.
6. As indicated on Donation Land Claim maps which show the names of claimants, as well as the acreage claimed and the claim number.
7. Forster, Thomas B. et al, The Cultural and Historic Landscapes of Lane County, Oregon: Summary Report of the 1986 Cultural and Historic Landscape Resources Survey (Eugene, Oregon, December 1986), 60.
8. Forster, 60.
9. Walling, 392.
10. McFadden, Nancy K., Developing a Sense of Place: Eugene City to 1883 (May 1988), 8. Located in the City of Eugene Planning Department Library.
11. Freeman, Olga, "The First Three Years: Lane County Commissioners Journal, Sept. 6, 1852 - July 7, 1855," Lane County Historian 4 (February 1959), 17.
12. McFadden, 19.
13. Further information about early industry, including Shaw's lumber mill, can be found in sections on industrial development.
14. Moore, Lucia W. and Nina W. McCornack and Gladys W. McCready, The Story of Eugene (New York: Stratford House, 1949), 17.
15. Moore, .25.
16. For more information on the hops industry see "History of Hops Growing in Lane County", Lane County Historian 28 (Fall 1983), 70-75; and Becke, Karl G., "History and Present Status of the Oregon Hop Industry", University of Oregon Senior Thesis, 1917.
17. "Millrace Historic District Justification for Nomination Draft" July 1990, located in City of Eugene Planning Department Files.
18. Eugene Historic Review Board, "Millrace History", 4. See also an essay entitled "Millrace Historic District Justification for Nomination Draft" July 1990, located in City of Eugene Planning Department File "Historic: Eugene Millrace".
19. Tweedell, Bob, The Old Millrace: How it was Born: Story of Stream Recalls Memory of Tiny Eugene (Eugene, Oregon: Eugene Register Guard, no date), 6.
20. Lomax, A.L., "Woolen Textile Manufacturing in Eugene, Oregon", circa 1963. Located in City of Eugene files "Historic: Downtown History".
21. Meier, Gary and Gloria, Brewed in the Pacific Northwest: A History of Beer-Making in Oregon and Washington (Seattle, Washington: Fjord Press, 1991), 42.
22. Dunn, A. Claire, "Mary Masterson Dunn: Born in Eugene City March 11, 1859", Lane County Historian 4 (February 1959), 4.

23. The Lane County Applegate Trail Committee is joining with seven other counties in planning for a series of major programs for 1996. Four interpretive sites will be opened in May of 1996, and will be highlighted in statewide tourist promotions. The referenced Applegate Trail information included here was supplied by Douglas Card, via the promotional brochure titled: "Preview Events Fall 1995 - Applegate Trail, 1846 - 1996."

24. Eugene Morning Register: Anniversary Edition 1846-1904, (1904), 18.

25. Walling, 348.

26. Williams, 19.

27. Velasco, Dorothy, Lane County: An Illustrated History of the Emerald Empire (Northridge, California: Windsor Publications, 1985), 48.

28. Yates, Elizabeth, "Early Steam boating: Pioneer Thoroughfare to Eugene and Springfield via the Willamette River", Lane County Historian 4 (February 1959), 6-9. Cord wood to fuel the steamers was supplied by farms that were located along the banks of the river. One of these was the Palmer Ayres farm. "Mr. Ayres and his sons cut the wood and stacked it on the river bank. When the boats came along, they tied up to a tree, and all hands, including passengers on rare occasions, helped load on the wood."

29. Velasco, 46.

30. Williams, 40.

31. Walling, 338.

32. Elsesser, Kathryn and Sally Donovan, "Early Eugene Schools," (Eugene: City of Eugene, 1985).

33. In Leonore Gale Barette's work Thumb papers: Sketches of Pioneer Life (1950), pages 9-11, she states that the first school was actually located on a little knoll just south of present day 30th Avenue at the intersection with Harris Street. She goes on to assert: "Some historians have written of this school, saying it was on what is now the Masonic Cemetery, and have placed it on other sites, but my mother, Elizabeth Kincaid, and her brother and sister, walked over the hills to this little school many months and its exact location was fixed clearly in her memory as long as she lived. The Masonic Cemetery is just four blocks north of the site of the old school, and a bit east. Also it has been written that the school was on the Fielding [*sic*] McMurry farm. This is a mistake as it was built on the James M. Breeding claim." She further states that in May of 1950, she and Mrs. Nellie Hampton Tyson (whose father's 640 acre farm was just east of the school) visited the site at 30th and Harris. "There can be seen plainly a small sunken place in the ground where the school was built, and there are slivers and bits of logs marking the lines of the building. We measured the size with a tapeline and it is about twelve by sixteen feet. Just at the northwest corner of the school is the old well hole, still round and plainly visible though filled with dirt and debris. It measured about five feet in diameter." This site, south of 30th Avenue, has since been developed, and any surface evidence of the old school building has probably been completely obscured.

34. For more information on early Eugene schools, see Richardson, Ruth Ellsworth, "The First Public School in Eugene, 1856", Lane County Historian 1 (Fall 1956), and A System of Uncommon Schools by Herman Lawson.

35. From history files of Willakenzie Grange, author unknown. Located at the Willakenzie Grange.

36. Morrison, Perry D., "Columbia College 1856-60," Oregon Historical Quarterly 56 (December 1955), 343. This is an excellent source of information on the establishment and demise of Columbia College.

37. Richardson, Ruth Ellsworth, "The First Public School in Eugene, 1856", Lane County Historian 1 (1956), 1.

38. Lawson, Herman, A System of Uncommon Schools: The History of Eugene School District 4J 1854-1985 (Eugene, Oregon: School District 4J Lane County, Eugene Public Schools, 1985), 2.

39. Moore, 87.
40. Nelson, Lee H., "Survey of Eugene Church Buildings 1857-1938", developed from a listing of church buildings for History of American Architecture III taught by Marion Dean Ross, University of Oregon, 1955. Most information on church buildings and congregations from 1846 through 1883 are taken from this work.
41. The Bogart School stood where the Willakenzie School now stands on the north side of Willakenzie Road one quarter mile east of Coburg Road.
42. From Willakenzie Grange archives, date unknown. This may have been the Coon Range School.
43. Nelson, no page.
44. Moore, 33.
45. The earliest information found on the Jewish community in Eugene was for the period starting in 1871. See section on "Railroad and Industrial Growth: 1871-1883", as well as subsequent sections, for more information.
46. Most early cemeteries were located on private property, and were intended for the burial of family members only. It is likely that some of the cemeteries in the study area were initially established as family cemeteries, and then expanded to include the burial of residents from the surrounding area.
47. "Old Time Businesses", Lane County Historian 2 (June 1957), 7.
48. Williams, 28.
49. Pincus, 12.
50. McFadden, 13.
51. McFadden, 10.
53. Moore, 116.
54. Barette. Leonore Gale, Thumb papers: Sketches of Pioneer Days, (Eugene, OR: Picture Press Printers, 1950), 24.
55. "Sons of Temperance: Division No. 7, Eugene City, Oregon Territory" Lane County Historian 3, 24.
56. Edson, Christopher Howard, The Chinese in Eastern Oregon, 1860-1890 (San Francisco: R and E Research Associates, 1974), 6.
57. Edson, 6.
58. Daniels, 9.
59. Moore, 89.
60. Edson, 55.
61. Hogg, Thomas C., "Black Man in White Town", Pacific Northwest Quarterly (January 1972), 15.
62. Edson, 10.

63. McFadden, 23.