

TABLE ROCK

\$2.50

SENTINEL

JULY/AUGUST
1991

I-5's
H **DRIVE**
ALONG
HISTORY
SPRINGFIELD
TO PORTLAND

THEN
B AND NOW
BRITT PARK

C **CATCH A**
FALLING
STAR
OREGON'S
METEORITES

The
Magazine
of the
Southern
Oregon
Historical
Society



Sixty-two Years Ago



Barrelling its way up the rudimentary trail (left), the 1929 Essex Challenger makes a successful bid to be the first motorized vehicle driven to the summit of Table Rock (right). SOHS #200, 202

Once a spiritual sanctuary to the Takelma Indians, the steep and craggy Lower Table Rock became an engine stamina testing ground for Armstrong Motors, Inc., of Medford. In a publicity stunt, vice-president and service manager Hugo F. Lange maneuvered the company's 1929 Essex Challenger up the talus slopes to the mesa's summit.

Using Associated ethyl gasoline and Cycol motor oil, the Challenger reached the top in thirty-five minutes, followed by an entourage of photographers, movie cameramen and members of the press. The outfit then proceeded toward the opposite end where Lange parked the car atop the steep basalt cliffs. Armstrong Motors, then located at 101 South Riverside, claimed to be the first to crest this geological wonder via automobile.

Lower Table Rock and its upriver twin, Upper Table Rock, are remnants of a much larger prehistoric basalt flow long since eroded by the Rogue River and its tributaries. Lower Table Rock was established as a nature preserve in 1979 when the Nature Conservancy purchased portions of the John Day Ranch with assistance from the Elmer Feldenheimer Land Preservation Fund. Upper Table Rock has been designated as an area of critical and environmental concern by the U.S. Bureau of Land Management.

Today the preserve is cooperatively owned and managed by the Nature Conservancy and the B.L.M. and is easily accessible via a well-maintained trail just off of Table Rock Road. Although motorized vehicles are no longer allowed on the trail, hikers enjoy abundant wildflowers and scenic vistas of the Rogue River Valley.



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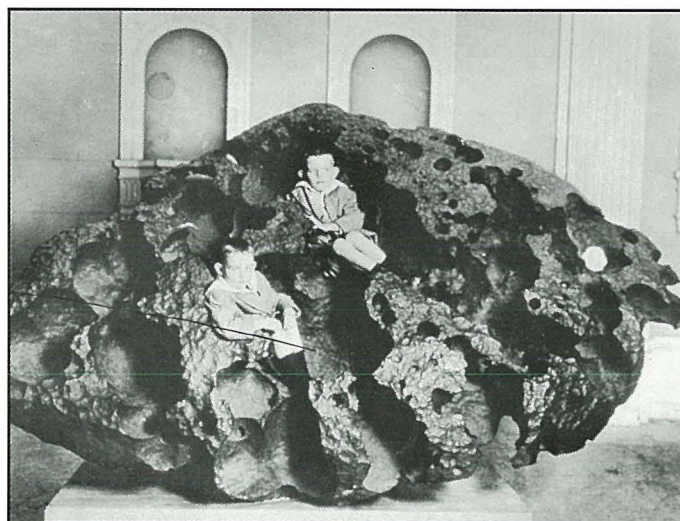
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by Gordon W. Haas

The fireballs which have fallen in this state are considered rare treasures by those that find them. Over the last century, a few Oregonians have stumbled onto or stolen some of these desirable pieces from the heavens.

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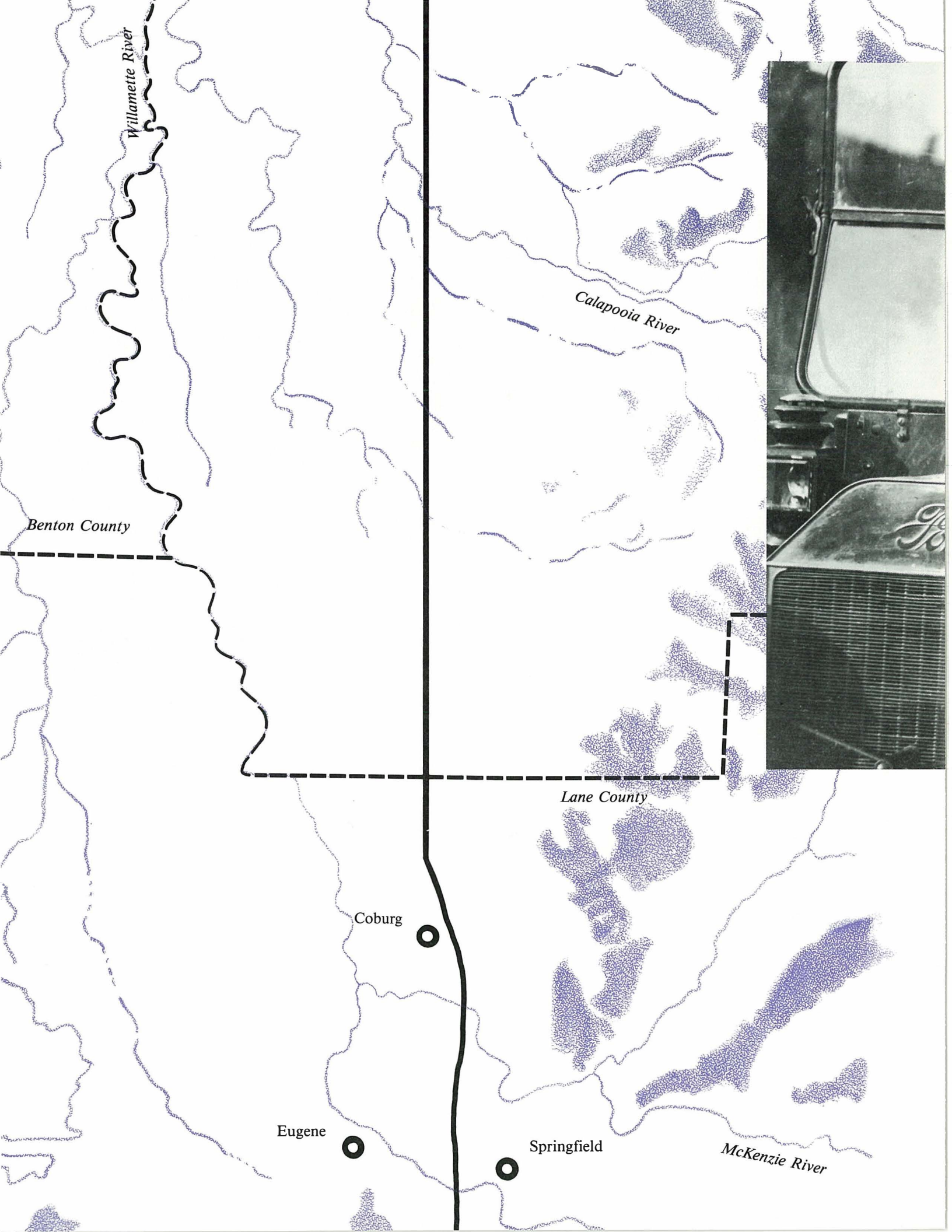
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Willamette River

Benton County

Calapooia River

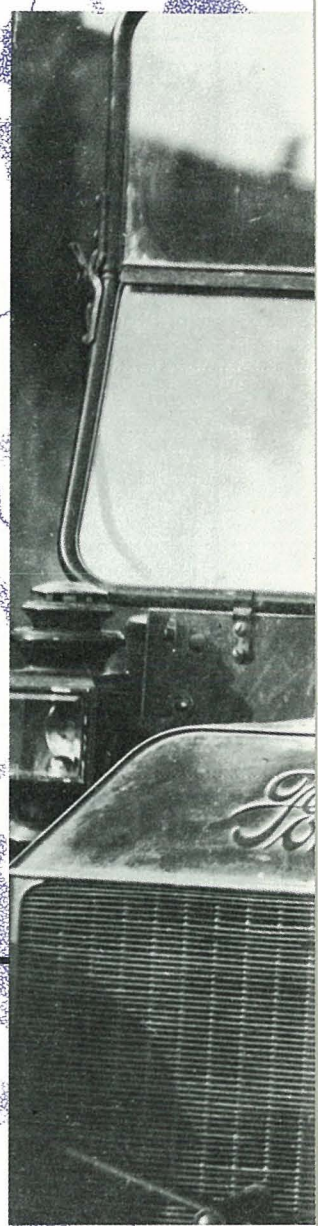
Lane County

Coburg

Eugene

Springfield

McKenzie River





Drive-along History

**Springfield to Portland —
Today's travelers will discover
countless historical tidbits in
this second of a two-part series
of history along I-5.**

by Marjorie O'Harra

MILEPOST

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Springfield, Exit 194-A, was named for a natural spring in a field that was fenced off in the early 1850s. It was near here that Elias Briggs operated a ferry on the Willamette River.

The community is known today as the gateway to the beautiful McKenzie River country. You will cross the McKenzie River at Milepost 197 as the freeway carries you north. If you look downstream you will

see Armitage State Park on the banks of the river. The park was named in memory of George Henry Armitage, a pioneer ferryman and sawmill operator who was active in the affairs of the growing community and is credited with being instrumental in securing the University of Oregon for Eugene.

The river that tumbles from the Three Sisters Wilderness Area high in the Cascade Mountains toward the broad, flat Willamette Valley was named for Donald McKenzie, a member of the Pacific Fur Company who explored the valley and its tributary streams in 1812.

McKenzie was a native of Scotland and one of the four men chosen by John Jacob Astor, the New York capitalist, to be his partners when he formed the Pacific Fur Company and established the western trading post of Astoria.

McKenzie arrived in Astoria in January 1812. The War of 1812 between the United States and Great Britain broke out in June. The following year a decision was made to sell the Pacific Fur Company to the British North West Company to avoid seizure by the British. McKenzie went to work for the North West Company and became one of its most successful traders and explorers.

A huge man weighing more than 300 pounds, he was known as a skilled rifleman and was both feared and respected by the Indians with whom he traded. He led trading expeditions on the Willamette, McKenzie, Columbia and Snake rivers, and in 1819 he went down the Snake from Clearwater to Burnt River in a bateau, a feat of skill not duplicated until modern engine-powered craft were put on the river.

He was instrumental in building Fort Nez Perce (later renamed Fort Walla Walla) as a trade center and supply depot, and he

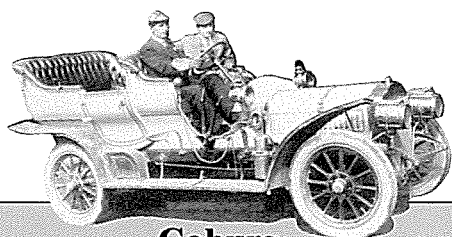


organized trapping expeditions using company men as trappers instead of relying upon trading with the Indians. His first expedition involved fifty-five men, 195 horses, 300 beaver traps and a stock of merchandise, but no provisions. He expected the men to live off the land as he did. It required 154 pack horses to bring out his furs.

McKenzie was sometimes called "Perpetual Motion" because of his tireless energy. Some accounts also describe him as a very selfish man, caring for no one but himself. It is said that he was "... a man no hardship could fatigue, no danger could intimidate."¹

He was married at Astoria to Princess Choim, a daughter of Chinook Chief Concomly, and they had three children. He accumulated a fortune in the fur trade and returned to New York, where he died in 1851.

Weighing in at over 300 pounds, trapper and explorer Donald McKenzie earned the nickname "Perpetual Motion" for his constant activity. Photo courtesy Oregon Historical Society



Coburg

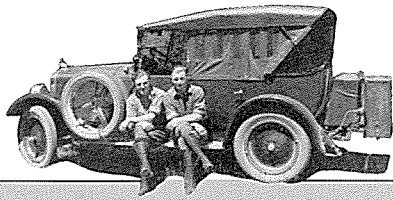
The blacksmith was one of the most important members of a developing community. Blacksmith Thomas Kane, who operated his smithy where Coburg now stands, was said to have named the place after a well-known local stallion.

MILEPOST

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Interstate 5 carries you into Linn County, named in honor of a man whose work in the U.S. Senate was highly important to the settlement of Oregon.

Created by the Oregon Provisional Legislature in 1847, the county was named for



Donald McKenzie

Donald McKenzie was a kinsman to Sr. Alexander Mackenzie, the British explorer and member of the North West Company who discovered the Mackenzie River in Canada and followed it to the Arctic Ocean.

In 1793, Mackenzie led an expedition to the Pacific Coast that was cited by Great Britain to support its claim to the Oregon Country; it was the first overland journey across North America north of Mexico.

Astoria, established in 1811 by the Pacific Fur Company as a fur collecting post at the mouth of the Columbia River, was the first permanent settlement in Oregon and represented one of the most important American territorial claims to the Northwest.

John Jacob Astor, principal owner of the company, looked to expansion in the West as a step toward his goal of world trade. He kept half interest in the company and was president, but divided the remaining half among four partners, men like McKenzie who had experience in the fur trade.

Senator Lewis Fields Linn of Missouri. Sen. Linn was the author of the donation land law that served as the forerunner of the homestead law.

A surgeon in St. Genevieve, Missouri, Linn was appointed to the U.S. Senate in 1833, where he served until his death in 1843. His work in the Senate in support of his bill to grant land to Oregon settlers was opposed by those who argued that such a bill would "... create a breach of faith with Great Britain and cause international complications."²

In 1846, three years after Sen. Linn's death, the long-standing dispute with the British over ownership of the Oregon Country was settled by treaty, the boundary between Canada and the United States agreed upon. This helped clear the way for passage of the Donation Land Act of 1850, an act considered one of the major motivating influences in settlement of the Oregon Territory.

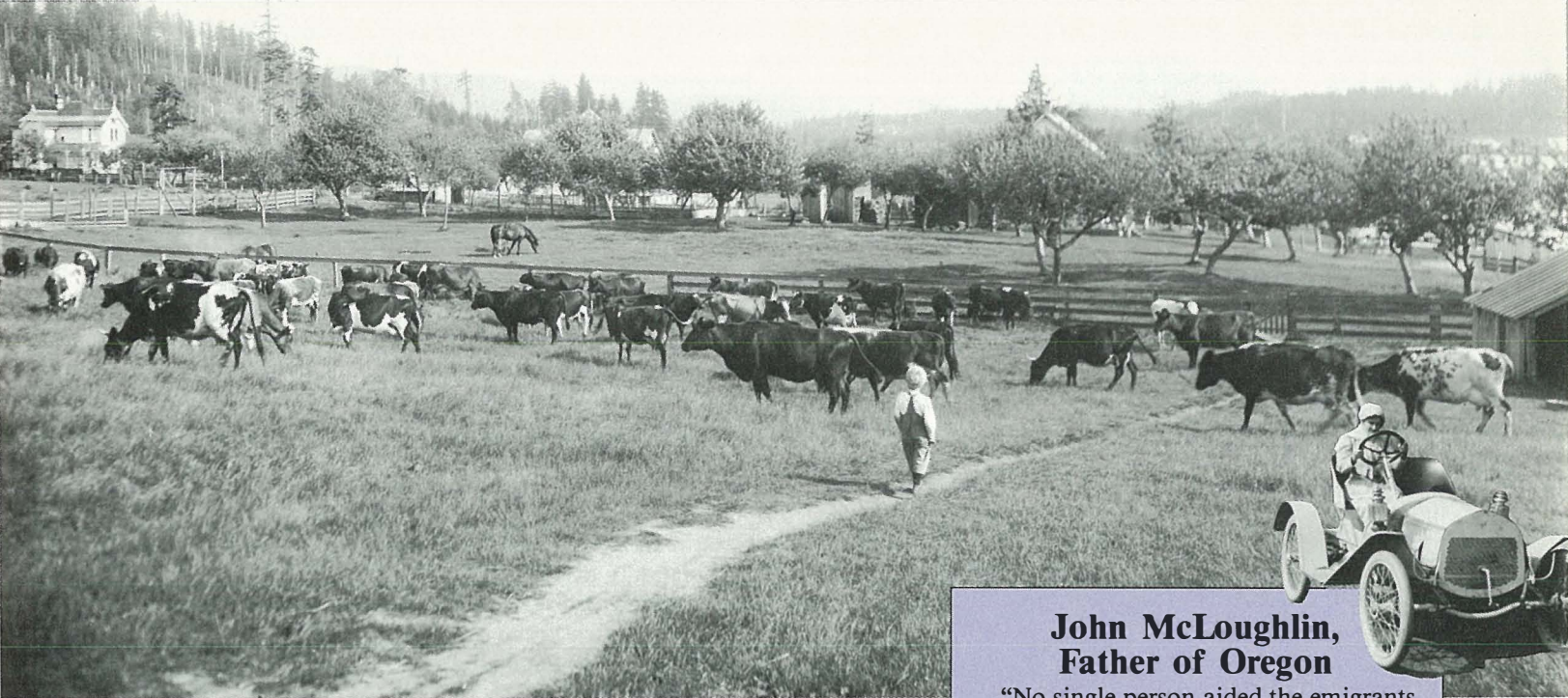
MILEPOST

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Continuing north on Interstate 5 through the open beauty of the Willamette Valley, this was the Eden, the paradise the immigrants dreamed of as the wagon trains headed west from St. Louis. Most every wagon carried at least the basic farm tools, because these folks knew they would have

The McKenzie River, wide and tame where it meanders beneath I-5 at mile post 197 flows through the beautiful Willamette Valley on its way to the ocean. Photo courtesy Oregon Historical Society





A scenic view of dairy cattle and fruit trees exemplifies how Oregonians took advantage of the Willamette Valley's rich and fertile soil and turned their land into a rich agricultural center.

Photo courtesy Oregon Historical Society

to cultivate the land if they were to survive and prosper.

When they arrived in the middle and upper valley they found "... richly grassed prairies that overlay vast unwooded areas ... wild grass so extensive and tall that wandering cattle were often obscured by it. A man on horseback moved head and shoulders only above the green sea. ...". The Indians burned off the countryside each fall to round up game, a practice that destroyed much of the young tree growth but left the land rich with new grass.

Oregon became an early agricultural center for the Far West largely because of the valley through which you are driving.

The first to engage in farming were former employees of the Pacific Fur Company and the Hudson's Bay Company, mainly French-Canadian men who had married native women and lived by hunting, fishing and trapping. In 1828 Etienne Lucier decided to farm on the banks of the Willamette River, planting wheat and potatoes in the area where Portland now stands. Others started to work the land nearby, receiving help from Dr. John McLoughlin, who considered the Willamette Valley the best place in the region adapted to settlement. Under his direction, the Hudson's Bay Company had developed an extensive farm at Fort Vancouver and built a flour mill.

Wheat was the principal crop raised by the pioneer families who began coming in the early 1840s. Dr. McLoughlin made seed wheat available to them with the stipulation that it be repaid in kind. In the absence of money, wheat became legal ten-

John McLoughlin, Father of Oregon

"No single person aided the emigrants more, than did John McLoughlin. Touched by the hardships they had endured, he helped them again and again with money, supplies and good counsel even though his instructions were to discourage settlement. But finally the instructions were adamant: he was to discontinue all assistance. 'Gentlemen,' it is said he replied, 'if such is your order I will serve you no longer.' And he did not, resigning in 1846 to retire in Oregon City."

—Historian Terence O'Donnell

Dr. John McLoughlin was born in Quebec in 1784 and practiced medicine in Montreal for a short time before he became a partner in the North West Company.

The Canadian North West Company merged with the British-owned Hudson's Bay Company in 1821, and in 1824 Dr. McLoughlin was put in charge of the Columbia District at Fort Vancouver. Fort Vancouver became the Hudson's Bay Company's central fur depot, trading, center, and port from which furs and farm products from the Oregon Country were shipped to the Sandwich Islands, China and England.

From 1825 to 1846 Dr. McLoughlin was a leading figure in the Oregon Country. To the natives he was known as "White Headed Eagle." Because of the encouragement and help he gave to American missionaries and settlers—even though his instructions were to monopolize the fur trade, subdue the Indians, and prevent agricultural settlement—Dr. McLoughlin became known as the "Father of Oregon."

der, with a standard value of one dollar per bushel.

By 1846 more than 160,000 bushels of wheat were produced in the Oregon Country. During the gold rush of 1849, Oregon wheat was shipped aboard sailing vessels from Oregon river ports to the California gold fields, where it brought six dollars a bushel. Wheat also was exported aboard sailing vessels to the Sandwich Islands and to settlements in the Puget Sound.

The first cattle were brought in 1814 when a sailing ship landed two bulls and two heifers at the fur trade post where Astoria now stands. In 1837 Ewing Young drove 630 head of Spanish cattle north from California.

Cattle in large numbers came with the emigrant train of 1843, a division of which became known as the "Cow Column" (captained by Jesse Applegate) because of the 1,300 or more cows and young cattle that were driven along behind the wagons. The numbers of cattle increased with every wagon train.

Oregon's woolen industry developed after the first large flocks of sheep were driven overland from Illinois in 1844 by Joshua Shaw, accompanied by his wife and children, and from Missouri in 1848 by brothers Joseph and Ahio Watt, who also brought machinery for processing the wool. The Willamette Woolen Company

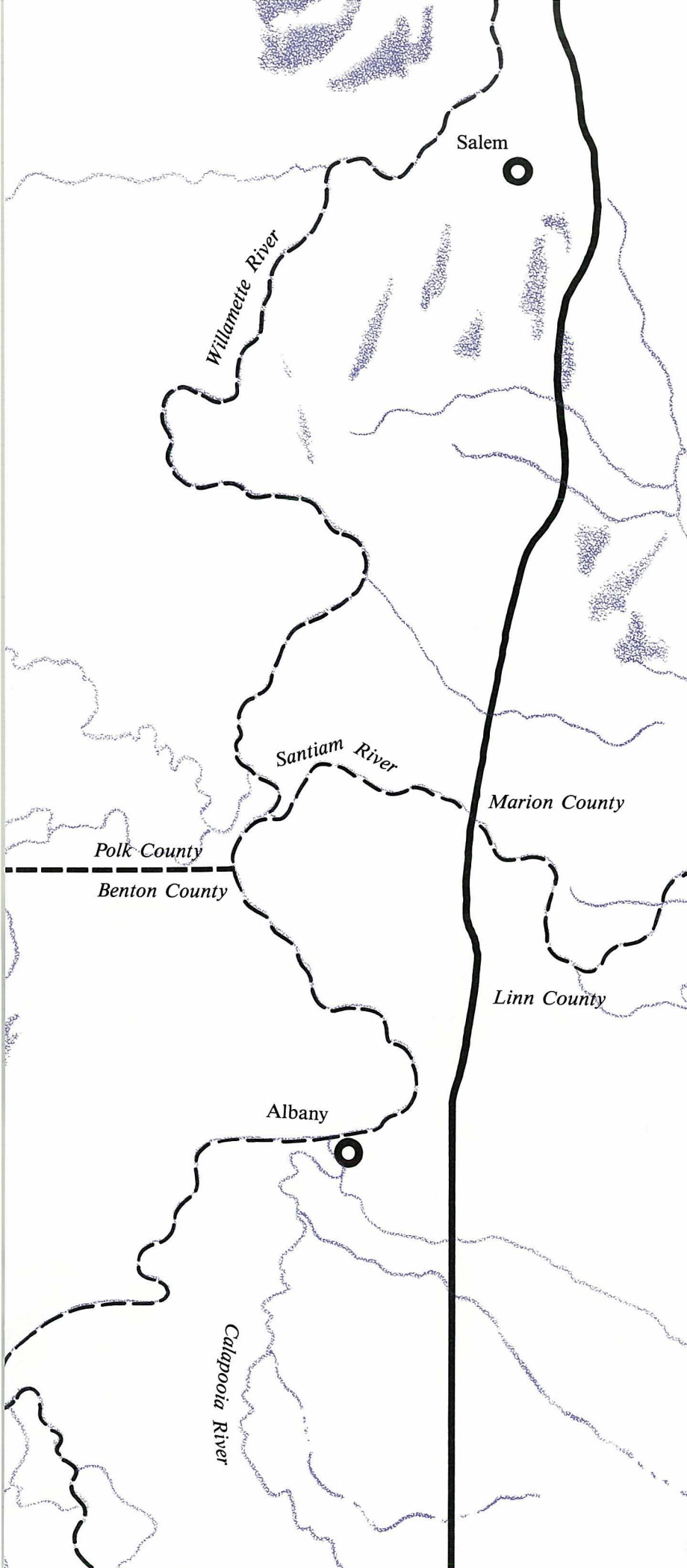
built the first woolen mill on the Pacific Coast on the banks of Mill Creek in Salem in 1856.

Cherries were brought to Oregon in 1847, and from this stock local varieties such as the Bing and the Black Republican were developed. In the 1850s, fruit trees, seeds, ornamental shrubbery, including a number of rose varieties, and cane berry rootings were received. After several unsuccessful attempts to establish bees, John Davenport arrived in 1854 with a swarm of bees he brought across the plains in a hive constructed mostly of wire netting. Wild flax was cultivated and processed to provide linseed oil and fiber for burlap bags. Commercial hop-growing got under way in 1864.

A group of Yamhill County farms organized the first agricultural society, and in the spring of 1854 a local fair was held. Similar groups formed in other areas, and in 1861 the first Oregon State Fair was held along the Clackamas River near Oregon City. The next year eighty acres of land in Salem were acquired and a more elaborate state fair was held. For the countless thousands who enjoy the excitement of competition, the animals, the displays, the blue ribbons and the bright lights and fun of the midway, the Oregon State Fair (Fairgrounds, Exit 256) has been the highlight of the year ever since.

Four prize winners at the Oregon State Fair sheepishly line up for recognition. Photo courtesy Oregon Historical Society





MILEPOST

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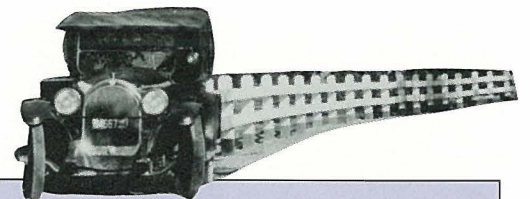
From time to time as you drive along Interstate 5 you might catch a glimpse of one or more elegant Chinese ring-necked pheasants feeding in an open field. The Chinese

pheasants found throughout Western America came from stock sent to Oregon from Shanghai, China, in 1880-81 and released on the Denny family homestead near here.

Christian and Eliza Denny and their family came west from Ohio in 1852 and settled near the small community of Lebanon.

Son John was involved for a time in politics, then he and his wife Sarah settled down to farm. The older brother Owen chose a career in law, graduated from Willamette University, married Genevieve Hale, a survivor of the Whitman Massacre, and eventually became the collector of internal revenue for Oregon and Alaska. In 1877 he was appointed U.S. Consul to China, where he served until 1884. It was during this time that he sent two shipments of Chinese ring-necked pheasants to Oregon.

The first shipment was released on a farm near Scappoose. Only fifteen cocks and five hens had survived out of a shipment of seventy. The second shipment of twenty-eight birds was turned loose near Lebanon. The birds did well in the Willamette Valley and, aided in later years by



New Bird

The shipment of Chinese ring-necked pheasants that the Hon. Owen N. Denny, then U.S. consul-general to China, made to his brother John in Oregon was the first successful importation of pheasants into the United States.

The birds did so well that an open season of ten weeks was declared in 1892. The first day's shooting netted 50,000 birds. The experience drew demand from all parts of the country for breeding stock, and pheasantries multiplied throughout the state. In 1899 alone, shipments of breeding birds were made from Oregon to 509 different localities, from Alaska to Mexico³



Two elegant Chinese ring-necked pheasants whose descendants were brought to Oregon from Shanghai in 1880-81, stand perched atop Jacksonville's Table Rock Saloon's counter in the late nineteenth century. SOHS #1941

pheasant breeding farms, scattered over much of the western part of the country.

MILEPOST

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Albany, the birthplace of the Republican Party in Oregon, was a political "hot spot" in the late 1850s and 1860s.

Located where the Calapooya River spills into the Willamette, the town was founded in 1848 by Walter and Thomas Monteith, who bought the site for \$400 and a horse, and named it for their former home of Albany, New York. A gristmill was built, the first steamboat reached its dock in 1852, and river commerce began. Albany grew as an agricultural and trade center.

The Oregon Republican Party evolved out of a meeting of "Free State" men held in Albany in 1856. The organizing convention, held February 11, 1857, attracted delegates from eight counties who represented a variety of political beliefs that differed substantially from those held by the Democratic Party.

The Republicans were opposed to slavery and strong in their support of the rights of Negroes as free agents in the American labor force. The Democratic Party was neither anti- nor pro-slavery, but torn by differences of opinion and by factions which split from the main group.

Opinions were expressed in subtle and not-so-subtle ways. When Abraham Lincoln was elected President in 1860, those sympathetic to the South and slavery threw the Albany municipal cannon into the river so it couldn't be fired during the victory celebration.



Political Parties

In the years preceding statehood, granted in 1859, Oregon was a territory where conversations that flirted with politics often exploded into loud and abusive argument.

Political differences involved such issues as slavery, statehood (Join the Union? Establish a sovereign nation west of the Rockies?), location of the state capital and prohibition, among other things.

One of the groups involved in the fray was the Know Nothing Party, a secret political society officially known as the "Supreme Order of the Star Spangled Banner." The main purposes of the organization, which developed in the East, were to keep America the exclusive preserve of white, Protestant Americans and to resist "... the corrupting influences of the Roman Catholic Church! Its purpose in Oregon was to defeat the Democratic Party. Because its members denied all knowledge of the organization and its activities it became known as the Know Nothing Party.

The party was exposed in Oregon by a faction of the Democratic Party known as the "Salem Clique" after the clique infiltrated the Know Nothing membership.

Also active in Oregon politics in the 1850s was the Temperance Society. The provisional government had prohibited liquor (thought to be the first prohibition law in the U.S.), but then reversed itself and passed regulatory laws.

MILEPOST

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Interstate 5 will soon carry you across the Santiam River into Marion County. The river was named for the small bands of Indians, described as "generally friendly but thievish," who made the land along its banks their home.⁶ This desirable land attracted perhaps equally thievish white settlers in the early 1840s. Eventually the Santiam Indians were removed to the Grand Ronde Reservation.

Marion County was named in honor of

General Francis Marion, the Revolutionary War hero known as the “Swamp Fox” because of his skill in guerrilla warfare and his ability to elude the British. A biography of the soldier, *The Life of General Francis Marion*, was popular with early Oregon settlers.

EXIT 252

Salem has been Oregon’s capital since 1864, when voters ended a political squabble and fifteen-year game of musical chairs and voted decisively to locate the seat of state government here.

The first legislative assembly of the provisional government met at Oregon City, and in 1849 Oregon City became the territorial capital. By subsequent act of the Legislature, the capital was moved to Salem in 1851, where legislators met in a private home, then in rented halls. In 1855 the capital was moved to Corvallis for a short time, then back to Salem again (after the U.S. Treasury Department ruled against spending money other than at Salem, as appropriated), where the capitol building that had been started the previous year was now ready for occupancy. On December 29, 1855, the capitol building burned. Many public records were lost.

The territorial capital remained at Salem, but with the loss of the building the debate over location of the seat of government started all over again.

When Oregon became the thirty-third state in 1859 and the Oregon Constitution went into effect, the matter of a permanent seat of government still had not been settled. The issue was submitted twice to the voters before it was decisively resolved in the election of 1864.

Salem dates its founding to 1840, when the Methodist missionary and pioneer leader Jason Lee established a Methodist mission here. Two years earlier Lee had gone east to recruit Methodist settlers for the Oregon Country, seeing this as the best way to strengthen the claim of the United States to the land and to free it from domination by the British.

The settlement initially was called Chemeketa, a Calapooya word translated by some as “place of peace” and by others as “meeting place” or “resting place.” Salem, a name chosen later, is the anglicized form of the Hebrew word shalom, meaning peace.



MILEPOST

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Interstate 5 soon will approach and bypass two communities—Mount Angel (Exit 271) and Aurora (Exit 278)—established by pioneers dedicated to their religious beliefs.

The name Mount Angel applies both to the town and the forested butte that rises from the valley floor several miles east of Interstate 5.

The butte was known to the Indians as Tap-a-lam-a-ho, meaning a mountain used for communion with the Great Spirit. In 1883 the Rev. Father Adelhelm Odermatt, who had come from Switzerland and established a Benedictine community in nearby Gervais, built a pilgrimage chapel on top of the butte. He gave the name Mount Angel to both the rounded hill, which could be seen from miles around, and to the settlement at its base.

The hilltop still is a place dedicated to prayer and work. At Mount Angel Abbey, a monastery of Benedictine monks, you will find a seminary where students are educated for the Catholic priesthood, the abbey church, a research library, two museums and a retreat.

Continuing the work started more than a century ago by Mother Bernadine Wachter and a small group of Benedictine Sisters is Queen of Angels Priory.

When the first group of Sisters arrived from Switzerland they lived in an abandoned saloon in Gervais until their convent was built. Six years later they moved to the

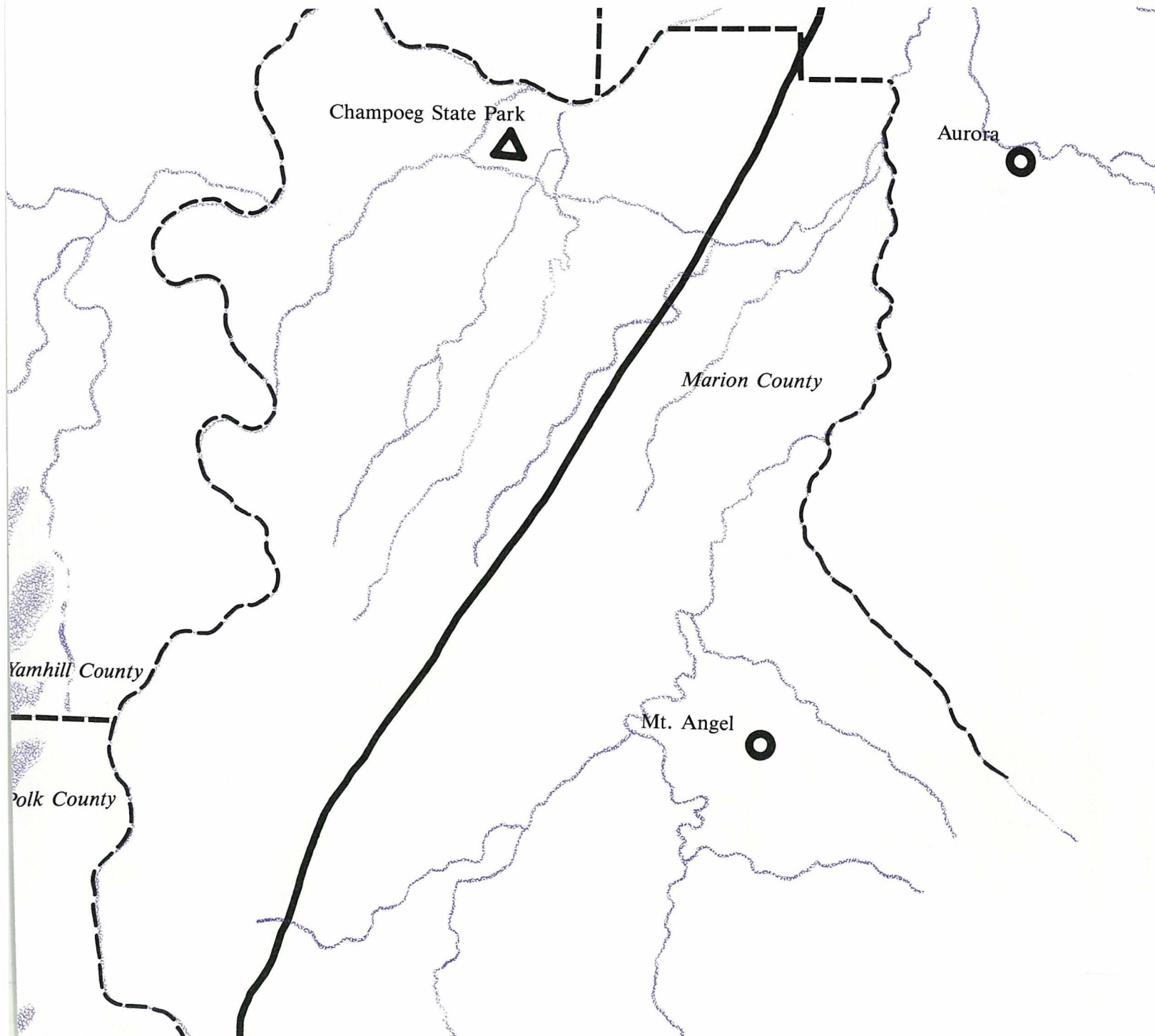
After years of debate, voters finally designated Salem as Oregon’s capital in 1864. This 1870 view of the city (top) looks across Wilson Park to Court Street.

Photo courtesy
Oregon Historical Society

Mt. Angel Abbey church (right) stands high atop a hillside and is still used today as a place for work and worship. Photo courtesy
Oregon Historical Society

site of the present priory. The ministries of the Sisters continue to center on hospitality, prayer, education, nursing, retreat work, social justice and ministry.

Mount Angel is a pleasant small town that reflects its Swiss-Bavarian heritage. The highlight of each year is Oktoberfest, a four-day festival patterned after the Oktoberfest of Munich. Held the third weekend in September, the event attracts thousands. Another annual event is the Abbey Bach Festival, held the last week of July. For information write Abbey Bach Festival, Mount Angel Abbey, St. Benedict, OR 97373.



A few miles north of Mount Angel, situated on the banks of Mill Creek, is Aurora, established in 1857 by Dr. William Keil and a group of his German-Dutch followers who lived by the communal code “. . . from every man according to his capacity, to every man according to his needs.”⁷

As head of the Christian communal group, Dr. Keil demanded full authority which, it is said, was either “. . . ardently supported or openly resented.”⁸

The religious pattern was strict and the lifestyle simple. Ornamentation in dress was not tolerated; marriage outside the colony was prohibited.

The Aurora Colony members, who numbered about 500, farmed large tracts of land and sold what produce the colony didn't need. The women were excellent cooks, and were known as well for their skills at glovemaking and embroidery. The men made furniture, clothing, baskets and tools. The colony gained a reputation throughout the United States for the high quality of the clarinet reeds made there, and the Aurora Band was known throughout the region for its stirring, oom-pah German-style music.

After the death of Dr. Keil, the colony declined, and eventually the property that had been held in common was divided among the remaining members.

A side trip to Aurora, with time allowed for exploring the town and the fine Ox Barn Museum where the simplicity of communal life is well presented, is strongly recommended.

**EXIT
282**

In Champoege State Park, on the banks of the Willamette River just west of Interstate 5, the pageant “Champoege—the Story of Old Oregon” is presented in an outdoor theater on summer evenings. This colorful drama brings to life some of the people who struggled to bring order through government to the Oregon Country. For a pageant schedule and ticket information, write Champoege Historical Pageant, Box 4567, Salem, OR 97302, or call (503) 245-3922.

Champoege boasts an excellent visitors center, and both the Pioneer Mother's Cabin and the Robert Newell House are open to the public. Champoege is a National Historic District as well as a state

Champoege, a National Historic District as well as a state park, offers travelers a beautiful area to cool their engines and catch their breath on the banks of the Willamette River.

Photo courtesy Oregon Historical Society



park. Because of the natural beauty of the groves of tall trees and the open meadows, and because of the generous placement of picnic tables, an unhurried visit is highly recommended.

It was at Champoege in 1843 that the Oregon provisional government came into being. The need for some sort of government, particularly for laws relating to land title, was recognized by Willamette Valley settlers especially following the death of Ewing Young in 1841. Young died leaving an estate of considerable value, but no known heirs. There had been talk about government, but little headway had been made. A major problem was the fact that the region still was jointly claimed by both Great Britain and the United States, and jointly occupied by citizens of both nations. The boundary question had not been solved.

Finally, following two preliminary meetings, a committee was asked to report to a general meeting called for May 2, 1843, at Champoege, the place on the river where the Hudson's Bay Company had a warehouse that later became a shipping point for valley wheat. The meeting drew about an equal number of Americans and French-Canadians, some one hundred in all.

After what has been described as "con-

siderable confusion and dissension"¹⁰ a body of law and a government of three branches—legislative, executive and judiciary—were created.

After the organizational meetings, the seat of provisional government was located at Oregon City.



Odd New Justice

Historian Terence O'Donnell writes: "Despite the fact that it [provisional government] was not officially recognized by the majority over whom it presumed to rule, the laws it enacted were by and large observed though on occasion in curious fashion. In Polk County, for example, a man was sentenced to three years imprisonment, but there being no jail and no taxes with which to build one, it was decided to sell him at auction. A local farmer bought the criminal and worked him for three years after which time he was given a horse and saddle and \$20 and released."⁹

EXIT 288

Oregon City is a city of "firsts." You will see it across the Willamette River from a wayside park and viewpoint if you choose to take the Interstate 205 (Exit 288) route east of Portland rather than continue north on Interstate 5 through the center of the city.

Situated at the falls some twenty-five miles upstream from where the Willamette flows into the Columbia River, this place was a center for Indian fishing and barter when white explorers, fur trappers and traders first penetrated the area.

The first sawmill and the first gristmill in Oregon were built here in 1831, using water power from the falls. Oregon's provisional and first territorial governments were located here. The first U.S. flag to fly in Oregon was unfurled here, and in 1844 Oregon City became the first incorporated city west of the Rocky Mountains.

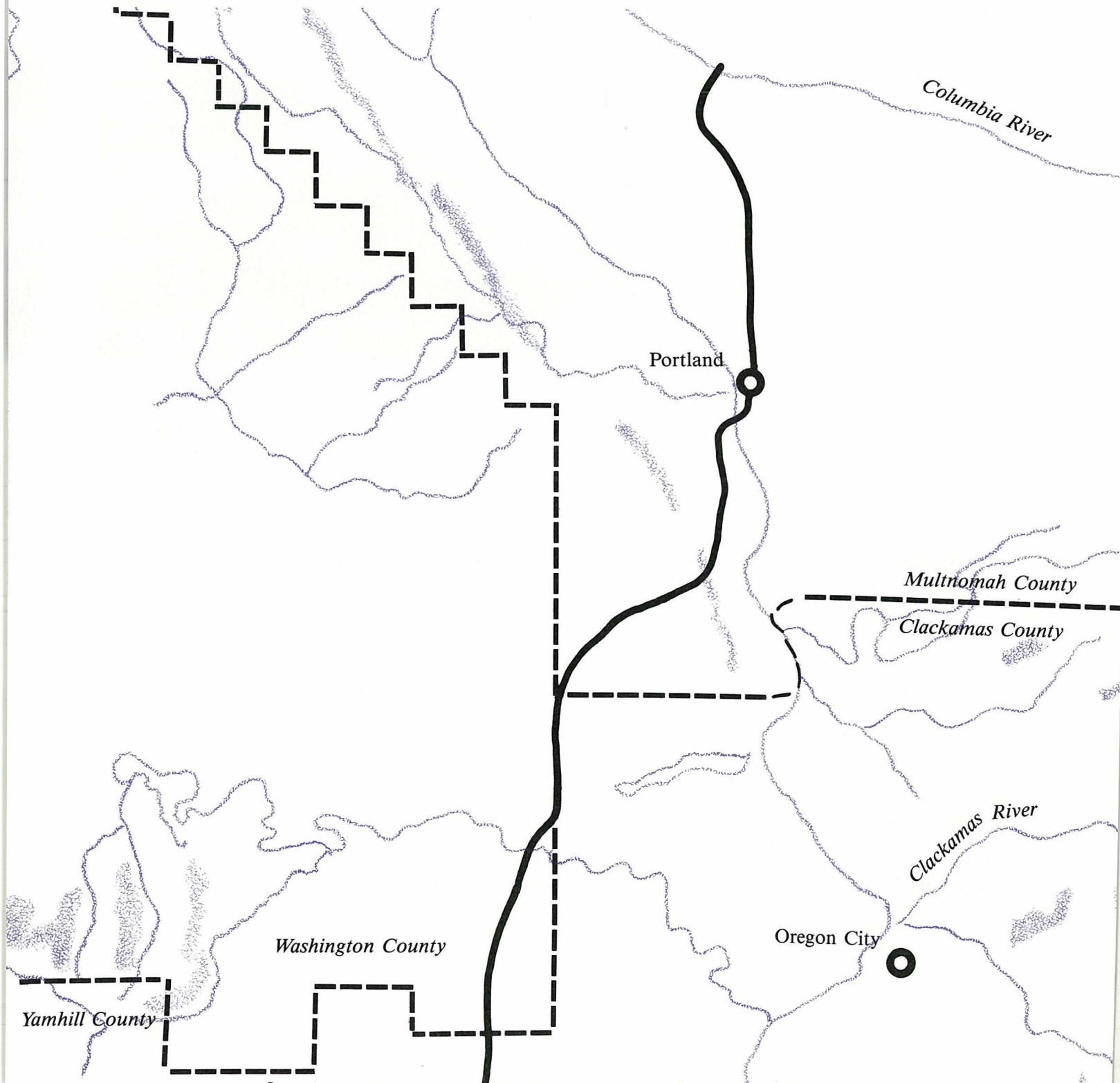
For thousands of emigrants this was the entrance to Oregon. It was the end of the Oregon Trail, and the end of the trip by sailing ship around the Horn or across the

Oregon City, shown here ca. 1880, was gratefully considered the end of the trail for westward-bound pioneers and the entrance to Oregon for thousands of emigrants.
SOHS #13480

Isthmus of Panama. The first Protestant church, the first Masonic lodge, and the first newspaper west of the Missouri River were started in Oregon City. Woolen mills opened here in 1864 and the first paper mill on the West Coast was built here three years later.

Oregon City was laid out and named in 1842 by Dr. John McLoughlin, chief factor of the Hudson's Bay Company, on a portion of land he had claimed. After he

resigned from the Hudson's Bay Company, where he had been in charge of Fort Vancouver for twenty-one years, Dr. McLoughlin built a home in Oregon City, became an American citizen and with his wife Marguerite lived here until he died in 1857. The McLoughlin House is now a National Historic Site and is open to tours Tuesdays through Saturdays from 10 a.m. to 4 p.m., and on Sundays from 1 to 4 p.m. It is closed on Mondays, holidays and during the month of January.





Oregon's New Mormon Temple

Just north of Exit 292, the slender white spires of the Temple of the Church of Jesus Christ of Latter-day Saints, dedicated in 1989, may be seen rising above the forest that obscures the view of the magnificent structure itself from the freeway.

The first LDS missionaries were sent from the Mormon settlement in San Bernardino, California, to the Oregon Territory in the 1850s. Because the reception they received was poor, their proselytizing efforts were temporarily abandoned. The Portland Temple District dates back to 1855 when the Salmon River Mission was formed, establishing a colony of Mormons in the Bitterroot Mountains of what was then the Oregon Territory (now the eastern border of Idaho). A branch was established in Portland in 1899.

MILEPOST

2
9
4

As Interstate 5 approaches Multnomah County and the Portland metropolitan area, it passes briefly through Clackamas and Washington counties.

Clackamas County, created in 1843, received its name from the Clackamas Indians, a Chinookan tribe whose villages stood along the lower Clackamas River. Washington County, established in 1849, was named in honor of President George Washington. Multnomah County, created in 1854, was named for the Multnomah Indians, also of the Chinookan family, who had their central village on Sauvies Island in the Columbia River.

The Chinookan family, a group of many related tribes that numbered in the thousands, lived along the Columbia, Clackamas and Willamette rivers in small villages. Because their most frequent means of travel was by river, they were referred to as "canoe Indians" by Lewis and Clark and other early explorers.¹¹

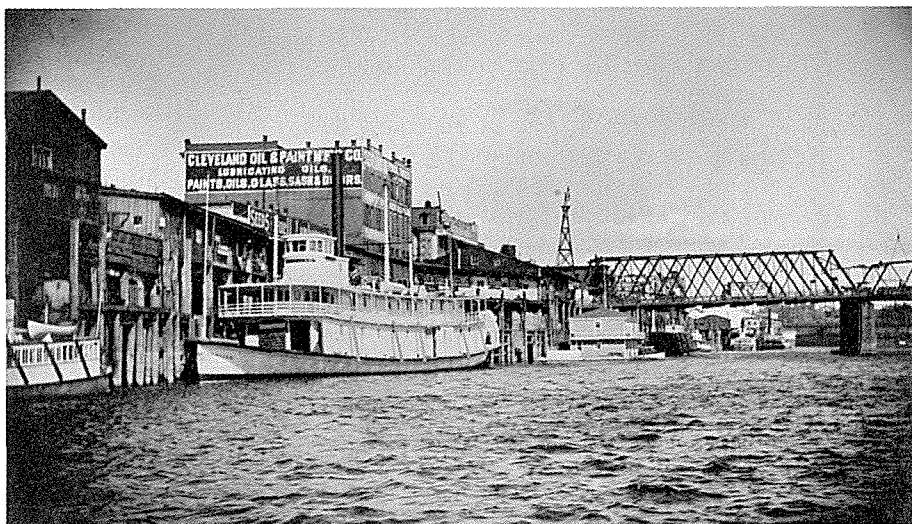
Contact with whites, exposure to new kinds of disease—smallpox, measles, influenza, venereal diseases, etc.—and the introduction of liquor used in barter by the fur traders had a "devastating effect on the native races."¹²

When the Lewis and Clark Expedition reached the Columbia River in 1805, there were more than a thousand members of the Clackamas tribe living in the region. By the early 1850s there were fewer than ninety. Those who survived were taken to the Grand Ronde Reservation in 1855.

Portland grew from a sixteen-block clearing in the forest referred to as "Stumptown" in 1845 to become Oregon's "metropolis" with a population of about 2,000 in 1858. The reason for its rapid growth was its advantageous location for commerce.¹⁴

Situated at the farthest point up the Columbia River that ocean-going ships could reach, Portland offered a deep water seaport. It also was connected to the valley settlements by a wagon road that led through a low pass in the hills, making it a natural center for trade and shipping.

The steamer *Lurline* docks near Hawthorne Bridge on the Columbia River during Portland's earlier seaport era.
SOHS #12479



The city's first big period of growth came during the California gold rush, when Portland boomed as a shipping and supply center. Produce from Willamette Valley farms and lumber from Oregon mills left on every conceivable type of sailing vessel headed for San Francisco.

From the wharves and the waterfront, the town sprawled. By 1850 Portland had churches, a school, stores, boarding houses, nearly two hundred buildings and a weekly newspaper, the *Portland Oregonian*. Eight years later there were tree-lined streets, neat frame houses, brick buildings along the waterfront and land set aside for parks.

Gold was discovered in Eastern Oregon and in Idaho in the 1860s, and this again increased Columbia River shipping. In the 1870s Portland was on its way to becoming one of the major wheat ports in the world!⁵

In 1883-84, some twenty-four years after Oregon became a state with poor communications and travel connections with the East, both Northern Pacific and Union Pacific railroad lines reached Portland, making an east-west transcontinental link. In 1887, the north-south railroad between Portland and San Francisco was finished. This completed the circle of railroad routes around the United States. Portland entered a new era of growth and prosperity, enhanced once again when it became a major shipping point during the Alaska gold rushes of the 1890s.

In 1905 Portland hosted the Lewis and Clark Centennial Exposition, marking the 100th anniversary of the date Lewis and Clark explored an overland route to the Oregon Country, and shortly thereafter, historians say, the city reached "cultural maturity."¹⁶

Whether the clearing in the forest that was destined to become Oregon's major city was to be named Portland or Boston was decided in 1845, it is said, by the toss of a coin. The two men involved were



On the Early Automobile . . .

"The automobile had come. . . . In 1906 Portland grudgingly raised the speed limit from eight to ten miles an hour. The real breakthrough came in 1910 when the Meier and Frank Company switched from horse delivery to trucks. In the same year the Oregon Automobile Association called on the counties to put up road signs, 'so that auto tourists . . . might be able to find their way anywhere in Oregon.' . . . In 1919 the state published its first official road map."

—Historian Terence O'Donnell¹³

Francis W. Pettygrove, merchant, who had come west from Portland, Maine, and A. L. Lovejoy, lawyer, who had come from Boston. Pettygrove won the toss. These men also are credited with laying out the initial sixteen-block townsite.

LEAVING OREGON

The Columbia River, the legendary Great River of the West, forms the northern boundary of Oregon.

Continuing north, Interstate 5 will carry you into the state of Washington.

The river has its own story to tell.

A water route traveled by native peoples for centuries before the arrival of the white man, the river also provided an abundance of food and was a source of myth and spiritual strength.

Although a great river was suspected to exist by Spanish, Russian, British and American explorers and merchant traders who had sailed off the west coast of America for almost 200 years, it wasn't discovered until May 11, 1792, when Captain Robert Gray, in command of the American merchant ship *Columbia*, found the entrance and sailed over the bar.

Captain Gray continued ten miles upstream and claimed the river and the surrounding region in the name of the United States, establishing for the first time the presence of the United States in western North America. He gave the river the name of his ship, *Columbia*.

Five months later a British naval officer and maritime explorer, Lieutenant William R. Broughton, sailed upstream 120 miles, raised the British flag, and claimed the country in the name of King George III.

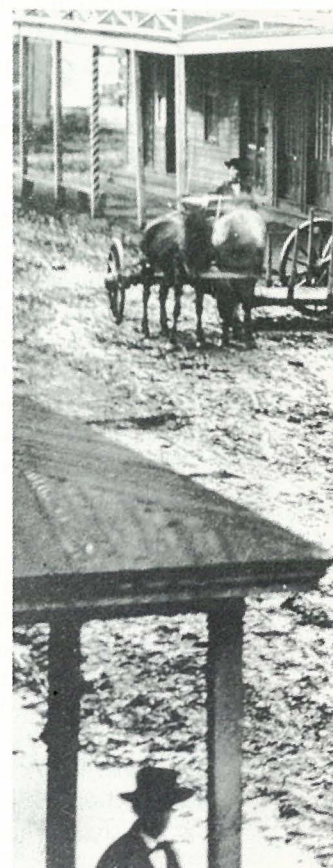
Ownership of the river and the region it represented remained in dispute for more than fifty years until 1846, when the present boundaries between the United States and Canada were finally agreed upon.

The Lewis and Clark Expedition, charged by President Thomas Jefferson to explore the land west of the Louisiana Purchase and to report back whether or not any of it was desirable, came by boat down the river on the last leg of their long overland trek from St. Louis, Missouri, in the fall of 1805.

Next came the fur posts, Fort Astoria at the mouth of the river in 1811, Fort Vancouver in 1824, and still farther upstream

Horse-drawn carts maneuver a muddy Front Street in Portland, ca. 1850.

Photo courtesy Oregon Historical Society



forts Walla Walla, Okanogan and Colville. Trappers and traders guided canoes filled with furs down the Columbia to Fort Vancouver, where they were loaded onto merchant ships headed to China and London.

In the 1840s emigrants who made the difficult trip overland loaded their wagons and their possessions on rafts at The Dalles and floated down the Columbia to reach the land they would claim in the Willamette Valley and beyond.

And, finally, Portland grew to be Oregon's great city, a center of commerce and culture on the banks of the Columbia River.

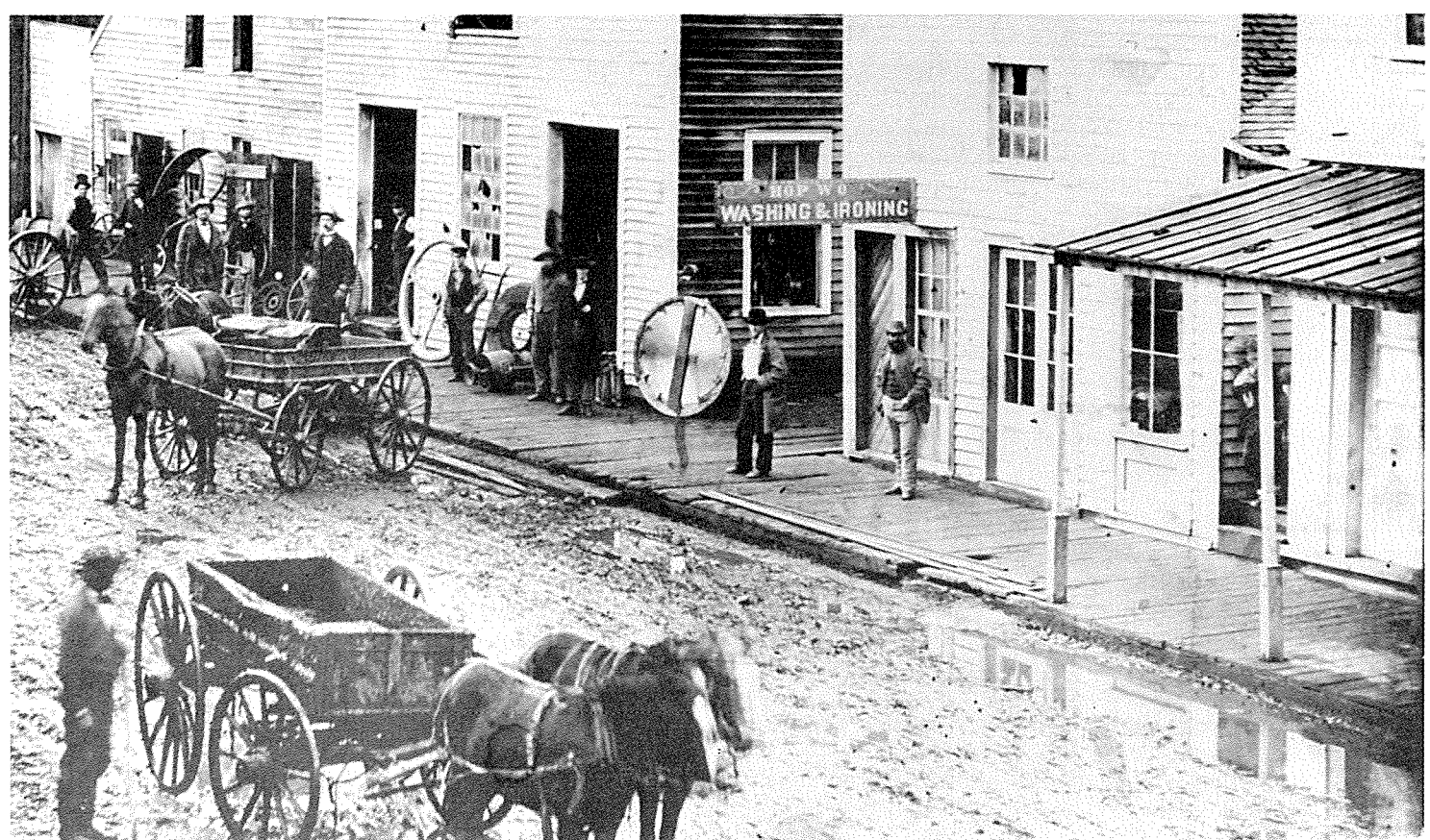
When the Washington Territory was separated from the Oregon Territory in 1853, the Columbia River became the boundary line that eventually would separate two of the most livable states in the United States, states carved out of what once had been the vast and unknown Oregon Country.



ENDNOTES

1. Lewis A. McArthur, *Oregon Geographic Names* (Portland: Western Imprints, Press of the Oregon Historical Society, 1982), p. 484.
2. McArthur, p. 448.
3. *Encyclopedia Americana*, (Americana Corporation, 1957: vol. 21), p. 717.
4. Howard McKinley Corning, editor, *Dictionary of Oregon History* (Portland: 1989, Binford and Mort Publishing Company, 1989), p. 137.
5. Corning, p. 268.
6. Corning, p. 216.
7. Corning, p. 14.
8. Corning, p. 132.
9. Terence O'Donnell, "Oregon History," *Oregon Blue Book* (Salem: State Printing Division, 1985-86), p. 437.
10. O'Donnell, p. 437.
11. Corning, p. 53.
12. Corning, p. 80.
13. O'Donnell, p. 447.
14. O'Donnell, p. 441.
15. O'Donnell, p. 444.
16. Corning, p. 201.

Marjorie O'Harra is a retired journalist and a lifelong resident of southern Oregon who has acquired a whole new view of Interstate 5. She has written several books and numerous articles about southern Oregon.



CATCH A FALLING STAR

The Meteorites of Oregon



by Gordon W. Haas

Pitted with cavities large enough to hold a child, the Willamette Meteorite (*far right*) tips the scales at more than 15 tons. This voyager from space is currently housed at the Hayden Planetarium in New York City.

Photo courtesy Dick Pugh

Visitors from outer space have landed in Oregon and are helping Oregon scientists to learn more about the earth, the solar system and the universe. This is the story of four of them, although there are thousands more in Oregon. This story is neither science fiction nor fantasy. The visitors are meteorites, and there are ways to find and identify them.

Experts estimate that 1,000 tons of rock, metal, and ice enter the earth's atmosphere from outer space yearly. Most of the material vaporizes before it reaches the earth's surface, and even then most of it lands on the 75 percent of the earth that is water. Nonetheless, each year meteorites land on land—and have done so for millions of years. Scientists estimate that there is an average of one collectible meteorite on every square mile of the earth. Four have been found in Oregon, and are named after the places they were found: Willamette, Sams Valley, Klamath Falls, and Salem.

THE WILLAMETTE METEORITE

The largest meteorite ever found in the United States, and the sixth largest ever found in the world, the Willamette Meteorite weighs in at more than fifteen tons. This huge VW Beetle-sized mass of nickel-iron is pitted with large cavities, some large enough to hold a child. The pits were not caused by the meteorite's fall through the air as many believe, but by 13,000 years of rusting in the rainy Northwest.

In the fall of 1902, Ellis G. Hughes, a Welsh farmer, was cutting firewood on land belonging to the Oregon Iron and Steel Company on the east side of the Tualatin Valley, two miles northwest of West Linn, when he found an odd rock partly buried beneath earth and dead leaves.

The next day he brought his friend and boarder, Bill Dale, to see the rock.

Upon examining it, they hit it with a stone, and it rang like a bell. Realizing it was a meteorite,

Experts estimate that 1,000 tons of rock, metal, and ice enter the earth's atmosphere from outer space yearly.

and very valuable, they plotted how to obtain it. When the Oregon Iron and Steel Company refused to sell the property it was on, Hughes decided to move it to his own land $\frac{3}{4}$ mile away.

But moving the meteorite proved to be a monumental task. With the help of his fifteen-year-old son, and occasionally his wife, the work finally began in August 1903. Deep in the forest, Hughes built a huge cart of logs with cross-sections of great logs for wheels. After excavating around the 31,000-pound mass of metal, Hughes used levers, jacks, and block and tackle to wrestle the meteorite onto the cart.

Having made a heavy cable from braided wire, the crafty Welshman

obtained a capstan from an old sailing ship and anchored it firmly with a heavy logging chain. By having his horse walk in circles around the capstan, thereby winding up the cable, Hughes moved the cart.

The steep, muddy terrain handicapped the moving process tremendously. By cutting logs and splitting them into slab boards, Hughes and his son made a road for the cart, yet it still sank in the mud. Some days they only moved one cart length, other days twenty feet, and on one very successful day, fifty feet.

After three months of this back-breaking work, including moving and re-anchoring the capstan frequently, Hughes finally got the meteorite to his property. The dense forest had kept all of this work unobserved. When he finally got it home, he built a shack around it and began charging people twenty-five cents each to look at the "big rock from the sky." Unfortunately, one of his early customers was the lawyer for the Oregon Iron and Steel Company.

The lawyer found the log road and the huge hole in the ground where the meteorite had been dug out. He offered Ellis Hughes \$50 for the meteorite, and when Hughes refused, he sued on behalf of the company. But Hughes fought back with vigor and creativity.

Hughes called several elderly Indians as witnesses. They told the court that the meteorite belonged to their tribe and was sacred to them. They said they believed it had fallen from the moon and that dipping arrowheads in water collected in its cavities would insure success in battle. They also told how young Indian men used to go to the stone in the dead of night for initiation ceremonies. Hughes claimed that because of this, the Indians, not the company, owned the meteorite. Hughes also argued that the stone had probably not

fallen where it was found but had been moved there (say, from his property downhill) either by the Indians or by glaciers.

The company claimed that the meteorite was real estate and that Hughes had stolen it. When the court found in its favor, the company hitched a team of horses to Hughes' handmade log cart and began pulling the meteorite down the road. But Hughes got the Oregon Supreme Court to issue a temporary injunction against further movement until he had appealed the ruling. The company left the cart alongside the road in front of the Johnston residence, and hired Mr. Johnston to guard it. When he heard it ring as people tried to chisel away pieces, he would come running with his rifle and chase them away.

In the meantime, another neighbor blasted a crater on his land and then sued both Hughes and the company for stealing "his" meteorite. His case was thrown out by the court.

Hughes eventually had to give up possession



of the meteorite, which he did following the decision on July 17, 1905, of the U.S. Supreme Court in support of a lower court decision favoring Oregon Iron and Steel Company.

That ruling found that meteorites are real estate and that they belong to those whose land they are found on. The company then took the meteorite to Portland, where it was a star attraction at the 1905 Lewis and Clark Exposition.

The Willamette Meteorite went on display in the Mines Building, and was unveiled in a ceremony attended by Governor George T. Chamberlain and other state officials.

After the exposition, Mrs. William A. Dodge II purchased the meteorite for \$20,600, then gave it to the American Museum of Natural History in New York City. When the Hayden Planetarium opened at the museum in 1936, the Willamette Meteorite was opened there, where it remains today!

Recent investigations into the cone-shaped mass of metal have shown several interesting things: (1) It is the largest "oriented" meteorite in the world, in the form of a broad cone measuring ten feet, four inches long by four feet, three inches tall by seven feet wide. (2) When it first landed, it probably weighed more than twenty tons, but has lost weight due to rusting. (3) It appears Hughes was right. The meteorite did not land where he found it but probably in Canada during the last ice age, after which it rode down to Washington on the ice sheet, then floated into place on an iceberg during the great Missoula flood, when the huge ice dams broke up?

THE SAMS VALLEY METEORITES

About 1850, a young prospector named Bill Payne was hunting gold in what became Jackson County along a tributary of the Rogue River which joins the river just to the northwest of the two Table Rocks. The stream led him into



Pilfering the Willamette Meteorite from Oregon Iron and Steel Company's land, finder Ellis G. Hughes managed to haul the monstrosity back to his property after three months of back-breaking work. Photo courtesy Dick Pugh

what he considered one of the most beautiful valleys he had ever seen. The lush grasslands were home to many deer and other game, while fish teemed in the creeks. The upland Takilma had a camp at the base of the hill on the western side of the valley. The chief of the tribe was known to the whites as "Sam," and today the valley is known as Sams Valley.

Payne became the first white to settle in the valley, and had considerable success as a gold miner. Early settlers told the story of Payne's search for a vein of gold he had been following. He had practically given up on ever finding the vein again when he knelt at the side of the stream to drink some water. As he was drinking, he noticed a yellow sparkle under the water. He had found the missing vein.³

Some years later, Payne was panning along Sams Creek when he found three blackened and rusty lumps of metal. These were meteorites. One of these eventually became the property of the South-

ern Oregon Historical Society. In 1949, geologist Russell A. Morley of Salem suspected the celestial origin of this two-pound piece found in a box of minerals in the Jacksonville Museum and had a local machinist remove a slice which, when etched with acid, showed "Widmanstätten" patterns characteristic of meteorites.

Morley managed to locate Payne's son, Frank B. Payne, who still lived on the property along Sams Creek, and who pointed out to Morley the location of the find.

Frank Payne also told Morley that his father had given one of the pieces to his friend Edward Cooper, whose whereabouts Morley could never determine. The disposition of the third piece is unknown.

In 1894, George P. Lindley of Medford found a fifteen-pound meteorite in Sams Valley. Lindley was related to George R. Lindley, vice president of the Jackson County Bank. When he died, Lindley willed the meteorite to his son, Nolo M. Lindley, a book-



**Sams Valley
Meteorite**
Photo by Susan Ray

keeper at the bank. Nolo Lindley, with the help of Medford mining engineer and real estate agent Ernest W. Liljegan, sold it in October 1914 to the Foote Mineral Company of Philadelphia.

Mr. W. M. Foote described the meteorite in a scientific journal as 6.75"×4.75"×3.5", specific gravity 7.794. Chemical analysis: iron, 89.36%; nickel, 9.76%; and cobalt, 0.686; with traces of silicon, sulfur and copper. The surface was thinly oxidized, indicating it was an old fall. There were "thumbprints" or flow lines caused by atmospheric shaping. When a piece was cut, polished, and etched with dilute nitric acid, Widmanstatten patterns were produced.

The Foote Mineral Company sliced the meteorite up and sold the pieces to collectors and museums around the world, including the American Museum of Natural History in New York City, Harvard University, and museums in London, Paris, and Calcutta. It is the most widely distributed of any of the Oregon meteorites.

In 1938, J. Hugh Pruett, astronomer for the University of Oregon, set out to get a piece of the meteorite for the university in Eugene. He made arrangements with the American Museum of Natural History to be given a piece of their specimen if the university would pay to have it cut, polished and etched. Since the American Museum's 2.4-pound piece was the

largest of those cut from the original 15-pound meteorite, he was very pleased that they would give him a 1-pound piece.

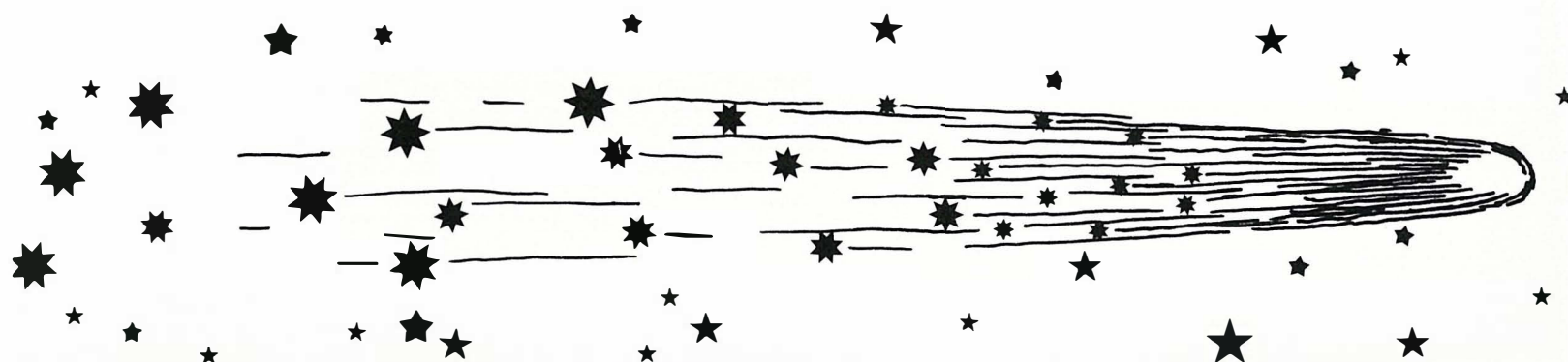
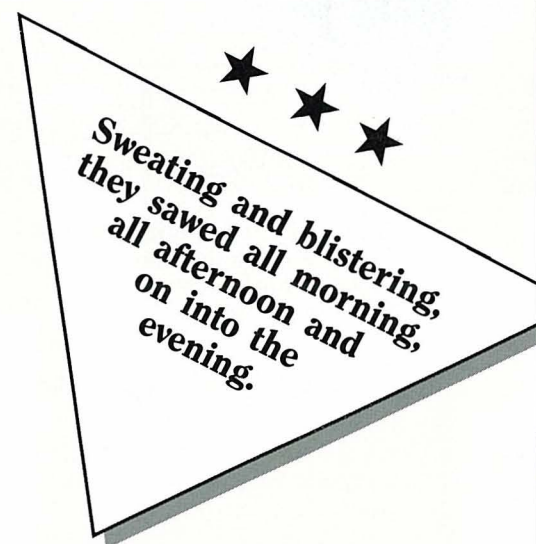
Imagine his surprise when he opened the box and found an entire uncut meteorite weighing 2.7 pounds. As it turned out, reports that the Sams Valley meteorite had fallen as one piece were incorrect. The museum had received this piece from E. W. Liljegan by exchange. It had been found before 1918 at an unspecified location about six miles from Sams Valley.

Cutting the hard metal from outer space was quite a chore. Pruett got C. A. Coulter of the Eugene High School faculty to agree to cut off the slice. Coulter estimated that his diamond saw ought to get the job done in an hour, so he set the fee at \$1.50. With the assistance of his son, he began work at ten o'clock in the morning, but soon realized the power saw would not make any progress in cutting the extremely hard meteorite.

The two then began sawing by hand using a hacksaw. Sweating and blistering, they sawed all morning, all afternoon and on into the evening. Not until nine o'clock did the slab finally fall to the floor, leaving behind a pile of metal filings and eighteen completely ruined hacksaw blades. Coulter would not, however, accept any more than the original fee!

Since the evidence indicates fairly clearly that the meteorites fell as a shower, it is very possible that other pieces may exist, as well as those pieces found by Payne. It is hoped that some of these may be found and studied.

continued





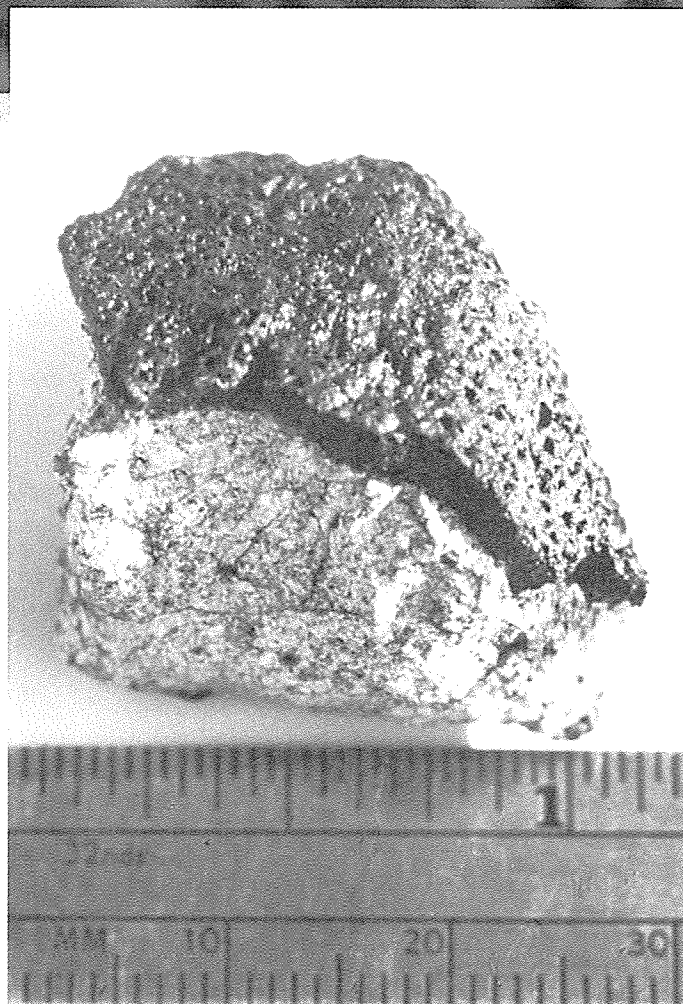
Raining rocks? When the Salem Meteorite survived its journey through the atmosphere and fell to earth, it landed and broke into chunks.

Photos courtesy Dick Pugh

THE KLAMATH FALLS METEORITE

In January, 1952, a rancher in Klamath Falls brought a small piece of nickel-iron to assayer J. D. Howard for analysis. Howard thought it might be part of a meteorite. The rancher had said it was part of a thirty-pound mass. So Howard sent it to Dr. H. H. Nininger of Arizona, who confirmed its meteoritic origin. Since the rancher never got back to Howard, it had been thought the meteorite was missing. Now it has been found that the rancher, rather than waiting for assay results, had put the meteorite in his truck and driven it to Albuquerque, where he sold it to the University of New Mexico!

continued



THE SALEM METEORITE

Early in the pre-dawn morning of May 13, 1981, Marion County Sheriff's Deputy James P. Price was sitting on the curb in front of his house in Salem.

He had just gotten off work and was talking with his friend, Deputy Vincent Wan, who was in his patrol car. At 1:05 that morning, both men heard an odd "fluttering" noise, the sound of something hitting the roof of the house, and the sound of little rocks falling near them. Price looked around with a flashlight, and within ten minutes he had found a rock in

Had it been at a steeper angle, it might have penetrated the roof.

On examination, Price found that two of the pieces fit together, forming part of the original meteorite, as do the other three, although about one-third is missing.

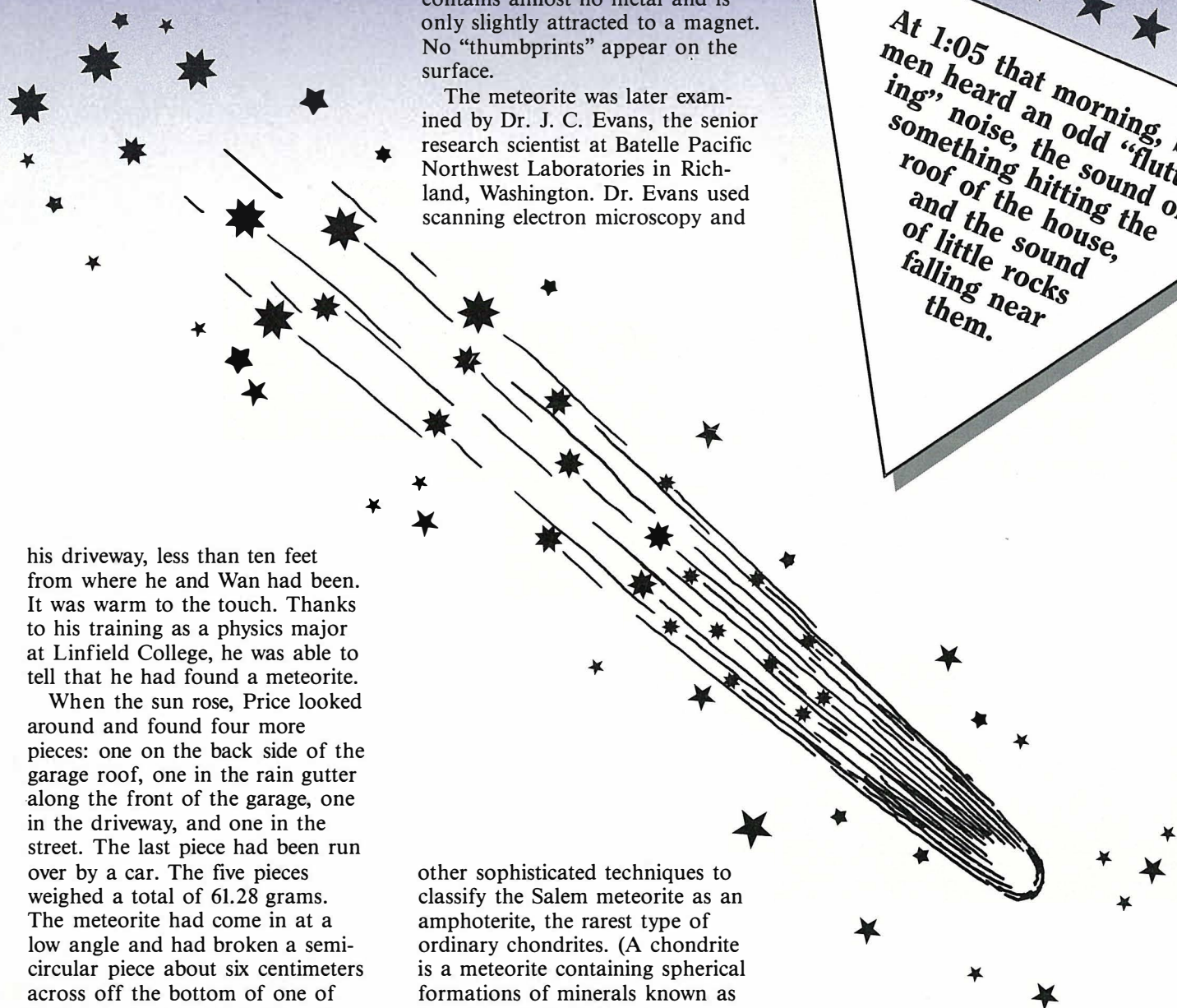
As reconstructed, the original meteorite was a flattened ovoid measuring approximately 6.0 by 5.0 by 2.5 centimeters. The interior is gray, looking almost identical to concrete, with a black fusion coating on the outside ranging from about 1.0 millimeter in thickness on the leading edge to about 2.8 millimeters on the trailing edge. It contains almost no metal and is only slightly attracted to a magnet. No "thumbprints" appear on the surface.

The meteorite was later examined by Dr. J. C. Evans, the senior research scientist at Batelle Pacific Northwest Laboratories in Richland, Washington. Dr. Evans used scanning electron microscopy and

teristics, it has low iron and low metal content.

The Salem Meteorite, which remains in Price's possession, is the first meteorite recovered from an observed fall and the only "stony" meteorite from Oregon yet recovered. One piece has been donated to the Smithsonian Institution in Washington, D.C?

continued



At 1:05 that morning, both men heard an odd "fluttering" noise, the sound of something hitting the roof of the house, and the sound of little rocks falling near them.

his driveway, less than ten feet from where he and Wan had been. It was warm to the touch. Thanks to his training as a physics major at Linfield College, he was able to tell that he had found a meteorite.

When the sun rose, Price looked around and found four more pieces: one on the back side of the garage roof, one in the rain gutter along the front of the garage, one in the driveway, and one in the street. The last piece had been run over by a car. The five pieces weighed a total of 61.28 grams. The meteorite had come in at a low angle and had broken a semi-circular piece about six centimeters across off the bottom of one of the asphalt shingles on the roof.

other sophisticated techniques to classify the Salem meteorite as an amphoterite, the rarest type of ordinary chondrites. (A chondrite is a meteorite containing spherical formations of minerals known as chondrules.) Among other charac-

THE PORT ORFORD METEORITE

In 1856, Dr. John Evans, a geologist, conducted a survey of the southern Oregon Coast for the federal government. Among the specimens he brought back was a piece of a meteorite of a type consisting of nickel-iron with olivine inclusions, known as a pallasite. A piece of this specimen weighing a little under an ounce still exists in the collection of the Smithsonian Institution, with smaller pieces in museums in Vienna and Calcutta.

The existence of the specimen was brought to the attention of the scientific world by a Dr. Charles T. Jackson of Boston, in October 1859. Dr. Jackson, a chemist, corresponded with Dr. Evans about the meteorite, which Evans described as very large. Evans' descriptions are not very precise. He wrote, "I cannot speak with certainty," saying that the mass projecting from the earth was about four by five by three feet, and that much appeared to be buried. Since the sample in the Smithsonian has a density of 6.3 grams per cubic centimeter, the original meteorite can be estimated to weigh more than twelve tons on the basis of this information.

The information provided by Evans regarding the location of the meteorite is sketchy at best. Evans died in 1860 at the start of the Civil War. Over the past 130 years, hundreds or even thousands of people have searched for the meteorite because of its supposed high value. One of the many articles that have appeared about it appraises it at \$2.2 million in 1937 dollars. Nobody has found it!

Many experts are of the opinion that the Port Orford Meteorite may not actually exist, and that the sample in the Smithsonian may be from another meteorite not found in Oregon, as part of a nineteenth-century hoax? Studies are under way to confirm or deny this hypothesis.

THE ONES THAT GOT AWAY

Meteorists (scientists who study



Port Orford Meteorite (above). Sams Valley Meteorite (below), showing the Widmanstätten pattern. Port Orford photo courtesy Dick Pugh, Sams Valley photo by Susan Ray

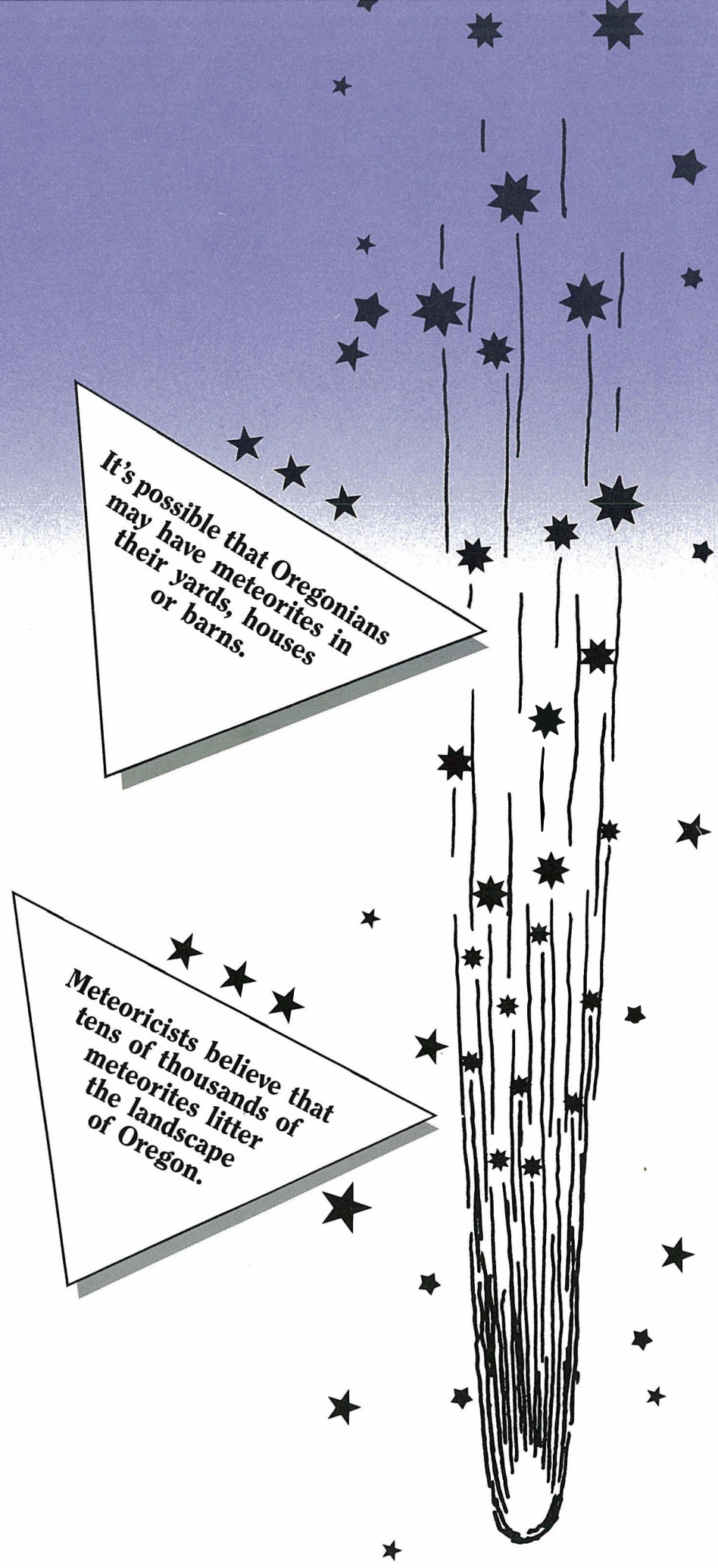
meteors and meteorites) believe that tens of thousands of meteorites litter the landscape of Oregon. Since the most noticeable—the iron meteorites—look like the lava that covers so much of the state, and the commonest—the stony meteorites—look a lot like concrete or granite, they are very hard to



spot. Perhaps the easiest way to find one is to track one of the huge fireballs that are seen each year to its landing site. This is easier said than done, yet searches continue. In Oregon, people continue to look for meteorites associated with bolides (fireballs) seen particularly on December 3, 1981, near Silverton¹⁰ and on October 23, 1987, near John Day. Hundreds of people observed these falls, which almost certainly produced collectible meteorites, and it is still possible that they may be found!¹¹ It is also possible that Oregonians may have meteorites in their yards, houses or barns. Meteorites are unusual in appearance, and are often saved by those who come upon them, even if they don't know what they are.

Here are some characteristics of meteorites to assist in identifying possible specimens:

1. Meteorites are heavier than most rocks. Meteorites are not porous, nor are they cinderlike.
2. Meteorites are slightly to very much attracted to magnets. Most terrestrial rocks are not attracted at all.
3. When fresh, meteorites have a black fusion crust on the outside caused by atmospheric melting and oxidation. In weathered meteorites, this may be brown, or rusty, or even weathered away.
4. Freshly fallen meteorites may be covered with regmalypts, or "thumbprints." These depressions look as if someone had repeatedly poked their thumb into a piece of clay. They are caused by atmospheric melting and tumbling. Flow lines may also be found.
5. On cutting, breaking, sawing, or grinding with an emery wheel, nickel-iron may be seen in many meteorites. All meteorites contain nickel, and scientists can test for its presence. Nickel is rare in earth rocks, as is metal.
6. Meteorites are usually irregular in shape. Some, such as the Willamette, are cone-shaped, and known as oriented meteorites. None are spherical.
7. When the cut, polished surface of an iron or stony-iron meteorite is etched using a special



It's possible that Oregonians may have meteorites in their yards, houses or barns.

Meteorologists believe that tens of thousands of meteorites litter the landscape of Oregon.

process, triangular or hexagonal figures, called Widmanstatten patterns, emerge. Because the etching is done with dilute nitric acid, a dangerous substance, this is best performed by experts. Almost no terrestrial minerals show these patterns.

8. Meteorites, when newly fallen, appear as rocks where no rock had been before. One was recently found by a man who had mown his lawn the day before and seen no rocks, yet found one sitting in the middle of the lawn the next morning.

If you believe you may have a meteorite, contact an expert to have it identified so that it may be studied. Oregon's leading expert is Dick Pugh, a teacher at Cleveland High School in Portland. He may

be contacted at work at 280-5120 or at home at 287-6733. Information he provided has been invaluable in the preparation of this report, and the author is grateful to him. (The Oregon Department of Geology and Mineral Studies may also be helpful in this regard.)



ENDNOTES

1. *Natural History*, "Ellis Hughes's Meteorite," (1982: vol. 91-11), pp. 94-97.
2. Richard N. Pugh and John E. Allen, "Origin of the Willamette Meteorite: An alternative hypothesis," *Oregon Geology* (1986: vol. 48-7), pp. 79-80, 85.
3. Frances Wilson, *Sams Valley History* (date unknown, although it appears to be reprinted from the "Extension Monitor," pp. 12-14.) Available in Medford and Gold Hill libraries.

4. *A Collection of Articles on Meteorites*, Miscellaneous Paper No. 11 (Salem: State of Oregon, Department of Geology and Mineral Industries, 1968).

5. Lecture by Dick Pugh, Ashland, Oregon, December 1, 1990.

6. Richard N. Pugh, "The Salem Meteorite," *Oregon Geology* (1983: vol. 45-6), pp. 63-64.

7. Telephone conversation with James P. Price, June 3, 1991.

8. *A Collection of Articles on Meteorites*.

9. Telephone conversation with Dick Pugh, June 3, 1991.

10. P. Murray and D. Olson, *An Explorer's Map of Oregon* (1983).

11. Lecture by Pugh.

12. *A Collection of Articles on Meteorites*.

Gordon W. Haas, a teacher and Ashland resident, hopes to someday catch a falling star, put it in his pocket, and save it for a rainy day.

from the Collections

by Janette Meek

It took first place at the fair! Ilene Pendleton labored many long hours to make this organdy dresser scarf, then entered it in the Picture Throw Category, Division J, Class 4 at the fair. She painted a sprig of holly on one side and a pink rose on the other, outlining each design with silk thread, then carefully edged it with three and a half inches of intricate needle-woven lace before painting it red, pink and green. The finished scarf measures forty-four by fifteen inches.

In 1897, Mrs. Pendleton entered several items in the first Southern Oregon Fair. Leading local businessmen organized the Board of Trade to promote orchard land and two years later the Southern Oregon Fair Association was incorporated and the first fair held in Medford to exhibit local produce. A local newspaper noted the fair would include a bicycle race, mule run, high wire act and an advertising display of farm produce.

In 1968, Mrs. Pendleton donated to the Southern Oregon Historical Society the dresser scarf proudly displaying the original blue ribbon and entry card. The Society houses numerous objects which, owing to limited exhibit space, are not often seen by visitors. We hope that featuring an item in each issue of the *Table Rock Sentinel* will provide an enjoyable and educational glimpse of the scope of the collection.



Then & Now

by Natalie Brown

As the summer sun sets in Jacksonville, thousands of music lovers will walk stone-edged paths through a leafy park to hear nationally recognized artists belt out bluegrass, jazz, pop and classical strains. Many of the Britt Music Festivals' headline performers come from throughout the world to entertain local audiences. The lovely, lushly cultivated hillside setting, though, is deeply rooted in southern Oregon's past.

Nearly 140 years earlier, thirty-three-year-old Swiss-born Peter Britt arrived on this spot outside the then-named town of Table Rock City and built a simple log studio where he plied his trade as a daguerreotype artist. Succeeding as photographer, miner and land investor, Britt built an impressive Gothic Victorian home, plus water tower, carriage house, winery and greenhouse. And he turned to landscaping the grounds with equal enthusiasm.

Convinced that southern Oregon offered a near-Mediterranean climate, Britt began importing all sorts of exotic plants. Demonstrating an obvious green thumb, he cultivated Chinese wisteria and Japanese persimmon, German edging and Smyrna figs, palm and banana trees, various commercial fruits and dozens of varieties of wine and table grapes. In his greenhouse he propagated kumquats and pomegranates, lemons and exotic lilies, coffee plants and unusual cactus. Newspapers and promoters from all over the state lauded Britt's five-acre park as the "Eden of Oregon."

Until his death in 1905, Britt

Considered one of southern Oregon's showpieces in the nineteenth century, Peter Britt's elegant Victorian home sported a five-acre park bursting with exotic botanicals. Today, the park is home to the popular Britt Music Festival.

SOHS #760, photo by Susan Ray

shared cuttings from his plants with his Jacksonville neighbors, propagating many of the fruits and flowers that still grace the town. Britt's unmarried children continued to maintain the family's showcase grounds until their deaths in the 1950s, when negligence turned the park to jungle and fires destroyed the house.

Britt's heirs left the land to Southern Oregon College.

Then, in the early 1960s, musicians Gordon Solie and John Trudeau and promoter Sam McKinney envisioned a classical music outdoor festival in Jackson-

ville. Supported by the community and the college, the infant Britt Festival leased the land and constructed a crude plywood shell which leaked on uncomfortable musicians during heavy rains. Undaunted and increasingly popular, the festival built a permanent pavilion on the hillside then owned by Jackson County.

Today, festival-goers stroll along paths outlining the foundation of Britt's former home, past plants cultivated by that irrepressible man a century earlier. Nothing renders art so true as that home-grown.



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from April 1 to May 31, 1991

*Indicates upgraded membership
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