

**THE HISTORY
OF
SCAPPOOSE, OREGON
BETWEEN THE YEARS 1852-1930**



By
James Loring Watts
February 1, 1905 – June 30, 1981

Compiled by The
Grant Watts Parent Organization
1984

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INTRODUCTION

Recognizing the need to communicate and preserve the colorfully unique history of our Scappoose area, the Grant Watts Parent Organization (G.W.P.O) assumed the project to edit and publish a limited edition of the "The History of Scappoose." We would like to acknowledge Irene Watts, wife of author James Loring Watts and former High School Librarian, for her assistance and support. It is also appropriate to recognize the Scappoose Historical Society, the Scappoose Womens' Club, and the Scappoose Kiwanis for their contribution to this project.

The History of Scappoose features an 84-page historical background of the Scappoose area. It is written by James Loring Watts, a descendant of locally prominent pioneer family and the son of Grant Watts for whom the Scappoose school is named. Also included in the booklet are several selected historical photographs and a selection called "Historical Shorts," which is a collection of interesting excerpts from the 1953 and 1964 Scappoose Directories.

We hope your time spent reading this booklet will be enjoyable and, when finished, you will have gained a new appreciation for those Scappoose residents who have preceded us.

Sincerely,

G.W.P.O Committee:

Janet Gobel, Chairperson

Susan Russell, '83-84 President

Pat Hoag, Teacher

Vicki Brown, Teacher

Pete McHugh, Principal

FORWARD

This is a short history of Scappoose and vicinity that I have written from my father's notes and my interviews with as many of the people in this community, whom I could locate, who in some manner were involved with this history. Much of the recent history I have included was obtained from the Scappoose Public Library, Multnomah County Library, The Oregon Historical Society, and the Columbia County Courthouse records. Other materials are from my memory of growing up in Scappoose and talking to as many of the old time citizens as I could locate. Much correspondence, many phone calls, and many enjoyable visits with old friends gave me the bulk of this short history. Many of the old timers are gone now, and others join me in not being able to remember all that we would wish.

Jim Watts February 1, 1979

Jim Watts
February 1, 1979

JAMES LORING WATTS
February 1, 1905 - June 30, 1981

James Loring Watts was born in Scappoose, Oregon, February 1, 1905, the son of James Grant Watts and Rose Ewing Watts. He was educated in the Scappoose schools and was a graduate of the University of Oregon. His great grandparents crossed the country on the Oregon Trail by covered wagon and arrived in Scappoose in 1852 and helped to settle Scappoose.

Mr. Watts did not complete his history of Scappoose vicinity, and the last part of this history has been compiled by subject matter from his numerous notes and outline. The history covers the years between 1852 and about 1930.

Mr. Watts died June 30, 1981 and is buried in the family plot at Fairview Cemetery in Scappoose, Oregon.

Irene L. Watts

THE HISTORY OF SCAPPOOSE, OREGON

Between the Years 1852 - 1930

The early history of Scappoose cannot be written without referring to the influence of the early fur trappers and traders who were vying for the lucrative fur trade in the Pacific Northwest which was as yet unsettled and known as the Oregon Country. Along the Columbia River from The Dalles to the Pacific Ocean were many villages of Indians who, by customs and languages, were known as the Chinookan Tribes. When Lewis and Clark made their transcontinental journey to this country, the main Indian chief was Concomley, whose main village was near the mouth of the Columbia River on the Washington side. He was also fond of Sauvie Island and spent much time visiting the Multnomah villages there. Chief Concomley had admired Lewis and Clark and had befriended them when they spent the winter of 1804-1805 near a Clatsop village on the Oregon side of the Columbia near the present site of Warrenton.

In early 1800, two fur companies started for the Oregon Country. The Northwest Fur Company, composed of Scotch and French Canadians, was financed from Montreal with headquarters on Lake Superior. The other, The Hudson's Bay Company, was financed from London with its headquarters in Montreal. These two companies, although both carrying the British flag, quarreled bitterly over trapping territories and personnel problems as they worked their way across the Canadian Rockies on their way to the ...

Pacific Ocean. The border between Canada and the Oregon Country had not yet been decided, although the United States and Britain held mild claims. Britain by virtue of Captain Vancouver's journey up the Columbia when he named all the mountains, islands, and capes, and the United States by virtue of Captain Gray's discovery of the Columbia River.

In 1810 about the time the two British fur companies had reached what is now Northeastern Washington and were heading down the Columbia River, a wealthy New Yorker, John Jacob Astor, decided to form an American Fur Trading Company and gain control of the fur trade in the unsettled Oregon Country. He recruited some experienced trappers from the North-west Company, made some of these Scotch and French-Canadians partners, and formed The Pacific Fur Company under the American flag. From the east he sent a man named Wilson Price overland with wagons of supplies to establish Astoria. Astor also sent a ship, the Tonquin, around the Horn to Astoria near the mouth of the Columbia River. The ship, loaded with men and supplies, arrived with instructions to build a fort and a trading post.

While the trading post was being built, the captain of the ship, a Mr. Thorne, who also was a main partner, decided to build another post at Nootka Sound on Vancouver Island. Captain Thorne, who was not well liked by the free-thinking veteran trappers because of his navy-type discipline, somehow insulted the Indian chief at Nootka. The chief and his tribe massacred all aboard the ship with the exception of the Indian guide, who eventually returned to Astoria to tell the story.

Among those lost at Nootka Sound was Alex McKay, one of Astor's main partners. McKay had left his fourteen-year-old son at Fort Astoria because he was too ill to make the trip to Nootka. McKay had left his half Indian wife at the Northwest's main base at Fort William on the shore of Lake Superior before he had come west.

When Astor heard of the Tonquin disaster, he sent another ship, the Beaver, with more men and supplies. By this time, the War of 1812 had broken out between England and the United States, and the discouraged men at Fort Astoria, on hearing a British warship was on its way to capture the fort, panicked. The men, mostly Canadians, decided to sell the post to the Northwest Company rather than chance a fight with the British ship. However, it was the Beaver that arrived, and the discouraged men were given a choice of ways to return home. They could return East overland by trail to Fort William, to New York on the ship Beaver, or stay and work for the Northwest Company, the new owners. Young Tom McKay chose to stay with the new owners at the post which was renamed Fort George. At the peace treaty at the end of the war, the fort was returned to the United States, but the Northwest Fur Company kept possession for several more years claiming possession by right of purchase. It proved to be poor headquarters for the fur trade.

During his stay at the fort, Tom McKay had grown to manhood and soon became highly respected by both the white men and the Indians. Head Chinookan Chief Concomley was pleased to offer Tom one of his princess daughters in marriage. Tom accepted and while still living at Fort George became the father of three sons.

In 1818 the United States and Great Britain compromised on a joint occupancy of the Oregon Country for a term of twenty years, thinking that by this time a satisfactory boundary line between Canada and the United States could be adopted. At about this time also, the two fur companies decided to merge, as the constant quarreling over territories and personnel had become too bloody and costly.

Dr. John McLoughlin, who had been Chief Factor for the Northwest Fur Company at Fort William, was chosen Chief Factor of the combined companies and ordered to find a more suitable post in the Oregon Country under the name of the more dominate Hudson's Bay Company. When he arrived at Fort George, he brought with him the half Indian widow of Alex McKay. He had married her at Fort William. Tom McKay was happy to be reunited with his mother and now found himself to be the stepson of the most powerful man in the Oregon Country.

In 1824 Dr. McLoughlin chose the site of Fort Vancouver. Here the large fort and complex, practically self-sufficient was built. Dr. McLoughlin had firm rules for all his employees as well as the Indians with whom he traded. He was highly respected for the way in which he enforced these rules, and the post was well organized. Ships brought ample supplies and a clearing for both gardens and farming land was soon accomplished. Although he was a strict Scotch Catholic and obeyed all the rules set down by the Hudson's Bay Company, he was a very compassionate man. Any person, regardless of race, religion, or purpose, when stopping at ...

Fort Vancouver was treated with the utmost hospitality, kindness, and consideration. Many of our first pioneers found Fort Vancouver a haven when they would arrive in dire condition after their long journey across the planes and mountains. The good doctor would give them food and rest, and when necessary, lend them the necessities to start a new life in Oregon. The "Great White Eagle," as he was known, personally believed that the Columbia River should be the boundary line between the United States and Canada.

Tom McKay followed Dr. McLoughlin to Fort Vancouver. By that time Tom had visited all the Indian villages in the Pacific Northwest, making friends with all the chiefs he met. He also learned all the trails from Canada to California. In his travels, he learned the ways of Indian reasoning and became very capable in settling the many disputes between the whites and the Redmen. Dr. McLoughlin soon had great admiration for Tom and sent him on many guiding, scouting, and troubleshooting missions. During the Cayuse War, while leading the militia, Tom called the bluff of a Cayuse medicine man who claimed he could eat bullets, by calmly shooting him between the eyes. This act encouraged the Cayuse to turn over the Whiteman killers and they were brought over to Oregon City where they were hanged. One of Tom's greatest feats was the rescue of the famous American trapper Jedemiah Smith, \$10,000 worth of furs, and the remnants of his party which had been ambushed and captured by the Umpqua Indians of Southwest Oregon.

By 1828 the Vancouver post had developed good farms around it and had additional farms at the mouth of the Cowlitz River. Dr. McLoughlin finally decided to look for more land south of the Columbia to support the huge post, especially for hay and pasture for their many horses. Tom McKay, as usual, was sent to look for the new land and immediately chose Scappoose Plains. This area was well known by the Indians. The plains themselves were of a light, gravelly soil of about one thousand acres surrounded by another six thousand acres of overflow land that was always flooded by spring and winter freshets. To the west of this clear land were scattered oak trees and directly behind them were immense stands of timber extending to the Pacific Ocean. Silt from the freshets would build up on the banks of the Multnomah Channel high enough for cottonwood, ash, and Balm Gilead trees to survive in the water. Also, interior sloughs and a few lakes had banks high enough to support willows. As soon as the spring overflow would recede, several varieties of wild grasses would grow rapidly, the silt acting as a fertilizer. Soon the bottom lands would become an immense hay field and pasture interspersed with lakes. Incidentally, about 1880 carp were introduced into the lower Columbia. They multiplied rapidly and devoured the roots and grasses of freshet time. Soon the wild hay became a thing of the past and eventually this led to the building of the Columbia River dikes. One of the favorite fall and spring sports when I was young was shooting carp with our twenty-twos. Carp were considered the worst pest of the lowlands and the farmers' hay.

A creek named after an early land claimer, Mr. Jackson, entered this bottom land near the south end, flowed north as a slough, connected with all the permanent lakes, and finally turned to the east into the Multnomah Channel. The Indians called the slough Santosh. Before the carp were introduced, many of these lakes were fairly clear and grew large amounts of Wapato, the Indian potato relished not only by the Indians, but also by the thousands of wild fowl that wintered here. The gravelly plain above the high-water mark of the freshets had a light silt soil interspersed with pebbles or rocks that made it suitable for light farming and grazing. Some historians believe that the first grain grown south of the Columbia River was grown on the Scappoose Plains in 1829.

The two creeks that drain the east side of the Scappoose mountains were called Scappoose. The north and south forks of these two creeks join about one mile north of Scappoose and at one point, flow within a few hundred feet of the gravelly plain before entering Scappoose Bay.

Near where Scappoose Creek flows into Scappoose Bay, was the large village of the second most important chief of the Chinook Indians, Chief Cassino. He was much younger than Chief Concomley, much richer, and it was believed that at one time he had four wives, many children, and one hundred slaves. Like Chief Concomley, he too was fond of Dr. McLoughlin and his stepson Tom McKay and did not resent the fact that Tom built a home and started a horse ranch on the nearby plains north and east of the present airport. The horse ranch proved to be very successful as the ...

big Vancouver post was growing and- they needed many horses to carry on their trapping and trading in the western Oregon country. Tom was on his travels most of the time, leaving the ranch in the hands of a Frenchman named Lebronte, who too was very successful, especially as a horse breeder.

For countless years the Chinook Indians held their fairs on the well-drained Scappoose Plains. As they traveled mainly by canoe, visiting villagers could come via Scappoose Bay or the Santosh Slough right to their camp sites. Early Hudson's Bay fur trappers and traders told of seeing hundreds of tepees pitched along the scattered oaks near Scappoose Creek and the Santosh Slough at the north end of the Scappoose Plains. Friendly tribes would visit from all the villages in what is now Washington State. Other tribes would come from the Willamette and Tuality valleys. The Klatskani of the Nehalem valley was the only tribe who would not visit the Chinook, although they would trade with each other at an imaginary line. Because the Scappoose Plains was so easy to reach by water, it was a perfect place for their feasts, games, races, trading, and gambling. Indians were inveterate gamblers and often gambled themselves into slavery.

In the winter of 1828-1829, a Boston merchant trader, Captain Dominus, sailed his ship Owyhee into Scappoose Bay at the mouth of the Santosh. The Indians could not resist the attractive load of merchandise, and it was rumored that Dominus sailed home with \$100,000 worth of furs and fifty barrels of salted salmon, the first salmon to be shipped to the east coast.

The Scappoose Indian villages and the Hudson's Bay Farm were not neighbors very long. About the time of the ship's visit a mysterious plague broke out along the Columbia river from its mouth to The Dalles. The Chinook villages were practically wiped out because the Indians, wanting to break their high fever, would steam themselves and then jump into the cold river. This usually resulted in death. The surviving Indians left their Columbia River homes forever and joined friendly inland villages. Chief Concomley and Tom McKay's princess wife were among the victims, but Chief Cassino* of Scappoose survived, becoming the new chief of the Chinooks. He moved the remnants of his retinue to Fort Vancouver where he camped nearby for the rest of his life, remaining friendly to both the British and the Americans. The source of the disease was never known for sure but many thought it was similar to smallpox, and it was probably carried here by ship from the Sandwich Islands. For many years the renegade Indians would wander back to the Columbia River to steal or beg. Many women and children had frightening experiences from their visits.

After the death of his wife, Tom McKay was sent to the Snake River to build a fort and post for Dr. McLoughlin. Tom took a party and his three sons to the Snake where he built the well-known Fort Boise. While there he was head clerk but yet found time to be a guide, messenger, and even a trapper. He was often called upon by both the whites and the Indians to arbitrate their disputes. At Fort Boise Tom married a Cayuse Indian girl, but she soon became homesick and ran home, taking a few of his horses with her.

** Cassion is the most common name for Kiersinno or Casino.*

Joe Meek and James Nesmith claimed to be the first to drive a four-wheel wagon over the rugged Blue Mountains, but most people believe that a large party in 1834 were the first. This party was composed of Methodist Missionary Jason Lee, Jonathan Wyeth, Marcus Whitman, and others. Wyeth was making his second trip west to establish a salmon salting and barreling plant at Fort Wyeth on Sauvie Island, and Marcus Whitman was making his second trip to the Walla Walla Mission. These two pioneers were the men who really carved a wagon pass over the Blue Mountains. Tom McKay acted as a guide part of the way and is credited with saving Dr. Whitman from drowning in the Snake River. Mr. Wyeth, who had been unfortunate at losing supplies along the Oregon Trail as well as a ship at sea, abandoned his salmon plant at Fort Wyeth. It was promptly taken over by the Hudson's Bay Company as a farm and was renamed Fort William.

Dr. Lee and his party of Methodists were welcomed by Dr. Mcloughlin at Fort Vancouver where he gave them rest and supplies needed to establish their proposed mission. Although of a different religion, the fair-minded Factor realized that the Oregon Country needed more education and spiritual guidance, but he preferred that Dr. Lee would settle south of the Columbia River. As usual he sent his trusted stepson Tom McKay, to help Dr. Lee find a suitable location. Tom immediately brought him to Scappoose to inspect the site next to Chief Cassino's old Indian village. After several days of exploring the country, Dr. Lee ...

decided the Scappoose location was not suitable for general farming and was too far from the little villages that were beginning to form in the Willamette valley. Tom then led the Lee Party to the French Prairie country. Dr. Lee did stay a year at Wheatland, but then moved on to the site which is now Salem. Here he built his mission and school which eventually became Willamette University, the cultural center of Oregon for many years.

Tom McKay built another home at French Prairie where he married for the third time, fathering three daughters. Not much was ever known about these girls, as Indian women were not held in very high esteem. Incidentally, Tom's three sons were eventually taken to the east coast by Dr. Lee to be educated. One son, Donald, became a well-known doctor at Warm Springs and later at Pendleton. Tom McKay died at French Prairie but had asked to be buried beside his first wife at Scappoose. Their graves are marked by two large stones a few hundred feet east of the south end of Freeman Road, about three and one half miles northeast of Scappoose.

The first large migration of covered wagon pioneers that came to Oregon in 1843 settled mainly in the Willamette and Tuality valleys. They found this area more suitable for diversified farming than the heavily wooded Columbia River Valley. Besides these many covered wagon pioneers, many of the French and Scotch Hudson's Bay trappers who had lost interest in the dwindling fur trade, saw hope of establishing farm homes in this new country. As a result, many small towns with ...

strong nationalist leanings and different religions were formed in both valleys.

Also by 1843, which was before the gold rush into California, many California pioneers decided to journey north to the Oregon Country. They brought with them cattle and horses which they were able to buy at low prices from the large Spanish Land Grant Farms. One of these men from California, Ewing Young, drove a very large herd of cattle to his farm on Chehalem Mountain near Newberg. He was considered the richest settler in the Oregon Country, and when he died suddenly without leaving a will or apparent heir, the settlers realized that they were living in a fast developing country without a sure flag or rules of law to govern themselves. This led to the famous meeting in 1843 at Champoeg where the settlers voted by a slim majority to form a provisional government. They sent a request to Washington, DC for federal aid to form the government and to be recognized as a territory. Under their provisional rules, the settlers sold the Ewing Young property and used the money to build a jail, meeting house, and land offices at Oregon City.

In speaking of the forming of Oregon's original provisional government at Champoeg, the U. S. Supreme Court in a condensed analysis quoted: "Probably in no other part of the Western World has a like situation existed where citizens from one or more nations got together and created a new nation, organized a new government, and adopted a system of laws where none other had existed before."

Scappoose was placed in Tuality County with the county seat at Hillsboro. In 1851 we became part of Washington County with the county seat still at Hillsboro. However, in 1854 Columbia County was formed as it is now with the county seat at St. Helens.

When Great Britain and the United States established the 46th parallel as the boundary between the Oregon Country and Canada in 1846, the Hudson's Bay Co. had to abandon all forts and trading posts below that line. Dr. McLoughlin realized that the fur trading business had come to an end. He moved to Oregon City where he had already started several mills below the falls, decided to live there permanently and to become an American citizen. He had a few Americans that questioned his right to that valuable property, but as a rule he was highly respected as a great pioneer leader.

In 1854 after the Oregon Country had been accepted' as a territory, a Federal Land Office was established at Oregon City for the business of distributing land in the new country as fairly and quickly as possible. Surveying this wild country was a terrific task, and it was remarkable how well the early surveyors completed their work under deplorable conditions. I have a map that was made of most of the Scappoose Country in 1856. It shows the townships, ranges, sections, and some of the proven donation land claims, as well as the old road leading from Scappoose across the Skyline Trail. This St. Helens-Hillsboro road began as an Indian trail countless years ago. It was quickly found and used by the Hudson's Bay trappers as a horse trail to cross over to the ...

western valleys and even reach California trails. This trail started in St. Helens following the west bank of Scappoose Bay until it reached Scappoose Creek. Here it crossed in an easterly direction to the gravelly ground near the airport, turned south above the overflow land to the point near the start of the Dutch Canyon Road. From there it coursed to the southeast to the upper Callahan Road, keeping on the top of the ridge between Jackson and Raymond Creeks.

When it came to Drexel Mountain, it made a half circle around the mountain to Skyline Ridge, crossed Dairy Creek and on into Hillsboro and points south. The Indians did not like to have their trails along the bushy creek banks, so to avoid this they cleared the trails on the ridge tops by burning down the tall trees. The road was finally lost to travel in 1880, when a windstorm fell many trees across it. Members of the Callahan family have found signs and stretches of the old trail and road while hunting in this area. Members of the Oregon Historical Society are aware of its location but could not find a suitable location to place a marker that would be accessible to the public.

The British-sponsored trappers left Vancouver after the Canadian boundary was peacefully established in 1846, no longer working the Hudson's Bay farm area, and since the Indians had left Scappoose after the plague, Scappoose was soon settled by "squatters". These people included former trappers, canoe men and their wives, sailors who had jumped ship, and the American covered wagon pioneers. The covered wagon settlers came into the Columbia River valley along the by-now ...

established road over the Blue Mountains. These people as a rule chose land that would give them access to water, some overflow land for hay and pasture, and some wooded land that bordered the lowlands. A few Hudson's Bay men squatted in the lowlands along the Willamette Channel, but soon found it was impractical because it included many large lakes and lacked access to the fringe roadway between the bottom land and the timber. After a severe winter, the flood of 1853 caused the riverbank squatters to leave the country. Evans Slough was named after one of the bottom land squatters as was the large Fitzpatrick Lake, now drained.

In 1850 the 'U. S. Government passed the Donation Land Claim Act. This act provided a married man with up to 640 acres of territorial land, and a single man over 21 years of age up to 320 acres of land. These people were required to occupy the land, build a home, and start clearing part of the acreage for cultivation. When the government approved of their intentions and work, they were given a title and a deed to the property. These claims were staked out by the settlers with little or no difficulties. They generally chose more land than they could handle, and since neighbors were quite far apart, they were inclined to be friendly and helpful to each other for they were all up against the same hardships. These claims, when surveyed later, ended up in all shapes and sizes, and as a whole, Scappoose claims were generally smaller than the land allowed by law.

The first land claims around Scappoose were taken by former Hudson's Bay men near the old Indian village next to the Hudson's Bay Horse farm.

J. Reasoner and Dan Messner claimed land around the site of Cassino's old village. John McPherson took a claim that covered a good deal of Tom McKay's farm, while Malcom McKay, a former Hudson's Bay clerk but no relation to Tom, chose land around the junction of the Scappoose Creeks. George Rowland, who was a Hudson's Bay carpenter by trade, took a claim northwest of McKay.

David A. Cloninger, who was a covered wagon pioneer, took an odd-shaped claim north of the Hudson's Bay men and about two miles north of Scappoose. Mr. Cloninger liked to deal in land. He bought and sold hundreds of acres of land along the river channel that eventually became dairy farms. Later, the railroad crossed the wagon road on his farm. It was called Cloninger's Crossing until the new highway was built along the west side of the railroad. Just north of the present townsite was the large claim of Timothy Lambertson.

Benjamin Watts' claim included the north half of the townsite and as far east as the Santosh Slough, while his father took the other half of the townsite extending east to Round Lake. I live on the exact spot where my great grandfather, William Watts, in 1852 hurriedly built a log house for his wife, daughter, five sons, and a nephew. They were late in arriving that year and had not been in time to harvest enough hay for the over one hundred head of cattle they had brought overland. 1852-53 was a terrible winter and the pioneers had not expected the early fall and such severe cold. The snow was deep and lasted three months. The rivers were frozen. Because of the lack of hay, one family lost all of their stock but a few head.

South of the Watts claim was that of Jesse Miles. Now the new high school stands there. South of Miles was the claim of Thomas Jackson, for whom the creek was named. From the Jackson Claim south to the County Line, was the claim of Cuthbert Stump.

Practically the only way these people could travel north and south on land was to more or less follow the fringe road along the scattered oak trees between the low and highwater mark next to the timber. However, they could come west from the bottom land across the gravelly plain near the present airport. This rough fringe roadway ran all the way from St. Helens to a point across the river from Fort William on Sauvie Island, close to Rocky Point. There was a turnoff to Hillsboro, as I have mentioned, about one and one-half miles south of Scappoose.

In 1856 S.T. Gosa built a dock, store, and post office on his claim on the Multnomah Channel. It is now Brown's Landing. Mr. Gosa deeded a right of way to the public from the fringe road east to his store, and for years this was known as Gosa's Lane. It is now a part of the Dike Road. If the spring freshet covered the lane, as it generally did, he would move his business to a temporary building at Rocky Point.

The claims I have mentioned all had access to the fringe road and all had hay and pasture along with plenty of timber land. Some claims did not have all these benefits, such as Icabod Hall, who had a small claim northwest of the town site. Also, William Popejay took a claim in the center of what is now Dutch Canyon, one and one-half miles from the roadway and hay lands.

The Donation Land Claim Act was found to be too liberal because early emigrants claimed large amounts of choice land very quickly. This made it difficult for the thousands of people that soon followed to find comparable homesites and the act was rescinded in 1856.

In the early 1850's the founders of St. Helens were desperately trying to make that little town the main Columbia River shipping port for the overseas trade to California, Hawaii, and the East Coast. They worked frantically in competition with Portland to build docks, warehouses, sawmills, and even a cooperage plant, everything that was necessary to become a port city. The most important thing was the project of building a good wagon road over the old Indian and trapper trail across the Scappoose Mountains into the Tuality and Willamette Valleys for the lucrative grain trade. They did succeed in securing a contract for two years to supply a grain dock for the use of the important Pacific Steamship Company. However, after much hard and long work by St. Helens and Scappoose men, the road was found to be practically impossible to use during wet weather. The grain farmers from the interior valleys were unhappy with the condition of this mountain road. In the meantime, the Portland men were quite shocked at the efforts of the St. Helens men. To compete with them, the Portland men proceeded to plank the Canyon Road to Beaverton, making it an all-weather road. About this same time, a fire of mysterious origin destroyed the St. Helens port, and St. Helens was doomed forever as a grain exporting city. It was a devastating loss to all the St. Helens men, and to my great grandfather who had invested heavily in the St. Helens venture.

The Covered Wagon Pioneers had been warned before they struck west over the Oregon Trail, that they would be confronted with hardships along the trail when they arrived in the Northwest. Most of these eager families were very large and included several adventurous and hardworking boys who were able to drive a few dairy cows along with the horses and oxen that would be sorely needed to start their new homes in Oregon. As there was timber of various kinds readily available, a large family could erect a log cabin or house in a very short time with little expense. However, other building materials could be found. In the Scappoose vicinity two brick kilns were built along Scappoose Bay by L. Armstrong and E. Gilmore. Fire brick could be bought at St. Helens. Some of the sailing ships were bringing them in as ballast. A man named Sam Elliot of Hillsboro was a fine brick mason and would build fireplaces, chimneys, and line the hand dug wells. The water level was much higher one hundred years ago, and many of the low land farms could find good water at twenty or thirty feet. After 1848, lumber could be obtained in St. Helens, but because of the California gold rush, it was very expensive and the trip to St. Helens to buy and haul lumber to Scappoose was very difficult.

One thing was for sure, no one went hungry. In addition to livestock, the pioneers and the Hudson's Bay men had brought vegetable seeds and fruit scions. Gardens and fruit orchards were soon established, and root crops could be stored in root cellars as the pioneers had learned to do in their eastern homes. Waterfowl was plentiful. The bottom land lakes were covered with ducks, geese, and swan most of the year. Deer...

were plentiful and herds of elk would come down the Scappoose Creek canyons several times a year to browse on the bottomland grass. In fact, Hudson's Bay men called Scappoose their favorite elk hunting grounds. The Scappoose creeks, with their virgin timber watersheds and lack of diversions, were much larger in early days. They contained many native trout, sea going trout, steelhead, and chub salmon in season. Also, the uncontaminated Multnomah Channel had heavy runs of salmon both in the spring and the fall. To add to the native foods, sailing ships from the eastern world or China generally stopped at the Sandwich Islands where they would load a cargo of hogs for trade in the Pacific Northwest. Pork became one of the main foods of the pioneers for they could preserve it by salting in barrels or curing into ham and bacon.

Before and after the California gold rush days, many longhorn cattle were driven up to Oregon by both settlers and speculators. They were not as good as the eastern family milk cow, but when bred with the eastern cow, produced the fine oxen which were to play such an important part in the history of the Oregon and Washington lumber industry.

Timothy Lambertson and his son-in-law Malcom McKay built the first sawmill in Scappoose in 1852 at the junction of the two Scappoose creeks. They built a wooden water wheel that operated an overhead up-and-down sash saw. In 1856 two of William Watts' sons, Ben and Frank, built a larger mill on the creek at the west end of what is now Maple Street. A dam which backed up Scappoose creek for one-half mile formed a large pond for their mill. They purchased both an iron turbine water wheel and the first planer in the surrounding country. This new equipment had to be shipped...

around the Horn. The settlers were fascinated by the planer and came from miles around to see it work. Rough lumber in 1860 was selling for \$8.00 to \$10.00 per thousand while planed lumber was selling for \$20.00 per thousand. Using oxen, the lumber was hauled from the mill by way of the E.M. Watts Road, to the fringe road and then to Gosa's landing. It took from three to five yoke of oxen to haul the lumber from the mill to the landing. A huge ox barn was located on the property that is now the tennis court at the Middle School. In 1860 the Watts family bought an acre of land on the north of Gosa's to build a lumber dock. The dock was later turned into a log dump and was used by the family until it was sold to the Neumans in 1936.

William Watts' nephew, John R. Watts, started a cooperage plant next to his cousins' sawmill. The ash trees on the land he purchased in the Scappoose Bay area were sawed and brought to the cooperate plant where skilled labor cut the ash lumber into staves and made the barrels. This became a thriving business, for barrels were necessary for the pioneers to preserve their food by salting beef, pork, salmon, and vegetables. Many barrels were hauled to St. Helens to be packed with salted salmon for the sailing ships in both national and international trade. This cooperage plant lasted for many years until a new and larger plant was built in St. Helens, Western Cooperage Company, which eventually moved to St. Johns.

Toward the end of the 1860's, William Poppleton sold his Dutch Canyon Donation Land Claim and bought the Lambertson-McKay sawmill...

north of town. He had grist burrs shipped around the Horn. Scappoose had its first and much needed grist mill to supply flour and stock feed. This mill lasted several years but could not compete with the mills in Portland that were benefited by the increase of the Willamette Valley grain production.

Ben Watts and his brother-in-law Lindley Meeker of St. Helens, built a salt cairn at a salt springs located at the back of the old WildWood Golf Course. They did a good business until a British ship loaded with salt landed in Portland. This was the end of the salt business. Watts and Meeker also farmed the flat part of that land. When they sold the property in 1870, they left a large barn shed on the property. This barn was used for dances for many years with people coming from far and near for the parties.

Mr. Thomas Jackson, who came from the California gold fields about 1852, took a donation land claim along the creek bearing his name. He lived there only a few years when he died suddenly without leaving a will or the location of his large gold cache. E.M. Parcher, believed to be a distant relative, took over the claim. For years, people searched for the missing fortune, but the gold was never found, at least to anyone's knowledge. Thomas W. Johnson and his son Calvin bought the Jackson place and built a large dairy barn and purchased various livestock, finally building a water powered creamery. They also built a small store where they kept farm-home sundries. This proved to be a much needed source of income for settlers who had a small amount of milk or cream ...

to sell. They could take the cream and milk to the Jackson Creek Creamery instead of making the hard trip to Gosa's to catch the early morning river boat to Portland. The creamery was at a good location at the point where the fringe road met Gosa's Lane.

Mr. Johnson also started The Scappoose-Fairview Pioneer Cemetery. Grave lots were sold in blocks of 5 sites for \$20.00. They eventually gave this cemetery to the School Districts #1 and #9 Jt. in trust. It was later transferred in trust to the Sons and Daughters of Scappoose Pioneers as a non-profit community association. An adjoining cemetery started by Will Watts was deeded to the association by his son Victor. Incidentally, Mr. Johnson had a span of beautiful black horses that he used for many years to carry the burial coffins from the church to the cemetery.

There was a period of slow growth in the Scappoose area between 1855 and 1870. The Indians along the Oregon trail had fared well with the fur trappers and the first covered wagon families, but with the gold miners there were many clashes. Although the Cayuse and Walla Walla Indians quarreled among themselves, most of their chiefs agreed that all the white men should be killed before they had taken all the Indian land. The 1855 uprising really brought fear to the settlers, and they built block houses along the Columbia from The Dalles to Astoria. One was built in Scappoose on the present Wagner place on West Lane about one mile north and east of Scappoose, but it was never used as the Indians were stopped in the Columbia Gorge. The few Chinooks who still lived in the lower Columbia were not warlike.

After the transcontinental railroad was completed to Sacramento in 1869, an immigrant could rent a freight car and bring his family, household goods, and perhaps some livestock to California and then travel by ship to Portland. Most of these people settled in the Willamette and Tuality valleys, where farmland was easier to clear and cultivate. Many small towns of different ethnic populations soon appeared.

In 1863 Congress enacted the Homestead Act, which granted the head of the family 160 acres if they II Proved-up II on the 1 and. This required the homesteader to build a home and cultivate the land within a time limit. After the requirements were met, they paid the government \$1 .25 per acre and were deeded the property.

The first homesteaders I could locate were the Harvey Vancleave family who settled in the eastern part of Dutch Canyon, and the W. F. Piper family who settled in the western part of the canyon.

Both of them were able to buy extra flat land from William Popejoy's Donation Land Claim.

The homesteaders who settled these canyons and the hillsides were of German origin and had large hard working families. They generally located on land that was flat enough for a house and farm building, but the other land with dense timber was quite a problem. At first the trees and their stumps were felled and burned, and later many of the logs were cut into saw logs and cordwood. It took many years and much hard work for a family to clear much farm land.

In the 1870's many homesteaders settled in the valleys and canyons to the west of Scappoose. Many of these families have heirs still living in Scappoose, while nearly all of those who lived in the townsite and...

overflow lands have moved away. Besides the Vancleave and Piper families, other well known families such as the Gustave Lange, William Tetz, George Grant, Sr., Wes Harkelroad, S.G. Neuman, O.Komning, and C.Boesel, all settled near South Scappoose Creek. Homes were established up Raymond Creek Canyon by Peter Mayer, Max Berg, William Shatto, Wilhelm Kammeyer, and George Raymond, for whom the creek is named.

Where the main Dutch Canyon Road ended and turned south up the "Scappoose Mountains", it became the Otto Miller Road, as Mr. Miller lived near the top. Following west at the end of the Dutch Canyon Road was the home of Andrew Anderson and families, who operated the first shingle mill in the area. Above Anderson's and below the City Water Works Dam, a man by the name of Lacey lived alone with his dog. One day he told his neighbors that if ever they saw no smoke coming from his chimney, that meant that he was dead. He asked if they would shoot his dog and bury them together beside the creek. This event happened and they named the small creek Lacey Creek, often misnamed Lazy Creek. Gourley Creek was named for another bachelor who lived just below the city's first water system dam. Bert Braim lived half a mile from the canyon to the north which was known as Braim Hill and Road. After Scappoose Lumber Company built a road three miles farther up Braim Road, it came near the Rabinsky farm and they built a connecting road now called the Rabinsky Road. Ed McKay, father of Governor McKay, I believe, was the first to live on Salt Creek and the place was later purchased by B. Hergenrader.

John Cline's homestead was about two miles up Jackson Creek and could be reached by going on a branch from the Hillsboro Road. Samuel...

Adams cleared a hillside farm up the Mountain View Road. This road was extended west to join the J.P. West Road. This extension west of these two roads was called the Pisgah Home Road after a philanthropist named "Mother Lawrence" of Portland. For many years she operated a hill top farm as a refuge and camp for the salvation of the Portland "Skid Row" derelicts. A short way past the junction of the Mountain View and Pisgah Home roads was the home of William Skuza. He later sold his land to W.F. Rickert, who enlarged the ranch and bought additional timber land. Two miles farther on was the claim of the E. Zeisman family.

All of these roads were very poor and were particularly hard on the first settlers, especially in wet and winter weather. It was not until 1890 that the county issued a poll tax for the improvement of the county roads by having satisfactory rights-of-way and general building and upkeep.

After the State of Oregon was completely surveyed, the Federal Government set aside Bounty Claims throughout the West. These claims were 160 acres of land that were given to widows of war victims in lieu of money. I have found records of three bounty claims that were purchased by my family from widows who lived as far away as Massachusetts. Timber claims were also put on sale in 1880 in parcels of 160 acres each. These claims were often purchased by established families, by banks, holding companies, or timber companies that bought them in large amounts. They were located in areas that were not considered practical for homesites.

The first public road was Gosa's Lane, as mentioned before, going from the frin road to the river landing and store. Pioneers had to go to St. Helens for their mail, but in 1870, Gosa was appointed local post-...

master. The landing at Gosa's was called Columbia first and later named Scappoose in 1872. Because of the road condition in bad weather, the people had to walk or ride horseback to get their mail, and waiting for the Saturday paper was quite a social event. The two papers were The Standard, a Democratic paper, and The Oregonian, a Republican paper. At election time there were some pretty spicy political arguments among the neighbors, especially if the boat was late and there was time for some imbibing. Some of the first and best remembered river boats were the Little America, Northwest, and the Mangnemeta. The America came later. The fare to Portland was 25-Cents.

In 1880 the five and ten gallon sanitary milk cans came into use. This proved to be a great aid to the bottom land dairies that bordered the slough. The milk could now be shipped from their small docks to Portland daily and grain was brought back to them on the down river trip.

A man by the name of Noon was believed to be the first dairy farmer in the lowlands. His ranch was located at the present site of the Cascade Gravel Pit. Emmet Stevens was the first to start a dairy at the south end of Scappoose Bay. Stevens was the son-in-law of D. A. Cloninger, who provided him with plenty of upland pasture during high water. Mr. Charles Saline had some land above the high-water mark, but most of his land was very low and covered by deep lakes. When he died his widow sold the high ground and gave the rest to the county. Antone Barber, a Polish man who could neither read nor speak English, imported Polish milkers and became wealthy on his low land dairy. The next dairy was owned by J.D. Honeyman...

of the well known hardware family of Portland. He was a gentlemen farmer and loved to raise blooded Ayshire cattle as well as to enjoy the seasonal duck hunting. The Honeyman family also built a dairy and big home at the present site of the Columbia Memorial Gardens. Where the Dike Road intersects the Honeyman Road, Albert Johnson developed a large Holstein dairy herd. In 1890 he purchased several hundred acres of fine pastureland along the Multnomah Channel from D. A. Cloninger for \$200 and a team of horses. He also owned property on the Callahan Hill for pasture during high water. His fine blooded cattle brought him many prizes and high prices at livestock shows. The Johnson family operated this dairy farm for some ninety years. George Frakes, son of P.A. Frakes, operated the farm next to Albert Johnson. He also had Holsteins and his large barn became the show place for the Scappoose area. During the high water he took his cattle to his father's farm on Jackson Creek. The Lousignot family had a small dairy next to Gosa, but they spent more time working out rather than on the dairy. Gosa also had a small dairy along with his store.

This has been a short history of the first big dairy farms along the Multnomah Channel in the nineteenth century. They were solely dependent on the river boats. Other dairies south of Scappoose and away from the river started with W.F. Farrel and later Frank Tompkins. My grandfather, James W. Watts was the dairyman in the family. He purchased land from his father and brothers when they decided to leave Scappoose and developed a large ranch that utilized most of the land from the old city limits eastward from...

Scappoose Creek on past the Santosh Slough. When grandfather died in the middle 70's, his widow, Mrs. E. M. Watts, married the cousin of her first husband, John R. Watts. They moved to the west side of Scappoose Creek near his sawmill and cooperage plant. No other member of the family was interested in the dairy business, so Grandma Watts leased her two dairies for the next 40 years.

To the north of the city limits, W.W. West and later his son Burt, operated a dairy and horse ranch for 65 years. This ranch was on the eastern portion of the Lambertson Donation Land Claim. Stretching from the airport deep into the lowlands was the dairy of the Freeman family. This was part of the McPherson Donation Land Claim and included a part of the ranch that was started in Scappoose by Tom McKay, the Hudson's Bay man.

In the 1890's a Swiss by the name of Gus Hegle, bought land from the Malcom McKay Donation Land Claim along the west side of West Lane. He brought helpers from Switzerland and started a dairy and creamery. This Oak Grove Creamery replaced the Jackson Creek Creamery. Mr. Hegle shipped his butter to Portland in one and two pound wrappers. He soon won many awards for the excellent quality of his butter which was used exclusively by the best hotels in Portland. Mr. Hegle also had pasture west of the railroad where China Creek joins Scappoose Creek, near the present Cinnamon Tree. An underpass beneath the railroad tracks was built to connect his two parcels of land. The underpass is still there. His home and dairy barns were torn down and replaced by the super gravel pit.

These large dairies started in the 19th century were above the flood plain. However, most of the Dutch Canyon people had small dairies along with their diversified farms and logging operations. The Tetz family built up a large herd, and the family in the third generation operates the farm today.

In 1910 one of the most unusual enterprises took place in the low lands of Scappoose. This was seventeen years before the dike was even started and conditions were quite different in that area from what they are today. A Mr. Frank L. Smith and wife Nellie, who had been in the wholesale and retail meat business in Oregon since 1898, rented the Antone Barber ranch in the lowlands. They soon purchased the E.L. Page land nearby. This property had once been the preemption rights of the original Lambertson Donation Land Claim and was used for pasturing cattle.

In 1915 the Smiths built the largest and most interesting house to be built in Scappoose for many years. It was located at the right angle turn on the Dike Road at the present site of the Bates and Roth ranch. The Smiths rented all the land they could in the northeastern part of the overflow land. This included land belonging to Dan Freeman, Mel Beavers, Gus Clerain, Tom Cloninger, Christine Saline, and Antone Barber. Mr. Smith owned trucks that travelled to Portland every day and on the side of the trucks was this insignia: FIGHTING THE BEEF TRUST - Frank L. Smith, Scappoose, Oregon. I don't know how many acres he rented but it must have been close to 3,000. In 1917 Mr. Smith planted what was supposed to be the largest potato field in the state. He kept this farm going for eighteen years until 1928. In 1925 the beautiful large home was destroyed by fire.

Changes were being made at Gosa's Landing on the Multnomah Channel. S.F. Shattuck of Portland purchased the landing and added a blacksmith shop. This was the first one in the area and he later moved it to Scappoose. In 1882 John Johnson came from the Mid-Columbia where he had owned a salmon wheel, and purchased some land from Mr. Shattuck. Johnson knew many of the river boatmen and soon secured a contract for cordwood to supply the fuel for their boats. This was fortunate for the homesteaders as they now would have a market for their cordwood. They carried the cordwood by wagon to Johnson's woodlot landing, and if the weather was bad and roads impossible, they would stockpile it at the top of Steve Haines Hill; and when the weather cleared they would take it to the dock at Johnson's Landing. This is how the name came to be and lasted so long. (Now Browns). Also when the railroad track crossed Gosa's Lane in 1884, it was named Johnson's Crossing, a term still used by Oldtimers.

Cordwood became big business in the hills and valleys north and west of Scappoose when the freight trains made daily stops in Scappoose. In the 90's, at times, cordwood stacks 10 feet high and several blocks long would line the railroad tracks. In addition to the wood cut by the homesteaders and timber claim owners, Chinese laborers who had worked on the railroad and lived in Apple Valley cut cordwood and cleared land. They stayed for several years. Little China Creek was named for them. The cordwood business went on for some time, but finally the Portland market quit its demand. Stump land was very cheap around Scappoose, selling for 50¢ to \$1 .50 per acre, remaining so until the turn of the century. Land sales were very common among the settlers: fathers sold...

to sons, brothers to brothers, and uncles to nephews, and so on. One piece of land west of town was owned by three members of my family with other owners in between. Land that was cleared and tillable was sold for more money than the stump land depending on its location, of course.

The history of the first bench or higher land lying west of the Scappoose townsite is difficult to describe. It was generally the western portions of the donation land claims and the eastern portions of the homestead and timber claims on the high hills. From the beginning, there were many transactions for this land, often among relatives. Land was cheap and settlers who decided to move to the Willamette Valley or to California would sell their land for little or nothing. The Watson, or County Line Road to the south, was mostly in Multnomah County, but the Oldtimers like the Watson and Joy families, considered themselves as Scappoose people. To the north of the Watson Road, the Cuthbert Stump claim was logged into the Willamette Slough. This gentle slope of land was sold to the Saxton families for farms in the 1800's. North of the Kammeyer Road, the Pomeroy family, related to the Stump family, developed a large dairy. Walter Pomeroy and his son James were prominent in the growth of Scappoose School, church, and many community activities.

P.A. Frakes and son George in addition to their lowland dairy bought the old Johnson creamery and developed it into another dairy. North of the Frakes dairy, John Callahan bought part of the W.W. Jackson claim and also proved a homestead. The Callahans were woodsmen and farmers and were proud of their sloping view land and were always slow to sell. Consequently, much of the original place still belongs to the present families.

In 1885 Asa Holladay, Sr. bought 15 acres of stump land on the lower Callahan Hill and cleared the land for an orchard. He said that in a few years he would be shipping carloads of Northern Spy apples from Scappoose. Surprisingly enough, it turned out to be true.

The second bench land of the Jesse Miles claim south of Scappoose started on the Steve Haines Hill, which was crossed by the road to Dutch Canyon. This land was purchased by Chris Rabinsky, Gustave Lange, Steve Haines, and John Uhlman. Along the E. M. Watts Road, Ben, Frank, and their cousin John R. Watts, bought timber land for their sawmill that could be hauled easily to their mill pond on the creek. The second bench land back of town changed hands many times before 1900. It was logged early by the Watts brothers mill, then sold to Jobin, J.P. West, Gus Hein, and John Heimuller, each family establishing farms and orchards. In 1891 Asa Holaday, Jr., established the first fruit and nut nursery in Scappoose, extending from the J. P. West Road to the E. J. Smith Road. The John Heimuller family that lived one mile west of the townsite, was well known for their fine apple orchard and superior Burbank potatoes. The road is still known by Oldtimers as the Heimuller Hill Road. It seems to me that years ago we had much-heavier snows every winter; and after the first snow, Mr. Heimuller brought out his old wooden snow plow, horse drawn, and cleared the hill. It was immediately taken over by the younger generation with their homemade sleds.

The small donation land claim belonging to Ichabod Hall lay on the sloping hillside north and west of town and contained Apple Valley and the...

hilly land to the south. Oldtimers who lived along that road cannot understand why the road was named E. J. Smith Road. No one remembers an E. J. Smith living in that neighborhood, although there was an E.J. Smith that had a chicken ranch on the Keys Road which is back of town near the old city water tank.

In 1865 William T. White arrived from Sauvie Island with his family and bought a large part of the Hall Claim just at the first right hand turn on the Smith Road. After his death, his sons, Henry and Jay, divided the property and built homes there. Henry was the first janitor of our grade school and worked there many years. His brother, Jay, built a chicken ranch. Lafe Brown, a cousin of the Whites, was an orchardist and established a farm across the road to the east from Jay White. Left of the turn in the road was the Richardson farm and home. Mr. Richardson worked part time for other farmers on the side. North of the Smith Road from the creek to the Lafe Brown place was the farm of Joe Setvin. All of these old homesites have been developed into modern subdivisions. To the south of the Smith Road, no homes were built until the Shoemaker family built a shoe factory at the top of the slope and homes on the lower slopes. Ira Jones has a home and pasture below the Shoemaker homes. At the turn of the century, Herman Schmidt, a bachelor, lived where the E. J. Smith Road made a sharp turn into Apple Valley. He bought a considerable amount of land up the valley and later sold it in smaller tracts.

On the near north side of the north fork of Scappoose Creek, lay the bench land of Malcom McKay's Donation Land Claim. North of the McKay claim Harry West, oldest son of W.W. West, acquired over 100 acres of...

timber claim in the year 1884. Mr. West put in many hard days clearing this farm. He logged the timber from the gentle slope,

pulling the logs to Scappoose Creek and Scappoose Bay by ox team, thus making a profit while clearing the dairy land. He quickly built up his Sunnybrook Jersey Farm and his high bred jersey stock became known all over the United States. Mr. West travelled to the Jersey Islands many times as well as to different parts of this country to purchase stock and build up his fine herd. He won many awards for his stock and built his own auction house at his farm. It was a big event in Scappoose when Jersey breeders from far and near came to attend his auctions.

On the north extension of the I.G. Wikstrom Road, homes were built by W. L. Goin and John Dahlgren. At the crest of the hill, combination farms and orchards were developed by the Lynch brothers, Grant, Eli, and David. East of them were two more farms developed by Jacob Spies and George Ramsay. Most of this land lay above the large Cloninger Donation Land Claim, which pointed in a slightly northwesterly direction and stopped near Sly Creek.

I might mention that below the Harry West Dairy and across the road from the Cloninger home, a man by the name of George Dangerfield planted an apple orchard. Included in his plantings were quite a few "Christmas," or "Lady Apples." These apples were very popular at Christmas time, as they were quite small and bright colored. He did such a good business, and because he was located at the bend in the county road, he built a small fruit stand to display and sell his produce. This was the first fruit stand in Scappoose and was later called Romitti's a new owner.

Many more stands were started later on, especially on the Old Portland Road in South Scappoose.

In 1883 a Portland man, William Scharinghausen, purchased S. T. Gosa's store and post office on Multnomah Channel. Mr. Scharinghausen had watched the Northern Pacific Railroad being built through Scappoose and decided to move the store and post office close to the railroad. He chose a site at the junction of the north-to-south county road and the Hillsboro-Dutch Canyon road, close to the railroad. Thinking this would be a logical place for a settlement and eventually a town, he overlooked the fact that the overflow land east of the railroad was not suitable for permanent town buildings as it became inundated in both the spring and winter. However, he hired a relative, A.C. Creecy, to manage the store and become the acting Postmaster. Nothing was left at Gosa's Landing but Watts' Lumber deck, Shattuck's blacksmith shop, and John Johnson's cordwood deck.

In 1883 W. W. West, who had purchased most of the Lambertson Donation Land Claim north of the present town site, purchased about twenty acres of land from Benjamin Watts at the northwest corner of his claim. Watts was moving to California. In 1885 Mr. West offered the railroad company six acres of land along their railroad for a siding if they would build a depot there. This offer was met, and Mr. West built a store on the west side of the railroad tracks. When the store was complete, the fringe road on the east of town turned west; now the corner of Fourth Street and West Lane, and came to the store and depot. After crossing the railroad, it turned south and joined the old road south at the location of the present...

Western Bank. The store was run by Mr. West's son, Jared P. West. The railroad decided that the West store was a much better location than the Creecy store, one and one-half miles to the south, and had Mr. West was appointed postmaster.

J.P. West's health was poor, and not liking the confinement of the store, in 1888 he sold the store to a couple of young men; J. G. Watts and D. W. Price and purchased a small farm west of Scappoose. Watts and Price moved the store across the road and built a larger building where they operated the large general merchandise store for forty-one years. The depot, post office, and the store were the nucleus of the new town, Scappoose.

John R. Watts, who had been successful in operating a sawmill and cooperage plant on Scappoose Creek, retired in 1890. He and his wife, Mrs. E. M. Watts, built a large two-story house at the 'site of the present Middle School. Unfortunately, in 1903 the house was destroyed by fire. Many covered wagon heirlooms from the Watts train of 1852 and the Jacob Nessly train of 1853 were destroyed. Mr. Watts built a small home across the street from the present fire department, now known as the Dorris House. He passed away soon after building the house, but his widow spent the rest of her life there carrying on her business of leasing and selling land. How many transactions she made has not been compiled, but I have in my possession 188 fulfilled contracts of land sales made by her heirs after her death.

In the meantime, the old ox road from the sawmill to the county road was abandoned. It had run diagonally through what is now the school...

grounds, Chinook Plaza, and to the Western Bank. The mill dam and bridge were torn out, a new bridge was built at the present site, and a road joining the old West Mill Pond Road with the Portland Road was built. This is the E.M. Watts Road which joins the Dutch Canyon Road.

In 1894 W.W. West decided to plat business sites on his property west of the railroad and near the Watts and Price store and the depot. A. B. Leith, the county surveyor, was hired to plat a tract of seven blocks between what is now Highway 30 and S. W. First Street. Six streets, forty feet wide, separated these blocks. From south to north they were Casey, Hall, Store, Pel, Watts, and Bob. The front lots sold for \$50 and the back lots sold for \$25. Watts and Price bought four lots south of Store Street (Columbia) and built a much larger store with an upstairs hall which contained dressing rooms, storage for chairs, and all the requirements for lodge meetings. The old store was moved' to the back lots facing Store Street where it was used for a boarding house and later the phone office. Will T. Watts, the youngest son of Mr. E. M. Watts, purchased land from his mother and had Mr. Leith plat a residential addition on the east side of the tracks, across from the new business district. This addition started at Store Street (Columbia), north to William Street, and from N. E. First to N. E. Third with fifty-foot streets.

The second business to be located in the town was a saloon owned by Jack Freeman, son of the dairyman on Freeman Road. Probably the next business was the blacksmith shop built by S. F. Shattuck on Hal I Street, which is now the vacant lot next to the Wigwam. Shattuck had moved from...

Gosa's Landing. A livery stable (with a herd of wild Eastern Oregon horses) was started by a Mr. Sampson, at the site of the present Griesen's Store. Sampson didn't last very long and sold out to Henry Bushman.

Many trains that went through Scappoose were on their way to Seattle. They would go as far as Goble where they were put on a ferry and taken across the river to continue on their journey.

In 1898 the Northern Pacific Railroad built a bridge over the Columbia at Vancouver. This event changed the number of trains going through Scappoose, for the Seattle traffic used the new bridge. At this time, the Northern Pacific and the Great Northern railroads jointly purchased the Astoria and Columbia Railroad that had been running between Seaside and Goble. They renamed it the S.P.&S. This meant fewer trains through Scappoose, but there was still passenger and freight service to benefit the small towns along the route. Two passenger trains travelled daily between Portland and Seaside and a slower local train from Portland terminated at Rainier. Mail was received twice daily from Portland and once daily from Seaside. At least one freight train passed each way daily, and for years thousands of carloads of lumber were shipped from Scappoose to all parts of the United States. This railroad service was the most important factor contributing to the growth of the town and the surrounding area.

During the next few years, perhaps fifty homes were built within walking distance of the small business district. D.W. Price built the first large house in 1888 where the present police station is located. J.G. Watts built a small house on the property next to the present City...

Hall in 1890. James Leonard, our first railroad agent, built a large home just north of the Congregational Church. This home, later owned by the Larson family, was torn down about twenty years ago. Henry Bushman built a house on the site of the Shell station, the only home south of Casey Street that was destroyed by the fire in 1915. Behind Leonards, and facing Casey Street, was the home of Emmet Stevens who had retired from his low land dairy. This house still stands behind the Shell station. At the jog of Casey and J. P. West Road was the home of O. D. Garrison, who was a logger, farmer, and professional hunting guide for Portland sportsmen. This home was destroyed by fire a few years ago while occupied by Earl Kilworth.

On the north side of J. P. West Road was the home of William Scholz, who owned land and rental houses from First Street to Scappoose Creek. Mr. Scholz was diversified in his work and owned a few cows from which he sold milk, cream, and butter to his neighbors. He also did custom farm work for people who owned property too small to warrant their owning farming equipment. However, Mr. Scholz was best known for his portable wood saw that cut cordwood into shorter lengths for fireplaces and kitchen stove wood. Another early house was built at the west end of Store Street (Columbia) by Samuel Adams. He had turned his Mountain View ranch over to his son Fred and retired to Scappoose. Two blocks north of Samuel Adams, Mr. and Mrs. Joseph Adams built a large frame house that was turned into a boarding house. For many years it was owned by the Charles Lambert family and is still standing.

Several homes were interspersed in the business blocks. Between Casey and Hall Streets, was the large home of Mrs. Lilly Shell who operated a boarding house. At the rear of the block facing S. W. First were the homes of I. Elliot and M. Englert. On Hall Street was the home of Charles Lamberson, next to his blacksmith shop. North of Columbia Street behind the present Longfellows, was the home of Robert McKay, and next to him was the home of Clarence Scudder, which still stands. Dan Balch, who, I believe, was a saloon keeper, built a home facing the rail- road on the southwest corner of Prairie. This building was moved to make room for Adam's grocery store, which is now the branch of Tektronics.

Where the post office is now located, Harry West built two small rental houses facing the railroad. The north side of the street was never developed but was sold to Henry Neuman as acreage which extended from the . railroad to Scappoose Creek. The balance of the townsite was sold to I. G. and Charles Wikstrom who built homes and a planing mill.

The business section of town soon began to grow. Starting at Casey Street and going north, the first building built was a drug store built by Dr. J. H. Flynn, but he soon sold it to Byron Malloy who opened a confectionary. Next to Mrs. Lilly Shell, in 1914 Mr. J.D. Hobart built a large store building with a hall upstairs. Across the street was the blacksmith and next to that a small building, measuring about fourteen by sixteen feet. It was built in 1910 by the Farmer's State Bank and later used as the Post Office. When money was put in the vault, the banker had to lift a trap door in the floor to store the deposit. The bank was...

organized by William Ross of the Columbia County Bank in St. Helens. He selected a St. Helens school teacher, Mr. O.M. Washburne, to be the manager and cashier. My father, J.G. Watts, was elected the president, a position he was not prepared for and did not relish. The directors were well-to-do farmers of the community who felt the need for a bank and were willing to back up the needed enterprise with financial aid. The small wooden building proved unfit for a bank, so there was a change made in the directors, more money raised, and in 1912 a new two story cement building was built. The location was the north east corner of Store Street (Columbia), where there had been a saloon. It is now Longfellows. For a few years, a meat market was operated in the north one-third of the building by Bob McKay. Upstairs at the front was a meeting hall with a kitchen. The hall was the first meeting place for the City Council and was also used for the Masonic Lodge. Offices for a doctor and dentist were built on the back and were occupied by Drs. Flynn, Blatchford, and Hatfield.

In 1913 and 1914 the bank changed directors again, but Mr. Washburne admitted that he was a better teacher than a banker because he was too lenient with loans. After much quarreling among the stockholders, the bank was sold to a Portland Investment Company, S.W. Mann & Co., and they installed D.A. Crowly as manager. However, this new arrangement was unsatisfactory, and the bank was closed with heavy losses to the stockholders. In 1917 with the aid of the Linnton Securities Co., opened as The First National Bank of Scappoose with manager, R.L. Shreve as cashier, and Mrs. Eva Wist as the as treasurer. This...

bank was forced to close in 1931 during the depression, and Scappoose was without a bank until about 1960, when Joe Fisher opened a branch of the Bank of St. Helens in the building now housing the phone office.

I have mentioned the Freeman saloon, the McKay meat market, and the Balch home that were built on Railroad Street (Highway 30), between Store Street (Columbia) and Prairie Street before the coming of the Chapman Logging Company boom of 1906. Two wooden buildings were built in the center of that block, one being the Bear Valley Cafe and the other a confectionary and pool room. They were both run by Byron Malloy and his partner named Ross. Some Oldtimers believe that the pool room was first started as a beer saloon selling take-home beer by the bucket or other utensil. Another building in that block was the livery stable, mentioned before.

At the northeast corner of Prairie Street, a large two story structure was built by Sam Weist, with living quarters upstairs. It was a typical large western-type saloon, complete with card tables and very well run by Mr. Weist. Many local men as well as Chapman loggers, gambled here; and when I was young, I heard many tall tales of large amounts of personal property being wagered as stakes in high games of poker. After prohibition, this building was bought by Ferris Simon and his mother, who operated a grocery store there for many years. Lester Langdon operated a hardware store in the building for a few years before he tore the old building down and sold the property as a used car lot. In the middle of this same block was the first barber shop which was operated by Jack Craig and...

Will Strawser. Two frame buildings at the north end of the block housed a grocery store run by Thomas Roy and a meat market. North across Watts Street was the large Maine Hotel. The hotel was operated for many years by Mrs. Belle Miller and was very popular with the loggers from Chapman who came for the weekend or a few days of off duty.

By 1912 the bank was the only cement building in town, and it was not until 1920 that Tony Barber, with Orville Garrison as manager, built a cement garage on the vacant lot that is now next to the Wigwam. Charles Wikstrom's garage, at the north end of town, was built the same year. Charlie installed the first outside gas pump at his garage.

In 1922 Henry Grimm built the Post Office (Greisen's Store), and Charles Osteen built the building now housing the Wigwam. This last building was a confectionary and later became "Scotty's Place," a grocery store. In 1934, Knorr and Klum bought the building and turned it into the Wigwam. In 1929 a drug store was built next to the Post Office by Martin Kaufman for R. E. Allen. The adjoining building was built about the same time by Tony Barber to house a restaurant.

The first service station in Scappoose was built by Charles Koutek, was Union Oil, and was on the present Shell station location.

On the east side of the railroad track, the only large building was the warehouse for the Watts and Price store. It was located on the two lots occupied by the present fire station facing the railroad spur. The warehouse was used to store all kinds of farm equipment, even wagons and buggies. The feed sacks were hand trucked directly from the freight...

cars into the warehouse. This large building was eventually moved in 1916 across the tracts and along side of the store facing the railroad. Four rentals were built in the front, and the rest was still the warehouse.

The early private dwellings on the east of the railroad, starting at Santosh and going north on First Street were Ben Vancleve, George Grant, and P.L. Whitney, a long-time section worker for the railroad. Mr. Vancleve and Mr. Grant were from Dutch Canyon pioneer families. Mr. Grant operated a livery stable at the site of the telephone office for many years. Of course, I know the date of the J. G. Watts home built in 1902, replacing the small home he had built in 1890. The first house was moved across the tracks to N.W. First Street. The Price home was next on First Street and then the store warehouse. There were three homes on Second Street and Oak, one occupied by Ernest Smith, a carpenter, and his bachelor brother, Fred, the town's first plumber. A Mr. Hagey built a house on the corner where the lumber yard is located. He died soon after and his widow married Charles Sandstrom who for many years operated a meat market. Will Piper of Dutch Canyon built a house facing east on Third and Watts. The Wrenn home was also built on the corner of Third Street facing Columbia. Other homes were built past William Street the end of Third. Clyde Grewell was a logger whose home faced Third Street. Next to him, his brother Matt, a paper hanger and painter, built a large two-story house that is still standing. Four more houses...

were built at the end of Third Street by W.C. Campbell, the semaphore operator for the logging train crossing. These houses were occupied by W. H. Strawser, a barber, Julius Eisenblatter, an early mail carrier, and a Mr. Hobbs.

THE 1915 FIRE

In 1915 a fire destroyed 1 1/2 blocks of the town I s business district south of the Watts and Price store. The fire started in the Lilly Shell boarding house. Some people in the house had been papering the kitchen and a piece of the wallpaper came loose and fell against the hot chimney of the kitchen stove. The house was immediately engulfed in flames. Next door to the house was the Hobart store with a hall above, filled with people watching a moving picture. All of the people escaped, but I still remember them scrambling out of the building. I remember the incident well as I was at the store with my father. We were just closing up when the Miller twins ran in and told of the fire and asked for the large fire extinguisher. We ran to the house, but it was too late. There was no fire protection in the town at that time, and since all the buildings were of wood frame construction, they were all soon engulfed in flames. The fire consumed six homes, Hobart's store, the boarding house, and the confectionary. Because there was a strong northwest wind and the summer was dry, the fire blew as far as the Bushman house and destroyed it. The Charles and Henry Lambertson homes and the blacksmith shop were also destroyed. The Watts and Price store was saved by many men who stood on the roof with buckets of water and sacks to put out the spot fires. Because the northwest wind was so strong, I was sent home (the City Hall), to climb up on the roof to put out spot fires caused by...

the flying sparks. My mother would fill buckets of water, pass them to Aunt Mary, who would climb a ladder from the porch roof and hand them to me. I was ten years old, and I must say it was exciting.

One interesting thing happened during the fire, showing what people will do in an emergency. A group of men got some heavy rope from the store, put a sling around the small wooden building that was now being used as the temporary post office, originally the bank, and dragged it across Railroad Street (Highway 30). Several fires started on the roof in the process, but they were quickly extinguished, and they saved the building.

My father had called Portland for help, but the fire truck came after the fire had about burned itself out. Dad asked the firemen to come in the store for something to eat. They helped themselves, and I will always remember seeing them all sitting around the old stove on that hot summer night eating olives, sardines, crackers, and drinking soda pop.

The Watts and Price building was destroyed by fire in 1931. At that time, it was owned by George Frakes, who built the new modern Frakes building.

SCAPPOOSE, THE CITY

We all know that when a new western settlement decides that it is time to improve its living conditions and have some type of organized government, it is on the way to new dimensions. Scappoose had gone through the Law and Order days without any trouble. However, the local citizens were very much "shaken up" by the 1915 fire. They realized that the town had grown into a small city and the first thing on people's minds was the realization that we were growing fast and had no capable water system. Only a 3/4 inch pipe line with pressure from a forty foot well tower tank gave water usage to a few close homes. If the wind had been blowing in the opposite direction in 1915, three times as many homes and business houses would have been destroyed.

On April 30, 1920, the first special election was held in Scappoose, and officers for the new town were confirmed. Those elected were J. G. Watts, Mayor, C.F. Cathcart, Recorder, Mrs. E. E.E. Wist, Treasurer, and Fred Smith, Marshall. Councilmen were G.W. Grant, Charles Wikstrom, E.E. Wist, W.C. Campbell, M.B. Grewell, and D.W. Price. A charter was more or less standard for small towns in Oregon, and it was duly drawn up and adopted on November 1, 1921. It did not take long for the local citizens to find out that they had a dynamic and provocative leader on the council. Mr. Wist had a headful of ideas about the possibilities of boosting Scappoose in many ways. He had come to Scappoose as a dairyman but soon took over the management of the local bank.

As soon as the city government was organized, it was agreed by all that the first project on the city agenda would be the

installation of the much-needed water system. Gourley Creek was chosen as the water source. It was a small but clean creek that flowed into South Scappoose Creek, located at the end of Dutch Canyon above the last farmland. However, the acquiring of a watershed on this creek was another story. My father was low-keyed but well-schooled in the laws of land transactions. Mr. Wist was young, aggressive, and also well-schooled in land and court transactions. I do not know how many trips the two made to Hillsboro, acquiring the watershed. Under the circumstances, it was no small chore. Included in this watershed were parcels of land owned by Washington County, individuals, and corporations. The two men and the council faced the usual small-town criticism, but when the stumpage was sold years later, it proved to be the best deal the city had ever made. In 1928 H. Neuman bought the stumpage for \$200. In 1949 Fred Rabinsky bought it for \$300, and he bought it again in 1954 for \$64,000.00.

Eventually the legal work was done and the city acquired the watershed for \$1,450.00, and rights-of-ways were acquired for \$278.16. A wooden pipe line was installed down the Dutch Canyon Road and the E. M. Watts Road into the city. The only precaution that was taken was the installation of filters at the dam and at the head of the pipeline. We all enjoyed this more or less pure water for many years, until it was decided to build a reservoir on Keys Road and chlorinate the water. The new system brought water to all the city residents and a few extensions were...

made outside the city. Many residents along the right-of-way decided to hook onto the system but paid a somewhat higher rate.

The original Gourley Creek dam and water system built in 1922 cost roughly \$27,000. Improvements were made at the dam in 1927 at a cost of \$9,000. The labor on the water system was done almost entirely by local workers, so we retrieved much of the outlay back into our community. Common labor paid 50¢ per hour and straw bosses received \$100 per month.

The water system was considered a great improvement to the city, and pressure was applied by the indomitable E. E. Wist to float more bonds for street and sidewalk improvements. After much discussion and argument, it was decided to grade and gravel the streets and to build cement sidewalks. Sidewalks were placed along the business district on Highway 30, and West First Street. On the east side of town sidewalks were laid north and south from First Street to Third Street, and from Elm to William Streets. The cost was \$47,965.00 and was finished in 1927. The same engineers, Barr & Cunningham, who had done the water system, and contractors, Parker-Schram, did the streets and sidewalks.

The city issued bonds for payments and a lien was placed on each piece of property according to the work done bordering the property. Redemption of the bonds was going smoothly until the great depression of 1929, which took everyone by surprise. Quite a few lots on the east side were vacant and were not considered worth their assessment so they were forfeited to the city.

Robert E. Allen, a druggist who was mayor in the mid-thirties, came up with a good idea. He contacted the brokerage house in Portland and received a list of all the city bond holders, their names, addresses, bond amounts, and the number of the bonds. I know all the work he did, as I helped to write to all the bond holders. Most of the bonds were for \$1,000 each, which was a blessing for us. It was surprising how far away from Oregon some of the bond holders lived. Mr. Allen would offer the bond holders \$200 for a \$1,000 bond; have the homeowner buy the bond at that price and thereby pay off the lien against his property. This saved city residents thousands of dollars. However, Mayor Allen did not receive any credit for this work that took him months to accomplish with no pay. During this time, he neglected his business which also hurt his image. I still resent the fact that Mayor Allen was criticized instead of praised for the hundreds of hours he worked for the residents of Scappoose.

In 1924 streetlights were erected in Scappoose at a cost of \$2,300.00. As far as I could find, electric lights for the homes came about 1927. In the late 1920's the city budget ran to about \$1,600.00 to \$1,800.00 and the power for the streetlights was on the average of \$600 per year, or about one third of the city budget.

CHAPMAN

In 1906 an exciting thing took place that had quite an impact on the future of Scappoose. The north fork of the Scappoose Creek was not settled. Basaltic outcroppings along this creek made road building very difficult and there was not much land that could be useful as farmland, even if it were cleared. A man by the name of Chapman bought a large amount of timberland along the north fork of Scappoose Creek and convinced several Portland men to invest money in a logging railroad. He agreed to lease the line to haul logs from the wilds of Scappoose Creek to a log dump on the Willamette Channel 1 1/2 miles east of Scappoose on the Albert Johnson Ranch. This was an expensive bit of railroad building, as after leaving Scappoose, a trestle had to be constructed over the low flood land all the way to the channel . It was finished in 1906. The present logging road of Crown Zellerbach is the route of the original train. Large logging trains crossed the Northern 'Pacific tracks and a semaphore flag station was erected at the crossing which is now the truck crossing. Semaphore operators were hired, and W.C. Campbell, C.F. Cathcart, and Sperry Miller were the operators from 1906-1945 when the railroad was removed.

The Chapman Logging Company became a very large operation and spur lines were built up at all the creek bottoms. A large round house and a machine shop were erected about six miles west of Scappoose, and at the peak of its operation as many as 400 loggers lived at camp #6. Some...

family homes were built at camp #6, and soon a wagon road was built to Chapman, where a store and a school were eventually built and remain today, though unoccupied.

In 1919 Mr. Chapman sold his operation to the Nehalem Timber and Logging Company, who had large timber holdings across the ridge from Chapman's western track. This new owner built an 1800 foot tunnel under the narrow ridge that separates the Columbia and Nehalem valleys. The tunnel is thirteen miles northwest of Scappoose, was started in 1910 and finished in 1920. The Bureau of Land Management estimated that more than a million board feet of timber passed through this tunnel daily during the 1920's and 1930's. They discontinued the use of the tunnel in 1943. About 1925 the N.T. & L. sold their holdings to Clark and Wilson of Linnton, who had a large stand of timber that could be diverted to the Scappoose railroad. In 1944 Crown Zellerbach bought the railroad to Chapman and tore out all the trestles and tracks. This was the beginning of logging by truck from this vicinity, and it is a thriving industry today.

Many Portland speculators had invested in logged-off land in the Chapman vicinity, and they lost money as their dreams of a townsite drifted away. Scattered families live in the community, but the store and school were closed about 1950 and the people are more or less dependent on Scappoose as their closest town.

THE POST OFFICE

The first Post Office was at Gosa's Landing, later moved to Creesy's store, and finally into Scappoose to the West's store. By this time the mail was brought to Scappoose by train, rather than by river boat. After Watts and Price bought Mr. West's store, the Post Office was in their store until 1914. At that time the office was moved to a small building on Hall Street and the highway. Because the building was damaged in the fire of 1915, the Post Office was moved again into an annex of the Watts and Price store. In 1920 Henry Grim, on being appointed Postmaster, built a concrete building next to the bank (Greisen's). The Post Office stayed in this location until 1951, when it was moved to the building that now houses Oregon Pioneer Savings. In 1966 the new Federal Building was completed and the Post Office was moved there.

Postmasters at Gosa's Landing

Samuel T. Gosa	1872
John Lousignont	1876
Samuel Gosa	1877
H. Sharinghosn Creesy	1879

R.F.D. Carriers
(Horse & Buggy)
Julius Eisenblatter
Henry Vancleave
Lou Grant
Gus Tetz

Postmasters at Scappoose

William West	1886
J.G. Watts	1888
D.W. Price	1889
J.G. Watts	1901
Margaret Washburn	1914
Henry E. Grim	1920
L.H. Dungey	1934
Jennie Scheele	1934
Wayne Dexter	1955

R.F.D. Carriers
(By Auto)
Charles Koutek
Louis Koutek
Gustave Lange
Fred Lange

ROADS

In the early 1860's, the road from St. Helens was changed at the airport "Y" and came due south on West Lane, down Fourth Street, through Watts School, the High School, which is now on the old Miles Claim, and joined the Hillsboro-Dutch Canyon Road. Here it continued south to Gosa Lane and on to a point near the old Wildwood Golf Course. The golf course was across the slough from Fort William on Sauvie Island. This remained the main local road until the railroad was finished in 1886. Continuing this road on to Portland was made easier by the railroad construction.

After the railroad was finished and the depot in Scappoose was built, the road turned at West Lane and came into the depot then south on the west side of the tracks and down the old Portland road to Johnson's Crossing. West Lane remained a part of the Columbia River Highway for many years and is still heavily used. The Honeyman Road and the Dike Road were not built until the dike was completed.

Several roads were built to reach farms west of the main road. Starting at the Multnomah County line and going north, the first road was called County Line Road, or Watson Road, as it is today. Kammeyer Road was once called Saxton Road. Callahan Road has always been Callahan Road and Hill, and the hill leading into Dutch Canyon was called the Steve Haines Hill. J. P. West lived West of town for a few years, but the road was most commonly called the Heimuller Road and Hill, named after the family...

who lived and farmed the nice diversified farm at the top of the hill. The E. J. Smith Road and Hill had several names, two of them being the Richardson Hill and Apple Valley Road. Mr. Smith lived where the road turned from the hill into the valley, but he was not well known. Of the families that lived in this neighborhood, only Fern White Peterson still lives in Scappoose. The hill two miles north of town was called the Lynch Hill after Grant and Eli Lynch, orchardists who lived at the top of the hill. The Wikstrom Road was named after I.G. Wikstrom, the veteran sawmill man. All the people living up the North Scappoose Creek had to use this road until the Chapman Road was built, and of course that was named after the Chapman Lumber Company. The Siercks Road was named for G.H. Seircks, a carpenter who homesteaded at the end of the road. The Blehm Road, a branch off of the Siercks Road, was named for the Blehm family and other members of a group of Seventh Day Adventists who settled the immediate area. Bellcrest Road was the same name of the subdivision made by a Portland speculator.

HIGH WATER

In the early days, there were no public roads in the overflow dairy lands which we now know as the dike lands. Gosa built a short road from his dock to the present highway, and finally had it dedicated a public road, as it was the only way people had to get to the river-boat landing and the first post office. During the spring and sometimes in the winter, this road and all the dike land, as we now know it, would be flooded. All of the farmers had to move their stock to high ground and it was a big chore to pass through all their neighbor's property, gates, and fences. When the water receded, it had to be done over again. The largest floods recorded were in 1853, 1862, 1876, and 1894. Every time the water became sixteen feet above flood stage, Gosa's Lane would be closed. During the famous 1894 flood, the water reached the railroad at Johnson's Crossing, and small river boats came up Gosa's Lane. One interesting story about this flood, related by Gladys Johnson Wheeler, involved her father's barn. The water dislodged the big barn and it floated about two miles north and lodged in some willow trees. Luck was with Mr. Johnson as he was able to flag down the large river boat J.B. Kellog, a stern wheeler, and ask the skipper to pull his barn back in place. They were able to do it just in the nick of time because the water was starting to fall rapidly. The barn was towed back, but Gladys said it never was square on its original foundation. If Honeyman...

Road had been constructed at this time, the high water would have reached the Victoria Manor. All of the silt and soil washed into the lowlands by the high water has made all of the dike lands a very fertile farmland.

TELEPHONE COMPANY

In 1904 both the townspeople and the farmers felt they needed phone system. Again, Will Watts was chosen to lay out a farmer's cooperative line. This line, powered by batteries, covered the town site and ran to farmers as far away as two-and one-half miles. Any exchange was placed in Watts and Price Store and had connections to both St. Helens and Portland. The exchange operator was the bookkeeper for the store. The exchange was taken over by Mr. and Mrs. Lou Puzey in 1924 and moved to the old store building on West Second and Columbia. In 1927 the Puzey's sold the exchange to Mrs. Nettie Murray and her son Howard. After several years, they moved the phone company across the street to Mrs. Murray's residence. In 1941 Dorothy and Pete. Baker became the owners with Dorothy the manager and Pete extending the lines. In 1942 the Bakers moved the exchange into the Frakes building. In 1944 Charles and Velma Gregory took over the ownership, but the Bakers returned in 1951 and took over the phone company, changing the name to Rose Valley Telephone Company. The company was moved to a new office building and warehouse at S.E. Second and Columbia in 1953. It was incorporated in 1955. During 1955-56 the system installed dial telephones. In 1956 the controlling stock was purchased by Telephone Utilities, Inc., of Illwaco, Washington.

FIRE DEPARTMENT

The first fire alarm system was purchased in 1926 for the sum of \$365.14. A two-wheel cart with a hose reel was used to fight fires, but the only other expenditure of money I could find in searching the city records, was the purchase of fire hose in 1929. The first fire truck for the city was a community effort by several men in the town. They built a truck from spare parts (I think it was a tanker) and put it into service in 1941.

LODGES

Until the automobile came to this part of the country about 1915, social entertainment for the community was of its own making. They followed the social trends of the part of the country from which they came. Almost all of the activities of the Scappoose community, until the high school was built in 1931, were held in the Watts and Price Hall. Plays, concerts, local musical and basket socials were the common thing. Occasionally a traveling medicine show would entertain the people, or a square dance with fiddlers would be held. One of the most popular forms of amusement was the annual vaudeville show put on with local talent and produced by ambitious young schoolteachers.

Lodges were popular and were first started on a small scale in private homes. Not too many lasted very long, but the more popular ones soon grew to a good number and members met in the Watts and Price Hall or the McKay Store Hall for their meetings and socials. Some of these lodges were Artisans, Macabees, Redmen, and the Patrons of Husbandry. The last one was started by Mrs. E.M. Watts in 1872, but later it was called The Armstrong Grange. This group finally joined the South Scappoose Grange in Dutch Canyon at Wolf Creek Hall. The Masonic lodge of Scappoose was formed in 1926 and met over the bank building, but later joined ranks with the St. Helens group.

After the roads were improved and the automobile came, people sought other forms of entertainment and most of the old style Fourth of July Picnics and other parties and socials were soon a thing of the past.

THE LIBRARY

Mrs. Caroline Dorris, Mrs. Lena Burg, and Mrs. J. G. Watts helped to organize a library in 1929. It was housed in the Watts and Price building. When the building burned in 1931, the books were moved to the Watts home, (City Hall) where Mrs. Watts acted as librarian for many years. At that time, it was all volunteer work, and the \$1.50 per year fee was used to purchase books. A library room was added to the city fire house and the books were moved to the present location in 1959.

HUNTING

The Scappoose lowlands had several large lakes that contained water the year around. These lakes were owned by the State of Oregon, but until they were designated "rest lakes" by the State Game Commission, and before the carp had destroyed the wild Wapato, many local men hunted the lakes for Canvas Back and Mallard ducks for the Portland market. They would use camouflaged sneak boats to stalk the game ,and use a single shot 10 gauge shot gun.

As the low land dairies grew, the state restricted the hunting on these large lakes and a new method of hunting became popular. The ranch owner would lease the lakes on his land to a group of Portland hunters for hunting rights. Some would build small cabins with bunks for an overnight stay and a place for the watchman who kept poachers off the lake during the season. Here the hunters could play cards, eat, sleep, and get an early hunt in the mornings. By 1900 the carp had ruined the natural food in the lakes, and the hunters started to use the small rain ponds which they baited with grain and staked out live decoys. Until about 1920, this method of hunting waterfowl was nothing but slaughter, and thousands of ducks and geese were killed each weekend in the low lands and on Sauvie Island. The number of ducks in the country fell off so rapidly that about 1925 the use of live decoys and baited lakes was denied by the State Game Commission. Of...

course the building of dikes and the draining of the lakes for farmland changed the flight pattern of the migrating fowl that still visit this area. If it weren't for the game refuge on Sauvie Island there would probably be no hunting in the Scappoose low lands.

After China Pheasants were introduced to the state, they thrived along the borders of the low land fields. When the dike was built and the large, cultivated farms were developed, the nesting habitat was changed and the pheasants soon fell prey to predators and modern harvesting machinery. Pheasant hunting is practically gone from this area, but I recall a time when I was in high school that I shot five pheasants in the field where Woodmere addition is now located and was home in time for breakfast and school. At this time there were also many native pheasants and quail in this vicinity as well as grouse in the timber back of town.

SCHOOLS

The first families living in Scappoose in the nineteenth century found themselves lacking in school, churches, and social life. These activities were difficult to come by because of distances, lack of decent roads, and no real type of local organization. Most of the pioneers came from the Midwest and wanted their families to have an education and spiritual guidance. They also wanted the same sort of social life to which they had been accustomed in their eastern homes. Although the earliest pioneers taught their children in their homes, the first organized school for both boys and girls was built in 1853 by Benjamin Watts who was also the teacher, along with neighbor volunteers. The school was built on an acre of donated land on the north border of his land claim. It stood at the junction of West Lane and the present logging road. By 1856 the families decided to hire a teacher for a three-month term of school. Her name was Miss Lily Taylor. She taught for one term for \$109, then married and moved away. Other early teachers were O.O. Hoxter, Almira Harris, Richard Fallis, E.T. Maulsby, and an adventurous Yale graduate Major E. G. Adams, who had suffered a severe head injury during the Civil War. He surprised the natives one Saturday by painting the schoolhouse inside and out with a bucket of whitewash and a broom. He was the first to bring baseball to Scappoose, but he finally moved to St. Helens and started the Columbian, the first county...

newspaper. By 1876 the one room school was too small so a two-room school was built, leaving the old building for a play shed. In 1892 the last nineteenth century school to be built here was placed 100 feet north of the old school on the W. W. West property. It contained four rooms, but was soon overcrowded and the seventh and eighth grades were moved to the Gue Chapel, a Methodist church, where the present Western Bank is located.

About 1853 the Stump and Bonser families of South Scappoose, one living in Columbia County and the other in Multnomah County, built a one room school at the west end of Gosa Lane. It was soon overcrowded, so they built a larger school at the county line and called it Columbia County School District #9 Jt. with Multnomah County. Their early teachers were Herman Powell, Zade McQuinn, Eva Bonser, Leona Guild, most of them members of both the Stump and Bonser families.

The South Scappoose School District #28 was formed in 1884 in Dutch Canyon. The first building was small, but in 1905 they built a larger building which still stands and is used as a grange hall. Some of their early teachers were Mary Warnock, Mary Gray, and J.B. Duncan. This school closed in 1945 and joined the Scappoose schools.

There were now three school districts in the Scappoose area, so that phase of the pioneer life was in pretty fair shape. As far as I can find in the County records, the schools were funded mostly by public subscription and the teachers "boarded-round". That is, they lived in each of the homes in their district for a month at a time in lieu of their salary. In 1885 the records show that some financial support was given to the schools by both the state and the county. In 1890 the ...

districts were surveyed and described as to land sections and each one was given an official number.

Chapman School was first established in 1906 in a bunk house at Chapman Camp #1 with Miss May Farnham as the first teacher. In 1913 they built a one room school along the county road, adding a second room in 1919. This school was closed in 1950 and Chapman joined the Scappoose School District.

Scappoose Districts #1 and #9 Jt. combined in 1908 and built a new school at the site of the Peterson School, which had room for eight grades and a four-year high school. Because the districts were some distance apart, the school board decided to transport the children to school. As far as we can find, this was the first free transportation for school children in the state of Oregon. Transportation was provided by canvas covered horse drawn wagons with side seats, and in the snow they used sleighs. The drivers of these wagons were the people who were able to take some time from their farms, and if they were not able to do it they would get a neighbor to substitute. The pay was \$1 per day for the driver and \$1.50 per day for the wagon and horses. I found many names of the drivers for the wagons, and I suppose it was because there were so many substitutes. The first wagon contractor on the Lynch Hill down the Wikstrom Road was David Lynch, and drivers named were Vandermost and Gilmore. The first motor bus from this area was driven by Mr. Allen. From South Scappoose, the first wagon contractor, I believe, was Gustave Lange with drivers John Uhlman and Frank Novak. Mr. Lange also operated the ...

first motor bus from this area. A motor bus operator-contractor from the county line was George Rhodes. Later on, motor cars were used for short runs and driven mostly by women.

Established routes for busses were not established until about 1925 when all the districts in the surrounding areas were consolidated to form the Union High School District #4 Jt. A new building was built, and the high school was opened in 1931. Warren and McNulty districts to the north also joined us at this time, and Sauvie: Island students came on a tuition basis.

CHURCHES

Until we had a town site, the growing community had no spiritual guidance or medical aid. People were dependent upon Circuit Riders, known as "Sky Pilots", for any kind of religious services.

The circuit riders were William Jolly of Hillsboro, H. K. Hines of Portland, and Dr. John W. Watts of Lafayette, a former Scappoose resident. These men were more than willing to come for a service whether it was in a private home, a hall, or out of doors. Near the end of the Nineteenth Century, these services were held in the hall above Creecy's store in South Scappoose. However, during good weather the favorite location for revival meetings was a picnic grounds known asatts Grove. The land had been cleared at the intersection of West Lane and Honeyman Road, and a platform was built to accommodate preachers, public speakers, singers and musicians, and even square dancers. Croquet grounds and horse-shoe pits were built and it was a very popular gathering p1ace. Community Fourth of July picnics, complete with patriotic speakers, were held there for many years. It is now Hudkins Residential Addition.

In the late nineteenth century, two theological students, I. K. Jordan and Thomas Wise, began appearing regularly in Scappoose giving voluntary church services. They convinced the people that the village was large enough to support a church. Mrs. E. M. Watts donated a building site just south of the Chinook Plaza, and a church was quickly built. Organ- ...

izers were L. D. Smith, P. L. Whitney, Mrs. Adam Stump, Mrs. J. G. Watts, Mrs. A. D. Holladay, and Mrs. O. B. Stevenson. In 1890 the building was moved to the present site of the Congregational Church on land also donated by Mrs. E. M. Watts. At first it was a non-denominational church called the Scappoose Community Church, with people of all religious faiths invited to use the building. This did not work out too well, and the church soon decided to affiliate with the Congregational Church under the sponsorship of the National Council of Home Missionaries. This was in 1893 and the first resident minister was Rev. J. J. Staub. It took several years before the church could support a paid pastor, so many substitute pastors and theological students were sent to supply the church.

DOCTORS

It was many years before Scappoose had a resident doctor. The nearest were Dr. Thomas Stewart of Warren, Dr. Poppleton of Portland, and Dr. John W. Watts of Lafayette, all of whom were on call as they had relatives living here.

LOGGING WITH OXEN

I have mentioned that from the banks of the Columbia River and west of its overflow land lay a vast forest of green timber that stretched west to the Pacific Ocean. Although there were different varieties of trees, by far the most prolific was the Douglas fir. This fir timber was very valuable to the pioneers for firewood, home building, and fences. However, because it was so dense on the early farms, there was no room for farming and the farmer had to clear the land before he could do anything. It was a very tedious and hard job and the only way to do it in the early days was to fall the trees, use what they needed, and burn the rest. They could then have some clear land. Sometimes they had to farm around the stumps because the stumps were so difficult to get out of the ground.

When the lumber mills were started in Scappoose, Lambertson-McKay on the north of town and the Watts brothers on the west of town, they used oxen to haul the logs into the mill. Both mills were on the Scappoose Creeks and both the north and south forks were twice as large as they are now, so both mills had large mill ponds. The trees were cut, trimmed, and hauled by oxen to the mill ponds where they were left in the water until the mill cut them into lumber. Most of the trees were quite close to the mills and they were logged first. They would continue farther back into the timber as time went by. Because of wet weather sometimes ...

the logs would get stuck in the mud, so the loggers would place small logs crosswise on the main route to keep the large logs out of the mud. The log would be "skidded" along, and this is where "skid road" got its name. In 1880 a huge windstorm went through this part of Oregon and took down hundreds of fir trees. It was really an asset for both the farmers and the mill owners, as it made easy logging for a time.

Ben and Frank Watts had a large barn for their many oxen located about where the tennis court are now behind Peterson School. The men who drove the stubborn ox teams were called "Bull Pushers". They would sometimes be a member of the family, helping to clear the homestead, but more often they were transient drivers following the woods in traditional logger fashion. These "Bull Pushers" played an interesting part in the early history of Scappoose. They were very proud men, and of course their ability to handle from three to five yokes of oxen was a work of art. They were both rough and gentle with their ox teams, and loud and rough cursing was considered part of their skill. Also, they were not adverse to using pretty salty language within range of women and children. Some of the best known drivers listed by my father were Ed Gore, Joe Trudeau, J.M. Joy, Dan McGregor, and Wes Harkleroad. One of the best feats of logging by ox-team around Scappoose was that of Harry West. He was a young man in his early twenties who cleared 160 acres of land to form his famous Sunnybank Jersey Farm one and one-half miles north of town.

When the large sawmills started in St. Helens, Linnton, and Portland, the demand for choice saw logs began. John Watts leased his ox barn and ...

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When the large sawmills started in St. Helens, Linnton, and Portland, the demand for choice saw logs began. John Watts leased his ox barn and ...

many of his oxen to the new breed of independent loggers who came to Scappoose to log. They would pull the logs to the banks of Scappoose Creek, and when the spring and fall freshets came, the water was high enough to float the logs down the creek to Scappoose Bay. Here the logs would be rafted and towed to the Columbia or Willamette River mills.

FIRST WATER SYSTEM

In 1897 there were enough homes within six blocks of the Watts and Price store that warranted the building of a gravity water system. Will T. Watts, who had studied engineering at Willamette University, built an enclosed water tower about forty feet high with a wooden tank at the top. The tower was built over a forty-foot hand dug well and was pumped with a gasoline engine. The water had an unpleasant iron taste, so a new well was dug and a tower erected at the corner of Second and Olive Streets. A float gauge measured the depth of the water in the tank, and when it began to show a low level, anyone that came along would gas up the engine and crank it up. Fred Smith, the only plumber in town, was in charge of the pump, but as the door to the tower was always unlocked, youngsters around the neighborhood loved to climb the winding stairs to check the water in the tank, and if the tank could hold any more water they would start up the engine. Of course, the pump would stop automatically when the float reached a certain level. Will T. Watts also engineered a galvanized pipeline from Scappoose Creek in the north end of town. He ran the pipe down Third Street south from the present logging road to the south city limits, which was the line between the Jesse Miles and Benjamin Watts donation land claims. He also put two extensions on the line, one to the West Lane School and one to his own home where the school administration building now stands. He already had his own interesting water system at his home. It consisted of a well, a water tank, and a windmill. The water tank and...

the windmills were put in the top of one of his highest fir trees. Most all the water pipes were removed when the city put in the new water system, but I believe some were never removed, and one such pipe was under the pickle plant.

SOUTH SCAPPOOSE

By 1905 changes were occurring in South Scappoose. It was brought about mostly by the location of the railroad depot and the beginning of the town at its present site. The dirt fringe road, the continuation of West Lane, now turned west (at Columbia) and came to the railroad depot and store.

Here it turned south and continued to the junction of the now old Portland Road. Gosa's Landing was now less important because of the railroad with only Johnson's cord wood dock remaining in business there. Watts' lumber dock was closed and years later it was made into a log dump. Calvin Johnson's creamery and store were closed. The only use of Creecy's store was as a meeting house in the upper hall. Dan Smith built a blacksmith shop at the junction of the old Portland Road and the Dutch Canyon Road.

The Holladay orchards on the Callahan Hill were still in operation, and John Johnson still operated his cord wood business. Johnson would stockpile hundreds of cords of wood at the top of the Steve Haines Hill every year so he could haul it out when the weather permitted. The rest of the land in this community which consisted of the Miles and Jackson donation land claims was soon divided and sold as farms and dairies.

In 1905 John Havlik, Sr. and his wife, Barbara, arrived in Scappoose from the Midwest. They purchased land from W. Farrel, John Uhlman, and several other land holders, believing that the location was perfect for ...

A small community. They were of Czechoslovakian descent and were anxious to bring others of their nationality and religion to the new country. Mr. Havlik bought the old Creecy store building and moved it to the corner of the old Portland Road and the Dutch Canyon Road, across the road from Dan Smith's blacksmith shop. The corner was known as Smith's Corner, but as soon as Mr. Havlik put his store into operation, it was called Havliksville. Neither name stuck, and the junction became better known as South Scappoose.

The Havliks wrote letters to Europe and the Midwest and urged more Czechoslovakians to come to Scappoose. They described the beauty and the opportunities of the community and promised financial aid for travel and purchase of land, if it was needed. By 1906 August Stasna, F. A. Novak, and John Kostraba and their families had arrived. The Charles and Louis Koutek families arrived in 1911 and I. Fisher came in 1912. Many more families soon arrived, and it was not long before Mr. Havlik had sold all of the property he wished to sell.

The Havliks and their new neighbors felt the need of their own Catholic church, so Mr. Havlik cleared two acres, one for the church and one for the cemetery. Work on the church was mostly donated by the local families and the church was built in 1910-1911. The church, like all the other new churches, was dependent upon visiting priests. I believe the first two were Father Brunaged and Father Serves, both coming from Portland. Father Urban Fisher came from Mount Angel in 1927. As late as 1935, the services...

were in the Czech language and the congregation was divided, men sitting on one side of the aisle and women on the other side.

These newcomers to South Scappoose were industrious and soon built up nice little diversified farms. They grew many fruits, berries, vegetables, and nuts, as well as livestock, chickens, and geese. The whole family contributed its share of work and the father and older boys would work at many kinds of outside occupations.

Mr. Havlik sold his store to Mr. Charles Koutek, who later sold to Joseph Kokarnik. Mr. Kokarnik built the cement and brick building that still stands. Dan Smith sold his blacksmith shop to Howard Hill who turned it into a machine shop with auto repair and a gasoline pump. Joseph Vopalensky bought out Hill and started the South Scappoose Garage. It is now Fred Schall's Exxon storage plant.

Saw Mills

During the 1850's the pioneers used wooden water wheels to power the few sawmills that were built in the Scappoose vicinity. Malcomb McKay, on the north of town, and John Watts, on the west of town, were the first two mill owners. The Watts mill lasted until 1885, when it was torn down.

The Andrew Anderson family homesteaded property on the upper reaches of South Scappoose Creek, west of the Otto Miller Road and above the old oil well site. In 1885 they built the first water powered shingle and shake mill. Before this, all shingles and shakes had to be made by hand in this area. Two small sawmills were also built by the family, the first near Lacey Creek, and the other, with a partner, near the old oil well site. Chris and August Anderson were instrumental in building these mills, and 1980 will mark the 100th anniversary of the Anderson family living on the same property.

In 1901 I.G. Wikstrom, who was experienced in the lumber business, built the third sawmill in Scappoose. It was located on the north fork of the Scappoose Creek, 1 1/2 miles northwest of the town site. When the logging railroad was built up the north fork toward Chapman in 1906, Wikstrom also built a planing mill just north of the new logging track. It was bordered on the east by the Northern Pacific tracks and on the north by the creek. He then cut rough lumber at his first mill and sent it down...

a water flume to his planing mill 1 1/2 miles away. Mr. Wikstrom used this lumbering method until 1915, when he moved his mill to the head- waters of Sly Creek. This little stream is the one that flows under the underpass near the Memorial Gardens and was considered by the old- timers as the northern boundary of the Scappoose settlement. To reach this mill one had to go up the Lynch Hill, turn north at the crest of the hill for one mile, before dropping down into the Sly Creek basin.

In 1925 Mr. Wikstrom built another mill on North Scappoose Creek, at the mouth of Fall Creek. He astonished everyone by building a logging railroad across the county road, Scappoose Creek, and several miles up Fall Creek Canyon. This was a difficult operation for a short railroad, and as modern road building equipment was not available in the twenties, Mr. Wikstrom did not further extend his logging operation.

At about this same time, Watts and Price had been acquiring large timber holdings along the forks of South Scappoose Creek just south of the Pisgah Home ridge. They had intended to sell the timber to the Chapman Timber Company, which was planning a railroad tunnel into the South Scappoose timber basin. However, in 1915, Watts and Price experimented by building a small sawmill in the Coal Creek basin with a partner named Kingston . This mill didn't operate very long and was not very successful. About 1917 they built another larger mill 2 1/2 miles west of Scappoose at the junction of the Mountain View and J.P.West Roads. The last 1 1/2 miles of the West Road was very steep and four by twelve corduroy planking was laid crosswise on the road. Because of the steep-...

ness of the road, iron "shoes" were attached to the rear wheels of the wagons to slow down their pace as they went down the hills. This was somewhat risky lumber hauling, but I believe only one load ever spilled on the way down the hill. This was the last mill of any size around here to haul lumber by wagon.

The Chapman tunnel to South Scappoose did not materialize, so Watts and Price tore down their Mountain View Mill and moved the equipment to a new site six miles west of town and one mile south of Pisgah Home. The location was on the north edge of the South Scappoose water shed in a beautiful stand of fir timber. At this spot they either owned or optioned to buy 30 million feet of choice Fir which they had planned to sell to Chapman.

Taxes on timber had been steadily climbing, so Watts and Price secured two experienced sawmill men named Laphman and Connell to run the mill on a partnership basis. Roads were again a problem, and four by twelve stringers were laid lengthwise from the South Scappoose bridge to the Bert Braim ranch, (Rabinsky Road). Another new road was virtually dug out among huge trees and across many small creeks until a fairly flat ten acres was found in the heart of the wonderful stand of timber. This extension of the Dutch Canyon Road was made by laying twelve-inch planks corduroy fashion for the last three miles to the mill. The mill, although in a perfect location, was in trouble from the start. It was the beginning of lumbering with trucks, and it was quite a distance from the mill to the railroad lumber dock. The heavy lumber loads were too much for...

the numerous small bridges that had been built on the road, and it was a continuous job to rebuild them. The first trucks had solid rubber tires under which specially built "shoes" or brakes were placed to slow them down on the hills. The company soon learned that the planked roads would not do for hauling heavy lumber in steep, hilly country. The company had also bought a five-ton Veile truck that, after a short time on the logging road, was abandoned.

Fire destroyed the mill about this time and the loss was tremendous. The bridges were broken down for lumber hauling and acres of prime cut timber and lumber was scattered among the stumps for a hundred yards around the mill. The mill was rebuilt the next year, but had just begun to roll again when a similar fire destroyed the whole plant. The partners could not recover from the second blow and had to give up the mill business. The remaining metal was sold as junk, and the beautiful stand of timber was forfeited to the county. The old planks were eventually torn out of the road and a new gravel road was built with modern machinery. The land was finally logged off by truck, starting about 1936 and running through the war years. Among these private loggers were Dick McDonald, Fred Rabinsky, and "Atterbury Joe" Marston. The first loggers union was the "4L", The Loyal Legion of Loggers and Lumbermen.

These two large mills of The Scappoose Lumber Company were the first and last of that size mill in the community. There were a few small mills, most of which were built about 1920. W. O. Jeff built a tie mill for...

Kowaleski at the head of Raymond Creek, and the Komning family built a small mill on South Scappoose Creek near their home that lasted for many years. About 1917 Jerome Smith built a small mill at the Watts Grove at West Lane and Columbia and logged off the few scattered trees that were left there.

HISTORICAL PHOTOS

From The
Scappoose Historical Society
1984



Scappoose Street Scene 1912



Scappoose Street Scene 1912



ScappooseApprox.1957



Approx. 1915



Approx 1902

Post Office located in Watts Store



Mainstreet 1908



Grave site of Thomas **McKay**



Start of Rabinsky Road



J.G. Watts first home built in 1890



Entire Scappoose School 1891 **Mrs.** Eva Endicott,
Teacher



Grades 3, 4, and 5, 1909



Watts House Built 1902

Now Present Site of City Hall

HISTORY SHORTS

**From The
1964 Scappoose Directory**

**Published By
The Scappoose Womens' Club**

**And The
1953 Scappoose Directory
Published By
The Scappoose Kiwanis Club**

SCAPPOOSE ELEMENTARY SCHOOL (1953)

The Scappoose Elementary School District is located in an area steeped in early Oregon history and the children of Scappoose can look back to many great accomplishments. They can draw inspiration from the lives of those who have helped build this community.

School District No. 1J was the first school district to be organized in Columbia County. As far as can be determined, it became the first consolidated district in the state. Since that first consolidation, three more districts have joined with Scappoose.

The people of Scappoose were the first in the state to furnish school transportation. Special beds for wagons were built by a local blacksmith and carpenter. The large, well-heated, comfortable school buses of today are a far cry from the first "school wagons."

The people in Scappoose have always provided well for the education of their children. At times, when interest in education seemed to lag, public leaders would point the way. In 1908, some-of the people thought the old school was good enough and would not vote money for a new building. but several citizens with vision and faith in the people, built the present wooden structure. The people, then seeing the need and value of the building, voted the bond issue.

There are two schools in the system. The Otto H. H. Petersen school, located on an eight-acre plot on Highway 30, houses classes in grades one through eight. The building referred to above, built in 1908, still houses the library, but other classrooms have been vacated.

Just completed is a new elementary building designated as the Grant Watts school. This building contains twelve classrooms, special education room, library, cafetorium, and office area, and houses grades one through sixth. Located on the east end of an 18-acre tract of land, Watts school is situated in a fast-growing residential area. Plans call for the addition of twelve classrooms when enrollment demands.

SCAPPOOSE CITY LIBRARY

The Scappoose Public Library was established in 1929 through the efforts of Mrs. Rose E. Watts and Caroline M. Dorris. The first location was a 20 by 30 room in the old Watts and Price store building. Two years later, in 1931, the building was destroyed by fire. Volunteers removed all the books from the library in a matter of a few minutes. No books were totally destroyed, some were scorched, and the day after the fire, they were moved to the "parlor" of the J.G. Watts home.

In this place, Mrs. Watts, with Mrs. Dorris as her assistant, kept the library alive with hopes that some day, a building would be erected to give Scappoose a complete modern library. This dream came true in 1959 when the City Council appropriated funds for the new building. Since that time, with the efforts of many Scappoose citizens, the library has progressed steadily until it is rated as one of the most outstanding small-town libraries. It is particularly proud of its section on Oregon history.

The "Great River," now called the Willamette, would overflow in those early days before the building of a huge dike, its waters creeping slowly up to the edge of the city. A field of water about eight miles across...

covered the lands and the northern half of Sauvie Island so that the Willamette and Columbia Rivers merged into one. This field of water was Beautiful beyond imagination and when it slowly retired, a deep layer of fertile soil was left upon which early settlers planted fall gardens and crops.

Just beyond this strip of fertile land was an area of overwashed soil of sand and gravel, and because of this, the Multnomah, Clackamas, and Kalapooyou Indian tribes named the treeless plain Scappoose, meaning "Gravelly Grounds," and the name still remains. These gravelly rocks date back to the ice age, the Columbia River having changed its level many times during the era. A nest of glacial rocks have been found northwest of Scappoose at an elevation of some 375 feet, many of these rocks being two and three feet in diameter. All of the Scappoose plain was used by the Indians as a meeting place where they grazed their horses, held their races, and had feasts of barbecued salmon.

In 1792, Captain Vancouver and his squadron found what is now called Sauvie Island, which is formed by the Willamette River on one side and the mighty Columbia on the other, and is reputedly the largest island in the world to be completely surrounded by fresh water. Captain Vancouver named it Warrior Rock and came across to the Scappoose site to trade with the red men. The traders of the Hudson Bay Co. also used Scappoose as their trading place, crossing the river in canoes from Vancouver. They exchanged copper swords, iron battle axes, trinkets, etc. for valuable furs. Captain Gray, a Boston man, came up the Columbia River from Astoria, and soon another trading place was competing.

In 1804-1806, the Lewis and Clark expedition was completed, and competition between the two companies grew.

In 1921 the city was incorporated, and James Watts was elected its first mayor. In 1923 water service was voted and a few years later, electric lighting installed. Sidewalks and streets were built in 1924 by city assessment.

Miss Mary A. Ewing, a resident of Scappoose and a teacher at Monmouth, started the first 4-H club in Oregon in 1921, driving by wagon to the Harry West farm, Scappoose, to receive Mr. West's gift of a pure Jersey calf for a 4-H member. She started the first 4-H club in Columbia County in 1922; six girls learned sewing. Also this year, the first 4-H canning club canned 1,575 quarts of fruits and vegetables for a volunteer service cafeteria in the combined grade and high school. Montgomery Ward & Co. donated the first steam canner (now historic) and presented it to the club.

In 1883-1884 work was begun on the first railroad to come West. The location of the railroad depot was the determining factor on the site of the town and was built in 1886 on land granted by W.W. West. A town of seven blocks was laid out by Mr. West in the year 1894, and the first purchase of property was by Watts and Price, who bought four lots and erected a two-story building on the present site of Gib's Shopping Center.

Scappoose District No. 1J was the first school district organized in the County. Scappoose PTA women organized the first Extension Unit and gave \$100, a big sum in 1926, toward a \$300-per-year salary for a County Agent. Bert West gave free land for a race track on his property and later for an airplane landing field. In 1928 a public library was started in a...

room rented on main street. Fire destroyed the building in 1938 and the Watts home became the library, continuing to house the books until the present modern library was built in 1958.

In 1917, a Parent-Teacher Association was organized in the new schoolhouse built by funds supplied through borrowing by J. C. Watts, George Frakes and Harry West of the Portland Bank; the money was later repaid without interest by request of the bank. Mrs. B. B. Blatchford, of Salem, was the first president of the PTA, and Mrs. Anna Uhlman was the first secretary.

Harry West, in 1900, made three trips to the Jersey Islands, off the coast of France, bringing back herds of thoroughbred Jersey cattle, the first in the United States.

John Havlik gave free land for a Catholic church and cemetery in 1910 and built, with his own money, the first church of his faith. In 1913, he built a frame building which became another grocery store; it was sold in 1923 to Charles Koutek.

What is believed the first observance of Arbor Day to be held in the state of Oregon was celebrated in 1889 by Mrs. J. G. Watts, teacher, in the first schoolhouse, which had been built the year before. This same school building is at present the home of the Kenneth Park family.

In 1854, fear of an Indian attack caused the settlers to build a block house in the woods on the present location of the Wagner Ranch: Before this was completed, they sought safety by grouping together in the woods...

at night. Lucinda and Malcolm McKay had a young baby and fearing the baby's cries might disclose the hiding place of the group, they slept away from the other settlers.

In the memory of our pioneers are the 4th of July picnics held in the picnic grove down on West Lane. Crowds of 500 or more would gather to celebrate. A Goddess of Liberty would reign over festivities. Races would be held. The horse racing track was West Lane (Old Portland Road).

Scappoose not only has a rich history as recorded in the history books of the Northwest, but also in its rocks. Throughout this region are outcroppings of porous sandstone rocks that are mute evidence of a period some 40 million years ago when this region was covered by the Oligocene sea. In these rocks are to be found fossils of plants and marine life of that age.

The outcropping on the North Scappoose creek (about halfway to Chapman) rich in wood and finely divided carbonaceous matter and the coal deposit west of Scappoose would indicate that this may have been near the shore of this ancient sea. Farther west on Rocky Point Road, Dutch Canyon and Vernonia Road, marine life fossils would indicate that this was covered by the sea. Apple Valley district has a sandstone formation, but no report was made as to whether it has been explored for fossils.

LIMONITE

In the hills north and west of Scappoose are deposits of limonite, an ore commonly known as Scappoose Iron. This is one of the richest iron deposits of the state. This iron was formed by chemical weathering of the volcanic basalts during periods when the volcanoes were quiet.

It was thought for some time that this ore, assaying 48.16 iron was not of commercial value due to the high phosphorus content. It was used commercially as paint pigment in the early pioneer days. In 1945, twenty carloads of the ore from the Ironcrest property were shipped to California for paint purposes.

The Orr Chemical Company has developed a method for using the ore to make a chemical needed by the Coke company. This chemical is used as a purifier for gas.

The State Geologist reports that the Albany Bureau of Mines has found a method of smelting and combining this ore with scrap iron that promises to counteract the phosphorus content of the ore.

Mrs. Barbara Havlik in the early days wrote for newspapers and magazines in Europe and America telling of the wonderful community they had found here in Scappoose, and as a result of her enthusiasm for Scappoose, quite a few European settlers have come here to live.

The early settlers told of trips made by rowboat to trade at Meier & Frank Co. of Portland. Purchases were made on credit with the payments being made when crops were harvested.

The first public transportation of pupils became a necessity in 1908 under the consolidation of the school districts. Under the direction of J. G. Watts, the local blacksmith converted a Palmer wagon into a vehicle with a canvas cover which was able to make the trip from the county line to Warren. The district paid \$2.50 per day for two trips.

There are three pioneer burial plots with historical interest near Scappoose. Mrs. Watts and the two McPherson children were buried on what is now the Novak place. Tom McKay (McKie) is buried on his donation claim (Croft's ranch). The Lamberson family plot is on their donation claim, now the Wagner ranch.

Sarah Lamberson, great grandmother of the McKay family, was buried on their donation claim (Wagner's) in 1849. A true pioneer, she crossed the plains with her family in 1846. In 1849, she rode side-saddle to the gold rush fields with one baby on her lap and a small girl riding behind her.

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