

CORNER FILE TRACKING

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11/23/98

CORNER NUMBER
115850020

STEP	HISTORY(H)	RESTORATION()
Form Prepared, DB	9/3/02	N/A
Field Inspection, DB	N/A	N/A
Form Checked, DB	9/3/02	N/A
Form Edited, DB	9/3/02	N/A
Form Signed, (count unit) DB	N/A	N/A
Authorize Payment, DB	N/A	N/A
Archive Digital Files	9/3/02	—
Collect Documents	"	9/3/02
Scanned	9/3/02	9/3/02
Copy For Filming		
Filed, DB		
Finish index		
Filmed (Archived), DB		

(DB) = Entry needed in database (Access).

COMMENTS:

9/3/02 READY TO BE SCANNED PUT IN FILE NO. 115850020

50 / 51

CORNER HISTORY		T 11 S, R 5 W		SECTION 35		CORNER		#
				D.L.C. WILLIAMS F. DIXON NO. 50		CORNER F-S-E		
NO.	DATE	SOURCE	SURVEYOR	MONUMENTS AND ACCESSORIES		COMMENTS		
1	9/27/1881	OP 16610	DEMNIS HATHORN	SET SANDSTONE POST 10" x 12" x 24" @ 3 B.T.S		DIXON'S SURVEY NO. 201-0650		
2								
3	1/6/1912	FB 10/49	W.C. GALLOWAY	FRO. 2 OAKS SET 3/4" PIPE				
4	"	OLD COR. REST. BK. #1, PG. 65	"	3/4" PIPE		THIS POST IS LOCATED		
5								
6								
7		REST. 772		TRANS. COPY OF REC. LOGS & MAP CONTAINING F.M.O.				
8								
9	11/20/1913	CS # 411	F. MARION WILKES	NO MON. DESC.		FB 11/42		
10	"	GRITB NO. 57	C.R. BEARDSLEY	3/4" IRON PIPE IN OLD FERRY RD.				
11	3/12/1926	OLD COR. REST. BK. #1, PG. 65	T.S. WILKES	TIES BRADLE				
12								
13		REST. 774		TRANS. COPY OF REC. LOGS & MAP CONTAINING F.M.O.				
14								
15	1930+	CS # 1093	WALTER W. LARSEN	3/4" PIPE @ 2 STD. @ 12' (FB 64/74)				
16								
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31								

N. E. corner of Joseph C. Avery DLC 51, Twp. 11 S R 5 W
Reestablishment by W. C. Galloway

909
Date January 6, 1912

Set 3/4" pipe

Oak 18" in diam bears N 12° E

3.25 chains, stump

Oak 15" in diam bears N 19° 30' E

2.66 chains, standi

Witness L. R. Dean

SEC. 35

South column of Bridge Pier bears N 30° 36' E
T. S. Wilkes

1.21 chains
March 12, 1926

VAN BUREN ST. BRIDGE WAS BUILT IN 1913 (G-T INFO 7/20/93 LPL)

N. W. corner of Jos. C. Avery DLC 51, Twp. 11-5

773

Reestablishment by W. C. Galloway

SEC. 34 February 7, 1921 91

Set 1" galvanized iron pipe in concrete (5/8" brass plug in cement walkover

Point 1 on centerline of Jefferson St. walk with W edge of E curb
on x walk across Cauthorne Ave. on S. side of Jefferson St S. W. 89.2 feet.

Point 2 of x of W. approach walk to Forestry Bldg. with N line of
Main walk south of Jefferson St. S. E. 62.07 feet

Point 3 N. W. corner of Forestry Bldg. base S. E. 91.92 feet

Point 4 N. W. corner of W. abutment of Forestry Bldg. steps S. E.
93.3 feet. Point 5 N. E. corner of Forestry Bldg. base S. E. 153.24 feet

Point 6 Nail in post E curb of Cauthorne Ave 34.7 feet N of fire
hydrant N. W. 90.28 feet (110.05 feet from Avery's N. W. corner to brass

centerline Jefferson st. in Side walk. 98.22 feet from Avery's N. W.
corner to brass @ centerline Cauthorne Avenue Side walk)

Witnesses Prof. G. V. Skelton, E. H. Cofer, G. A. Hathaway

DATE 08/27/2002TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN; SECTION 35 CORNER N/A
DONATION LAND CLAIM WILLIAM F. DIXON NO. 50 CORNER EAST-SOUTHEAST**COMMON CORNER(S):**

THE NORTH-NORTHEAST CORNER OF THE JOSEPH C. AVERY D.L.C. NO. 51

RECORDS (INFORMATION IN BOLD ITALICS IS COUNTY STAFFS' INTERPRETATION OF THE RECORD)

BASED ON EXTENSIVE RESEARCH AND THE RECOVERY OF EVIDENCE, THIS OFFICE HAS DETERMINED THAT MOST OF THE GENERAL LAND OFFICE SURVEYS UP TO ABOUT 1890 MEASURED TO THE FACE OF BEARING TREES. THE COUNTY AND DEPUTY COUNTY SURVEYORS FROM ABOUT 1909-1949 MEASURED TO THE FACE OF RECOVERED ORIGINAL BEARING TREES, AND TO THE CENTER OF NEW BEARING TREES.

- [01] MEANDERS OF THE WILLAMETTE RIVER BY GEORGE W. HYDE, D.S., DURING THE SUMMER OF 1852, TO A POST, THE CORNER OF DIXON'S AND AVERY'S CLAIMS
- [02] ORIGINAL G.L.O. SURVEY BY DENNIS HATHORN D.S., SURVEYED ON NOVEMBER 19, AND DECEMBER 9, 1853, APPROVED ON AUGUST 27, 1861. SET A SANDSTONE POST WITH 3 BEARING TREES, AND TIES A BUILDING ABOUT 3 CHAINS WEST-NORTHWESTERLY.
- [03] PLAT OF COUNTY SEAT OF BENTON COUNTY, OREGON TERRITORY, BY DENNIS HATHORN, PRIOR TO FEBRUARY 14, 1859 (STATEHOOD). TIED BUT NOT DESCRIBED.
- [04] SANBORN FIRE INSURANCE MAPS DATED MAY, 1885; SEPTEMBER, 1888; JUNE, 1890; 1895; MAY, 1895; APRIL, 1912; AND JULY, 1927. BUILDING ON LOT 1, BLOCK 1, DIXON'S ADDITION TO THE TOWN OF MARYSVILLE.
- [05] OLD FIELD BOOK NO. 10, PAGE 49 BY W.C. GALLOWAY, D.C.S., DATED JANUARY 6, 1912. FOUND 2 STANDING BEARING TREES. CHANGES THE DISTANCE TO ONE, AND SETS A 3/4" PIPE.
- [06] OLD CORNER RESTORATION BOOK NO. 1, PAGE 65, DATED JANUARY 6, 1912. FOUND 1 STANDING BEARING TREE, AND 1 STUMP. CHANGES THE DISTANCE TO THE STUMP AND SETS A 3/4" PIPE.
- [07] CORNER RESTORATION NO. 772. THIS IS TRANSCRIBED FROM RECORD [03] AND MAY CONTAIN ERRORS AND OMISSIONS.
- [08] MAP NO. 12-5-00004 BY BENTON COUNTY, NO DATE GIVEN. SHOWN, BUT NOT TIED OR DESCRIBED.
- [09] COUNTY SURVEY NO. 411 (FIELD BOOK NO. 11, PAGE 42) BY F. MARION WILKES, D.C.S., DATED NOVEMBER 20, 1913. TIED BUT NOT DESCRIBED.
- [10] CITY FIELD BOOK NO. 53, PAGE 12, BY C.R. BEARDSLEY, DATED NOVEMBER 20, 1913. TIES A 3/4" PIPE IN THE OLD FERRY ROAD.
- [11] OLD CORNER RESTORATION BOOK NO. 1, PAGE 65, BY T.S. WILKES, DATED MARCH 12, 1926. MAKES A TIE FROM THE PIPE TO THE BRIDGE.
- [12] CORNER RESTORATION NO. 774. THIS IS TRANSCRIBED FROM RECORD [07] AND MAY CONTAIN ERRORS AND OMISSIONS.
- [13] COUNTY SURVEY NO. 1093 (FIELD BOOK NO. 84, PAGE 74) BY WALTER W. LARSEN, D.C.S., DATED ABOUT 1930. 3/4" PIPE WITH 2 BEARING TREES, 1 STUMP AND 1 STANDING.

COMMENTS/LOCATION/ETC:

THIS CLAIM CORNER IS S 80°00'E~190' FROM THE SOUTHERLY MOST CORNER OF LOT 1, BLOCK 1, DIXON'S ADDITION TO THE TOWN OF MARYSVILLE, WHICH IS THE NORTHWEST CORNER OF JACKSON AND 1ST STREET. THIS POSITION, HEREINAFTER REFERED TO AS THE CJL POSITION, IS ABOUT S 12°E~222' FROM WHERE RECORD [04] SETS HIS MONUMENT. THE REASONS FOR THIS ARE AS FOLLOWS:

- 1) THE POSITION ESTABLISHED BY RECORD [05] IS ABOUT 177' FURTHER NORTH FROM THE TOWNSHIP LINE THAN YOU WOULD EXPECT. THIS IS BASED ON THE MEANDERS AS RUN BY RECORDS [01] AND [02] WHICH CALL OUT THE CLAIM CORNER AND THE MEANDER CORNER. AS BEING N 24°E~647' (591' CARDINAL) APART. FOR COMPARATIVE PURPOSES THE TOWNSHIP LINE, (SEE ATTACHMENT "A") WAS REESTABLISHED BY SINGLE PROPORTIONATE MEASUREMENT, USING LATITUDES, LONGITUDES, AND STATE PLANE COORDINATES FROM THE SOUTHWEST CORNER OF SECTION 33 TO THE SOUTHEAST CORNER OF SECTION 36. DURING AUGUST OF 1998 THIS OFFICE CONDUCTED AN RTK/GPS SURVEY (SEE ATTACHMENT "B") ON THE NORTH-NORTHEAST AND WEST-NORTHWEST CORNERS OF THE AVERY CLAIM. THE STATE PLANE COORDINATE (AVERAGED FROM TWO OBSERVATIONS) AT SAID NORTH-NORTHEAST CORNER WAS 768' NORTHERLY FROM THE TOWNSHIP LINE AS DESCRIBED ABOVE. A SIMILAR COMPARISON WAS DONE AT THE WESTERLY END OF THE AVERY CLAIM. THE CLAIM NOTES CALLED THE CORNER 520' NORTH OF THE TOWNSHIP LINE. I FOUND THE POSITION AS TEMPORARILY REESTABLISHED FROM ITS ACCESSORIES TO BE 510' NORTH OF THE REESTABLISHED TOWNSHIP LINE.
- 2) THE GPS SURVEY AS DESCRIBED ABOVE SHOWED AN OVERALL MEASUREMENT BETWEEN THE CLAIM CORNERS (HOLDING RECORD [05] AT THE EAST END) AS DESCRIBED ABOVE AS BEING (GEODETIC) S 87°04'W~(GROUND) 5799.4'. THIS COMPARES TO THE GLO NOTES COMPUTING TO S 88°27'W~5676.1' AND THE GLO PLAT COMPUTING TO

s 88°44'W~5675.8' (THIS GLO DISCREPANCY IS DUE TO A CONFLICT IN THE BEARING OF THE EASTERLY SEGMENT OF THIS CLAIM LINE). FROM THE CJL POSITION THE MEASUREMENT WOULD BE ABOUT S 89°13'W~5728', THE RECORD [05] MEASUREMENT ON WHAT HE BELIEVES TO BE THE CLAIM LINE SHOWS N 87°47'W (I BELIEVE HE MEANT IT TO BE S 87°47'W)~5785.6'. HIS TRAVERSE GOES OVER 18 CHAINS SOUTH OF THE LINE IN ORDER TO FOLLOW THE CITY STREETS. HE MAKES A MISTAKE WHEN ADDING HIS OFFSETS, IN ORDER TO COMPUTE HIS BEARING, OF ONE CHAIN. THIS WOULD HAVE THE EFFECT OF CHANGING HIS OVERALL BEARING TO S 87°08'W. HE ALSO APPLIES, WHAT HE BELIEVES TO BE THE PROPER CORRECTION (2°13') FOR THE OVERALL BEARING, THE WRONG DIRECTION (HE WENT RIGHT INSTEAD OF LEFT).

- 3) THE ORIGINAL GLO LINE NOTES BY GEORGE W. HYDE, AT THE SOUTHWEST CORNER, AND THE SOUTH QUARTER CORNER OF SECTION 35, ON THE TOWNSHIP LINE MAKE DIRECTIONAL TIES TO VARIOUS BUILDINGS IN TOWN. ONE OF THOSE BUILDINGS WAS THE RINEHART HOTEL, WHICH STOOD AT THE SOUTHEAST CORNER OF 2ND AND WASHINGTON ACCORDING TO ARTIFACTS RECOVERED, AND PAGE 423 OF THE "HISTORY OF BENTON COUNTY" BY DAVID D. FAGAN (SEE ATTACHMENT "C"). WHEN I COMPARE THE COMPUTED POSITIONS (AS DESCRIBED ABOVE) FOR THE SAME CORNERS, WITH THE GRAPHICAL POSITIONS IN THE COUNTY GIS, THEY AGREE TO AT LEAST THE NEAREST SECOND OF LATITUDE AND LONGITUDE. INTERSECTING THE RECORD GLO BEARINGS AS GIVEN TO THE HOTEL IDENTIFIES A POSITION VERY CLOSE TO THE SOUTHEAST CORNER OF 2ND AND WASHINGTON (SEE ATTACHMENT "D"). DOING THIS PROVIDES A LEVEL OF CONFIDENCE IN THE POSITIONS FOR THIS SECTION CORNER AND QUARTER CORNER. ANOTHER BUILDING THAT WAS TIED FROM THE SAME CORNERS WAS THE HARTLESS AND ST. CLAIR STORE. DOING A SIMILAR INTERSECTION YIELDS A POSITION ON LOT 1, BLOCK 1 OF DIXON'S ADDITION. ACCORDING TO DEED BOOK B, PAGE 268, (12/18/1856) WILLIAM AND JULIA DIXON SOLD AN UNDIVIDED 1/2 OF LOTS 1, 2 AND 6 IN BLOCK NO. 1, DIXON'S ADDITION, TO WAYMAN F. ST. CLAIR. A SANBORN MAP DATED MAY, 1884 SHOWS A BUILDING ON THIS LOT, THAT REMAINED ESSENTIALLY THE SAME UNTIL AT LEAST JULY OF 1927. PAGES 429-432 OF FAGAN'S "HISTORY OF BENTON COUNTY" DESCRIBE VARIOUS FIRES IN CORVALLIS. NONE OF THESE FIRES IS DESCRIBED AS DESTROYING THE STORE. HOLDING THE MOST SOUTHERLY CORNER OF THE BUILDING AS SHOWN ON SAID MAP, THEN RETRACING THE TIE TO THE STORE AS DESCRIBED IN THE CLAIM LINE NOTES IDENTIFIES THE CJL POSITION, WHICH IS ABOUT S 12°E~222' FROM THE RECORD [05] POSITION. THE CJL POSITION PROVIDES A MUCH BETTER FIT WITH CLAIM CORNERS TO THE WEST, THE TOWNSHIP LINE TO THE SOUTH, AND THE MEANDERS ALONG THE WILLAMETTE RIVER.
- 4) THE GLO NOTES FOR THE DIXON CLAIM THAT GO ALONG THE MEANDERS OF THE RIVER DESCRIBE MOORES' FERRY AS BEING 445' NORTHEASTERLY OF THE SUBJECT CLAIM CORNER. IN DEED BOOK B, PAGE 197, THE DIXON'S SELL TO ISAAC MOORE AND WAYMAN ST. CLAIR LOTS 1-3 OF FRACTIONAL BLOCK 1, DIXON'S ADDITION, ALONG WITH FERRY PRIVILIGES. ACCORDING TO THE SANBORN MAPS, AND A PHOTO, THE FERRY LANDING WAS IN FRONT OF THESE LOTS WHICH FITS VERY WELL WITH THE CJL POSITION.
- 5) RECORD [03] (PLAT OF COUNTY SEAT) CONNECTS THE SUBJECT CORNER TO THE LOTS AND BLOCKS OF CORVALLIS. THESE CONNECTIONS AND OTHER INFORMATION ON THE PLAT INDICATE IT WAS BASED ON A FIELD SURVEY, AND NOT ON PREVIOUSLY RECORDED INFORMATION. ACCORDING TO FAGAN'S "HISTORY OF BENTON COUNTY" PAGE 424, DIXON AND AVERY EACH CONTRIBUTED 40 ACRES TO THE COUNTY FOR THE PURPOSES OF A COUNTY SEAT. DEED BOOK B, PAGE 187, DATED SEPTEMBER 4, 1856, IS A DEED FROM THE DIXON'S TO JOSEPH AVERY, CONSISTING OF A 20 ACRE WEDGE ALONG THE LINE SEPERATING THEIR TWO CLAIMS. THIS PLAT SHOWS THE 20 ACRE WEDGE AND THE SUBSEQUENT 40 ACRE DONATIONS TO THE COUNTY SEAT. THE PLAT SEEMS TO CLOSE WITHIN ABOUT 5 LINKS. A TIE WAS COMPUTED FROM THE SOUTHEAST CORNER OF BLOCK 2 OF THE PLAT TO THE CORNER. THIS TIE FITS WITHIN ABOUT 11' OF THE CJL POSITION.
- 6) ON PAGES 432, AND 433 OF FAGAN'S "HISTORY OF BENTON COUNTY" THERE IS A DESCRIPTION OF THE BOUNDARY OF CORVALLIS IN 1885. PART OF THIS DESCRIPTION CALLS "UP TO JEFFERSON STREET; THENCE SOUTH SEVENTY DEGREES EAST ALONG JEFFERSON STREET". COUNTY SURVEY NO. 1611 CALLS THE NORTH LINE OF THE CONCRETE WALK ON JEFFERSON ST. AS BEING THE NORTH LINE OF THE AVERY DLC. THE NOTES (FIELD BOOK NO. 85, PAGE 65) OF COUNTY SURVEY NO. 1399 (OLD NO. 212) CALL FOR A PIPE ON THE NORTH LINE OF THE AVERY CLAIM THAT DIVIDES THE EAST HALF FROM THE WEST HALF. THIS PIPE IS SHOWN ON CITY MAP NO. 00026, AND IS ON THE NORTH LINE OF JEFFERSON ST., EXTENDED EAST. THIS PIPE MAY STILL BE RECOVERABLE TODAY, AND IF THIS IS SO BOTH IT AND THE SIDEWALK (IF ITS LOCATION HAS NOT BEEN ALTERED) SHOULD BE TIED IN. THE GRAPHICS OF RECORD [03] SHOW THE CORNER AS BEING JUST NORTH OF THE FOOT OF JACKSON ST. THERE IS A MAP OF OREGON STATE COLLEGE DATED 1943 (SEE ATTACHMENT "E") THAT SHOWS THE CLAIM LINE TERMINATING JUST NORTH OF THE FOOT OF JACKSON ST. WHEN THE NORTH LINE OF JEFFERSON ST. IS EXTENDED EAST. THE COUNTY GIS SHOWS BASICALLY THE SAME THING. THERE IS A ARTICLE BY MARION TEAL (SEE ATTACHMENT "F") OBTAINED FROM THE HISTORY OF CORVALLIS FILE AT THE PUBLIC LIBRARY THAT SAYS THE LINE BETWEEN THE TWO CLAIMS WENT FROM THE FOOT OF JACKSON ST., AND ALONG JEFFERSON ST.

TO SUM THIS UP, GALLOWAY CLAIMED TO HAVE ONE STANDING BEARING TREE, AND ONE STUMP, NEITHER ONE OF WHICH HE RECOVERED MARKS FROM. HE CHANGES THE DISTANCE TO THE FARTHEST ONE (STUMP) BY 10 LINKS, AND THEY ARE VERY CLOSE TO BEING IN THE SAME DIRECTION (7 1/2 DEGREES APART). THIS IS NOT A GOOD PATTERN FOR THE TREES, REGARDLESS OF MARKS. THERE ARE RECORDS THAT ACCEPT HIS POSITION AND A PHOTO THAT CLAIMS TO BE OF A "WITNESS TREE" JUST NORTH OF THE FERRY LANDING ON THE NORTH SIDE OF VAN BUREN ST. ALL OF THIS COMES AFTER 1912, AND NONE OF IT ADDRESSES THE PROBLEMS HIS POSITION HAS WITH FITTING IN WITH ANYTHING ELSE AROUND IT, THAT PREDATES IT.

AT THIS TIME I BELIEVE THE BUILDING AS SHOWN ON RECORD [04] IS THE BEST REMAINING EVIDENCE OF THE STORE, WHICH WAS TIED TO THE SUBJECT CORNER. THERE MAY BE ADDITIONAL EVIDENCE THAT WOULD FURTHER REFINE THE PROPER POSITON OF THIS CORNER, SUCH AS BETER EVIDENCE OF THE STORE, EXTENDING SURVEY CONTROL FROM THE WEST, OR RECOVERING THE ORIGINAL STONE. THIS CORNER HAS LITTLE IF ANY INFLUENCE ON ANY BOUNDARIES. ITS LOCATION IS MORE OF HISTORICAL INTEREST, AND AS SUCH THE PRECISION OF ITS LOCATION IS LESS IMPORTANT.

NOTES:

THIS IS A MICROSOFT WORD 2000 DOCUMENT NAMED "115850020" CREATED FROM A BOILER PLATE DOCUMENT NAMED "HISTORY", WHICH HAS A STYLESHEET NAMED "CORNER" ATTACHED TO IT.

FIRM/AGENCY: BENTON COUNTY SURVEYOR'S OFFICE
ADDRESS: 360 S.W. AVERY AVE. CORVALLIS OR 97333; PH. 766-6821
RESEARCH BY: CURTIS J. LIESENFELT, P.L.S.
DATA ENTRY BY: SAME

CALL NUMBER 8978.8 FAGAN

AUTHOR Fagan, David D.

TITLE History of Benton County, Oregon : including its geology, topography, soil and productions, together with the early history of the Pacific Coast, compiled from the most authentic sources : a full political history ... incidents of pioneer life and biographical sketches of early and prominent citizens : also containing the history of the cities, towns, churches, schools, secret societies, etc. ...

PUBLICATION [Oregon] : D.D. Fagan, 1885 (Portland, Or. : A.G. Walling).

SUBJECT Indians of North America--Wars.

SUBJECT Benton County (Or.)--History.

SUBJECT Benton County (Or.)--Biography.

SUBJECT Pacific States--History.

next Mulkey ; next came John Trapp ; adjoining ... next was Charles Johnson ; beyond, William F. Dixon, (the southern half of the city of Corvallis) ; west of Dixon was J. P. Friedly ; and north of Dixon, John Stewart ; westward from Stewart was Silas M. Stout ; farther west, James L. Mulkey ; beyond, Chatham Roberts ; still westward, Messrs. Cardwell and Carter. The next claim to the north of John Stewart was that of Smith Stewart, while to the west of the first his son Archimedes Stewart, resided. West from that point was Haman C. Lewis ; and west of him, John Robertson and Beriah Robertson ; west of Smith Stewart was James H. Stewart and Levi Russell ; and farther westward William Knotts. Still north, came Teller ; west of him, J. S. Kendall and A. J. Thayer ; north of Kendall, John Sylvester ; west of Sylvester and north of Knotts, Oscar F. Clark ; north of Clark, Arnold Fuller ; north of him Price Fuller ; to the east came Abner Drumm ; and north of Drumm, Thomas M. Read.

The foregoing information was most kindly given to us by Mr. E. A. Abbey and subsequently affirmed by other pioneers, and although it embraces many claims beyond the limits of this precinct we give them in this place rather than break the sequence of the arrangement of locations.

But as the history of this precinct centers around the city of Corvallis we will now introduce that portion of our chronicles to the reader.

THE CITY OF CORVALLIS.

During the month of October, 1846, the late Hon. J. C. Avery arrived in Oregon and that winter coming to what is now Benton county took up the claim, on a part of which the southern portion of the city of Corvallis stands, and in the month of June, 1846, he took up his abode on it in a log cabin which he erected at once. This, the first residence, or house of any kind, indeed, within what are now the corporate limits,

stood a few yards from where Mrs. Avery now resides, near the northern bank of Mary's river. It was a long building comprising one room, which was partitioned off by curtains on the arrival of his wife in 1847, and stood until the year 1853, when it was torn down, its uses having departed with the erection of a large frame dwelling in 1852.

With the immigration of 1845, there came to Oregon, William F. Dixon, who, in September, 1846, took up the six hundred and forty acre tract to the north of Mr. Avery, and on which is situated the northern half of the city of Corvallis. Mr. Dixon erected too a log cabin without delay, placing it on a site immediately in front of the present location of Mr. Friendly's steam saw mill, but on what is now the line of Second street. This was the second house within the present corporation limits.

Immediately upon his building his cabin Mr. Avery fenced off about twelve acres of land which is still known as the "little field;" which, in the winter of 1847-48 he staked off a few town lots, the first measured off in the future town of Marysville and present city of Corvallis. These occupy a position at the top of the high ground that rises from Mary's river, at the southern extremity of Second street.

In the fall of 1848 Mr. Avery went to the California gold mines, returning in January following, but went back that same year, 1849, coming home again that fall. During his absence he entered into partnership with a Mr. Grigsby, purchased a small stock of merchandise at San Francisco and Portland, conveyed them to his house, his associate following a month later, and opened a store in a small granary that stood a little to the front of the site now occupied by Mrs. Avery's residence. This building had been erected in 1848 for Mr. Avery by J. C. Alexander, and in it he stored, before leaving for California, seven hundred bushels of wheat, the produce of his first and only attempt at personal farming in the country. With the agumentation of population the space in the first store in the city soon proved inadequate, Mr. Avery, therefore, in 1850, erected a new building, on what is now the southwest corner of Second and Washington streets, but after three or four years the accommodation here proved insufficient, so he then constructed a larger structure, the first house in Benton county built of sawed lumber.

The fourth house to be erected in the city was the store of Hartless & St. Clair. It stood on the claim of William F. Dixon, a little to the south of the west landing of the ferry across the Willamette river. The fifth house was erected on the ground now occupied by the southeast corner of Second and Washington streets, being built for a hotel by Alfred Rinehart, and stood until the year 1882, when it was torn down.

During the summer of 1848 a school-house, the first in the town, was built in the vicinity of the grounds now occupied by the cluster of houses of which the Vincent House is the center, but it was not until 1850 that it was put to its proper uses, the first teacher being A. G. Hovey, now a banker of Eugene City, Lane county. Here a congregation under the Baptist church was organized in 1850 by Dr. R. C. Hill, of Albany, the first denomination to commence the good work of the redemption of souls in the town.

In 1846, Mr. Avery had a canoe on Mary's river, near his residence, which was used to ferry individuals to the opposite shore, the animals swimming, but for the use of which no charge was made, it being placed there simply as a neighborly convenience;

while, the first ferry across the Willamette, was operated in 1848 by Mr. Dixon. This latter, however, was in 1850, officially established and conducted by Wayman St. Clair and Isaac Moore, who built regular ferry boats; a like undertaking being made on Mary's river, about a quarter of a mile above Mr. Avery's house, by Charles Knowles.

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

In the summer of 1851 Mr. Avery tendered to the county a tract of forty acres of land for county seat purposes; the like quantity being also deeded by William F. Dixon, and on these cessions has the city of Corvallis since been built, that portion south of the Court-house being the original claim of the former gentleman, while that of the latter lies to the north and includes the block of land on which the county buildings stand.

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

In the fall of 1852 the first steamer made her appearance up the Willamette river and made fast to a warehouse that had been erected about the same time as the store, and stood on the bank of the stream but the site has since been washed away. This boat was named the *Caucamah*, Captain Bennett, commander; the second steamboat was the *Gazelle*, which was blown up near Oregon City, after making only two or three trips. These craft came up with general cargoes, all freight hitherto having been transported overland from Portland. Thenceforward, the regular trips of river steamers became an accepted fact, while companies sprang into existence for their management. For instance The People's Transportation Company in 1866 had some excellent vessels on the river afterwards, noticeably the *Reliance* and *Fannie Patton*, which left Corvallis every Tuesday and Friday at noon, while, that same year the *Enterprise* plied regularly between that city and Eugene.

The first mention we have of a road, that is a regularly recognized public highway, to tap Corvallis is that undertaken by the Territorial government under the provisions of an act passed January 14, 1853, the commissioners appointed being Isaac Moore, Meadows Vanderpool and Isaac Roberts, the location being between Corvallis and Winchester. Up to this time the roads traveled had been those that custom of travel had marked out, the last wagon following the first in the same beaten track.

ny, have the same put in good order and condition at once and that the same be tested by the Young America Engine Company with a view of ascertaining if it fulfills the warranty of the manufacturers and that special report be made of said test to this council as soon after the same is made as practicable.

Resolved, That the treasurer be requested to collect all subscriptions turned over to this council and now unpaid in accordance with the terms of said subscriptions and make report of the same to this council when called for.

This last acquisition, the fire department of Corvallis, was put in a very efficient state, as it still remains. Special histories of the companies forming that arm of public utility will be found elsewhere.

We have in another place noticed the establishment of the *Corvallis Gazette* in the year 1864, but previous to its appearance the city had boasted of several periodicals, among them those published in or about 1857, by Hall and Gillis, and in 1860, that by J. S. Slater. On January 20, 1866, the Masonic order adopted the name of Crystal Lake Cemetery for their burial ground; while in the month of March of that year, E. A. Harris and Louis Horning commenced the erection of the brick building at the corner of Main (Second) and Jefferson streets, a much needed and substantial improvement; indeed, such a spirit of enterprise was much needed in Corvallis at this time in order to bring her up to the point of prosperity enjoyed by other towns, with not half her natural advantages. Notwithstanding this, we have been informed on reliable authority, that to form a correct idea of the amount of shipping business done in Corvallis during the summer of 1866, one could have been on the wharf upon the arrival and departure of the People's Transporting Company's boats. It even now can truly be said, as a shipping point Corvallis is not to be equalled on the upper Willamette, while it is surrounded by one of the finest agricultural and stock-producing regions in Oregon. Her fertile valleys and general grass-covered hills, interspersed with clear, cold, sparkling mountain streams, are inviting thousands to homes of comparative affluence, happiness, ease and luxury. Thus it is a matter of astonishment that so many persons are content to spend a lifetime in opening "forest homes," while hundreds of acres of open land may be purchased at a tithe of what the "clearing" costs. The large tracts of land should be divided and sub-divided, and *thoroughly* cultivated. To do this it is necessary to have bone and sinew—men and women who are neither afraid nor ashamed to work. The spiritless cry of "no market" is obsolete—"they are farthest from market and have nothing to sell;" to be up and doing is the only true slogan of success.

In the month of January, 1867, the waters of the Willamette rose to a considerable height, withing six feet of the high water mark of 1862, the inundated track extending over the bottom lands on the eastern side of the river for nearly four miles, while in the ferry-house it was six inches deep on the floor. Fortunately the city of Corvallis lies on a high plateau and, except in a few exceptional proportions, is free from the discomforts of streets turned into rivers, and cruising dwellings.

Corvallis has suffered considerably from the elements; we have space only to mention a few of these catastrophes, however: On the night of the 19. 1868, the sawmill of R. Y. McCune was totally destroyed by fire, most of the lumber, however, being saved, as well as a portion of the machinery. There were many other losses; but over a thousand

dollars was almost instantly subscribed for the relief of Mr. McCune, which he gratefully refused to accept. The next conflagration was of a very serious nature.

At two o'clock on the morning of July 21, 1869, the city was visited by a most destructive fire, causing a total loss of over thirty thousand dollars worth of valuable property. The blaze originated in the west end, or near the rear of A. R. McConnell's saloon, and is believed to have been the work of an incendiary. When first discovered it was almost ready to burst through the roof, and before anything like a general alarm could be given, the flames had gained uncontrollable headway. It swept the buildings occupied by McConnell's, Stewart & Gaunsky's saloons, and all those south to the City Hotel, and north to Fisher's fire-proof brick, on the west side of Main street, and the entire block on the east side, including Holder's blacksmith shop, W. A. Wells' and Simmons & Kiger's livery stables, Duncan's saddler shop, Hunt's lager beer saloon and Gerhart's blacksmith shop and dwelling, the City hotel, Masonic building, stage stable, Graves and Robinson's furniture store, Fisher's brick building (occupied by L. G. Cline and Souther & Allen's drug store), D. G. Clark & Co.'s store, and the residences of J. F. Hamilton, A. R. McConnell and William McLagan were saved by almost superhuman exertions. Had the fire crossed the street, north or south, in all probability the whole business, or thickly settled portion of the town would have been laid in ashes. As it was, the best business section was in ruins.

On Wednesday, April 4, 1870, the citizens of Corvallis were aroused from their slumbers by the cry of fire and it was soon discovered that the Corvallis brewery was in a mass of flame, the light from which was already thrown over the city. Every effort was made by those present, with the limited resources at hand, to subdue the flames, but to no avail. Fortunately the building occupied an isolated position on the bank of the river and the night being calm, no damage of consequence was done, save to the brewery. The building, which was a total loss, belonged to the Bauerlin heirs, as well as the distillery apparatus, were insured but not sufficient to cover the amount of damage sustained.

At half past one o'clock, on the morning of March 29, 1873, the City hotel in Corvallis was reduced to ashes. So rapidly did the fire spread that nearly all of the inmates barely escaped in their night clothes, one, John Murray, father-in-law of Mr. McConnell, the proprietor, being undoubtedly burned alive. Such a wild scene was never before witnessed in Corvallis. Men, women and children escaped from the burning pile and rushed out into a cold rain storm with nothing on but their sleeping garments. A few articles of furniture were saved and wearing apparel carried out: several persons saved their lives by slipping down a lamp post, while others gained the street, yet unable to tell how. The entire building, furniture and fixtures, including the wood-shed and outbuildings were a total loss, but these paled into insignificance when it became known that human life had been sacrificed. John Murray was an Irishman, aged sixty years, and was on a visit to his son-in-law. He left a family of five children. The hotel was owned by Dr. J. R. Bayley and valued at five thousand dollars, but bore an insurance of only fifteen hundred dollars, barely sufficient to cover the loss on furniture.

On June 9, 1873, the flouring mill on Mary's river, owned by F. W. May, was destroyed by fire, the loss being ten thousand dollars, but insured for only half that

at; and, September 4, 1875, the saw-mill of R. Y. McCune once more became a prey to the devouring element—evidently the deed of an incendiary—the loss being estimated at about twelve thousand dollars, thus making the third saw-mill Mr. McCune the misfortune to lose; one upon the same site, one across the river, and no insurance upon any of the property.

Another disastrous conflagration occurred in Corvallis on the morning of September 7, 1875, when damage was sustained to the amount of between twenty and thirty thousand dollars. The fire originated in the store of A. Cauthorn & Co., which stood on the corner adjoining Fisher's brick block, and burned with such rapidity that it communicated through the walls and roof to the interior of the brick structure occupied by Allen & Woodward, Max Friendly, S. H. Thompson, Dr. Caldwell, W. S. Madden and B. R. Biddle. This was also supposed to have been the act of incendiaries, for three men had been seen prowling about the building early in the night. The third time in its history had the house of Mr. McLagan been jeopardized by fire through the burning of business houses. Twice had it been denuded of its furniture, and three times had the owner incurred a serious loss, and through no carelessness of his.

On February 25, 1882, the warehouse of W. A. Wells, at the railroad depot, was destroyed, the building with its machinery, elevators, scales and other conveniences, estimated to have cost about twelve thousand dollars, as well as fifteen thousand bushels of grain, being entirely consumed. At this conflagration occurred the melancholy death of George P. Wrenn, already mentioned, while working hard to save property.

On the night of October 23, 1883, Corvallis was once more visited by the fire demon, that knows neither friend nor foe. Flames were discovered to be issuing from Professor Arnold's stable, in the southwest quarter of the town, and while the firemen were strenuously doing their utmost to save property, the fire bell again commenced its loud sounds of alarm, when it was easily discernible that another fire, which was blazing at a great height, had broken out in the central portion of the city. All who could be spared immediately started for the scene of this fresh conflagration, and found the north livery stable on Main street, belonging to Sol. King, enveloped in flames. It was only a few moments when the forked tongues of fire spread to his south barn, situated only a few feet from that mentioned and connected by a long shed used for the storing of vehicles, and in the front, with a high wood frame on which was a water tank. The flames quickly spread to the saloon building of Cyrus Powers, which adjoined the south livery stable on the southern side, and from thence to the saloon building on the corner north of the Occidental hotel, and occupied by Mr. Davidson. Northward from the stable the flames spread to the building owned by Philip Phile, which had of late years been known as the Hudson saloon; from thence it communicated with the unoccupied building on the northwest corner of the block, belonging to Joseph Gearhart, which at one time had been occupied by him as a blacksmith's shop. The latter building was saved with but slight damage; all the others, including those on the west side of the block, and a Chinese wash-house, were reduced to ashes. In Sol. King's south stable nearly everything of value was removed except the hay. In the north barn, however, there was quite a different result; a few of the horses were cut

adrift and escaped but eight of the most valuable perished; there being also destroyed a number of vehicles, a quantity of harness, and one hundred and fifty tons of hay.

It is a pleasure to note that notwithstanding the disasters just mentioned the people of Corvallis were fully alive to building substantial structures. Early in August the new brick edifice of Mr. Fisher was commenced, while a warehouse for Messrs. Avery and Davis was in course of construction. Indeed, at this time, the music of the saw and hammer was incessantly heard, and the magic touches of the paint brush convinced the most skeptical observer that Corvallis was growing steadily and surely. In the beginning of January, 1869, repressive measures were taken by the authorities against the spread of smallpox; while, in July of that year, the city was visited by George Francis Train, who is described by the *Gazette* as "this eccentric and remarkable individual," lectured to a large audience in the court house, and gave play to "an inexhaustible fund of wit and humor, excentricity and originality; and in September Schuyler Colfax, Vice President of the United States, visited Corvallis, with his party, who expressed themselves as delighted with the country its vast grain fields, rolling prairies and magnificent scenery.

Articles of incorporation of the Corvallis Library Association were filed December 24, 1872, by J. R. Bayley, Emery Allen, J. H. Babcock, John Burnett, D. K. Nesbit, W. T. Johnson, J. S. Palmer, B. W. Wilson, M. Jacobs. This institution we learn had a very fair start, and it is a thousand pities it was allowed to die. There is no association that can be started in a town, especially one where attractions are reduced to a minimum, which is prone to do so much good as a public library and reading room. Its books enlighten the mind, its papers keep the people informed of the march of events, its lectures sharpen the intelligence, while such accessions may be introduced that will be certain to improve the status of all in society and strike the key-note to many an unfounded character. We sincerely trust that the public library of Corvallis is only in abeyance, and that it will, ere long, arise from its ashes to shine brightly, and become the center of a circle of brilliant debaters and intelligent reunions.

Another incorporation that sprang into existence in 1873, May the 3d, was the Corvallis Warehouse Company, the incorporators being H. C. Lewis, G. G. Newton, E. Hartless, C. E. Moore, W. H. Elliott and N. P. Newton. The objects of the association were to purchase, hire or build a wharf and warehouse for the purpose of storing and forwarding grain and other freight. That the farmers of Benton county needed a commodious and convenient warehouse in which to store their grain, was apparent to all there; this step was one in the right direction. In August and September, 1874, tanks and windmills were constructed by order of the Common Council at the intersections of Fourth and Madison and Adams streets, while September 23d, certain proposed amendments to the city charter, which rectified and determined the southern boundary of the town, among other things, were accepted by the council from the committee appointed to effect these. It may be mentioned here, that since the passage of the original charter in 1857, the act has been several times amended, leaving the boundaries of the city of Corvallis in 1885 to be as follows:

Commencing at a point in the middle of the main channel of the Willamette river, where the present north boundary of said city intersects the same; thence north seventy degrees west, to a point forty rods north seventy degrees west of the public

highway that leads from said city of Corvallis to the town of Dallas, in Polk county, Oregon; thence south twenty degrees west along the west line of the county addition to said city of Corvallis, up to Jefferson street; thence south seventy degrees east along Jefferson street to Eighth street; thence south twenty degrees west along Eighth street, and extending on a line with said street to a point parallel with the south line of the depot grounds belonging to the Oregon Western Railroad Company; thence south seventy degrees east, to the south-east corner of said depot grounds; thence south seventy degrees east along the south line of said depot grounds to the southeast corner of the same; thence south twenty degrees west to the middle of the channel of Mary's river; thence easterly down the middle of Mary's river to the middle of the main channel of the Willamette river; thence northerly along the middle of said channel of the Willamette river to the place of beginning.

On February 8, 1875, a re-survey of the city was directed to be made by George Mercer; on the 12th of April, John Kelsay and W. S. McFadden were employed to codify the city ordinances, a duty which these gentlemen performed in a most thorough and efficient manner. Under date of May 10, 1875, we find the first allotment of terms of service by ballot of the Common Council, which was decided as follows: First Ward, J. S. Palmer; Second Ward, W. B. Hamilton; Third Ward, Emery Allen; each three years. For the term of two years, J. T. Phillips, B. T. Taylor and J. M. Osburn; and for one year, F. A. Chenoweth, L. F. Wilson and M. Jacobs, respectively. March 3, 1876, fractional river lot, No. 2, in fractional block, No. 2, of the (original town) city of Corvallis, on which stood the calaboose, was sold to William M. Pitman for one hundred and fifty dollars. May 2, 1876, the Corvallis City Hall Association was incorporated with J. R. Bayley, Chairman, and J. W. Rayburn, Secretary; while May 18, 1876, the Mayor, Recorder and City Attorney, were authorized by the council to enter into a contract with William M. Pitman for supplying the Fire Department with water from a tank, which was duly erected and by the terms of which Mr. Pitman agreed to keep the cistern filled for fifty dollars per year. On October 14, 1878, appropriate remarks were made at a session of the Council upon the death of Alderman Grubbs, and suitable resolutions of condolence were ordered drafted. In January, 1879, a bank was established in Corvallis by W. B. Hamilton; June the 9th of the same year, the Willamette Valley and Coast Railroad Company were granted the right of way along First or Water street; and on the twenty-ninth of October, like privileges were granted to the Western Oregon Railroad Company on Sixth street, which produced the usual growl from property owners on that thoroughfare; while the last item of interest is the passage of an ordinance under date March 10, 1884, granting to John L. Stewart, William W. Gibbs, Henry J. Jackson and Robert W. Hill the right to operate gas works in the city of Corvallis, the construction thereof to commence within one year from the date of the passage of the ordinance, and the whole to be completed within two years.

Ere closing this chapter we would wish to observe that we are among those who believe that Corvallis has a good future before it. It is a well established principle that the people make the place; not its facilities for business. It is true that an energetic and prosperous people may be kept back by a lack of natural advantages, but this is not often the case. A thousand towns are kept in check by the greed and lack of

Benton County Scale Map

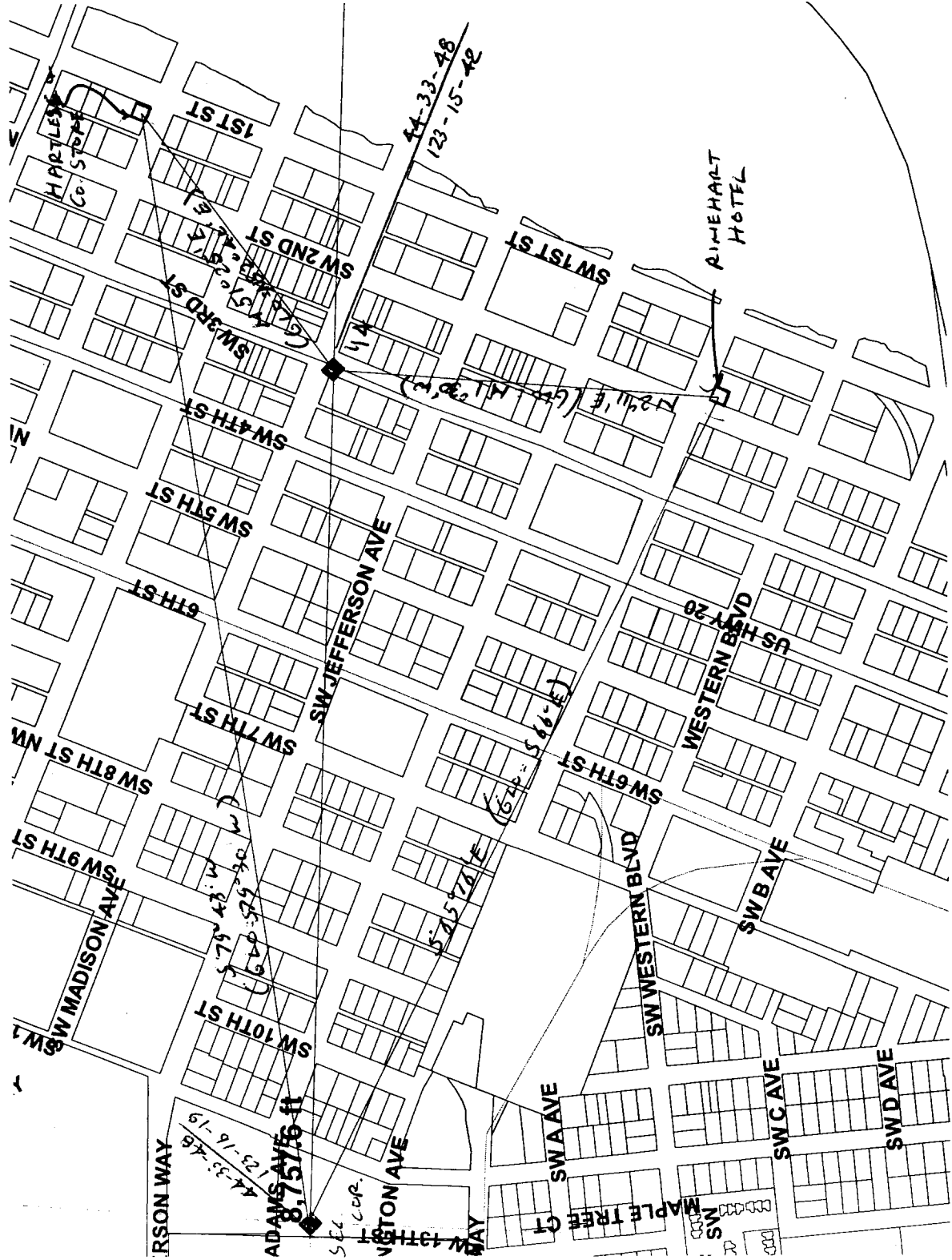
Legend

- cntrlinefill
- Railroads
- State Highways
- Section Lines
- SEC-LINE
- TWP-LINE
- bxastxt
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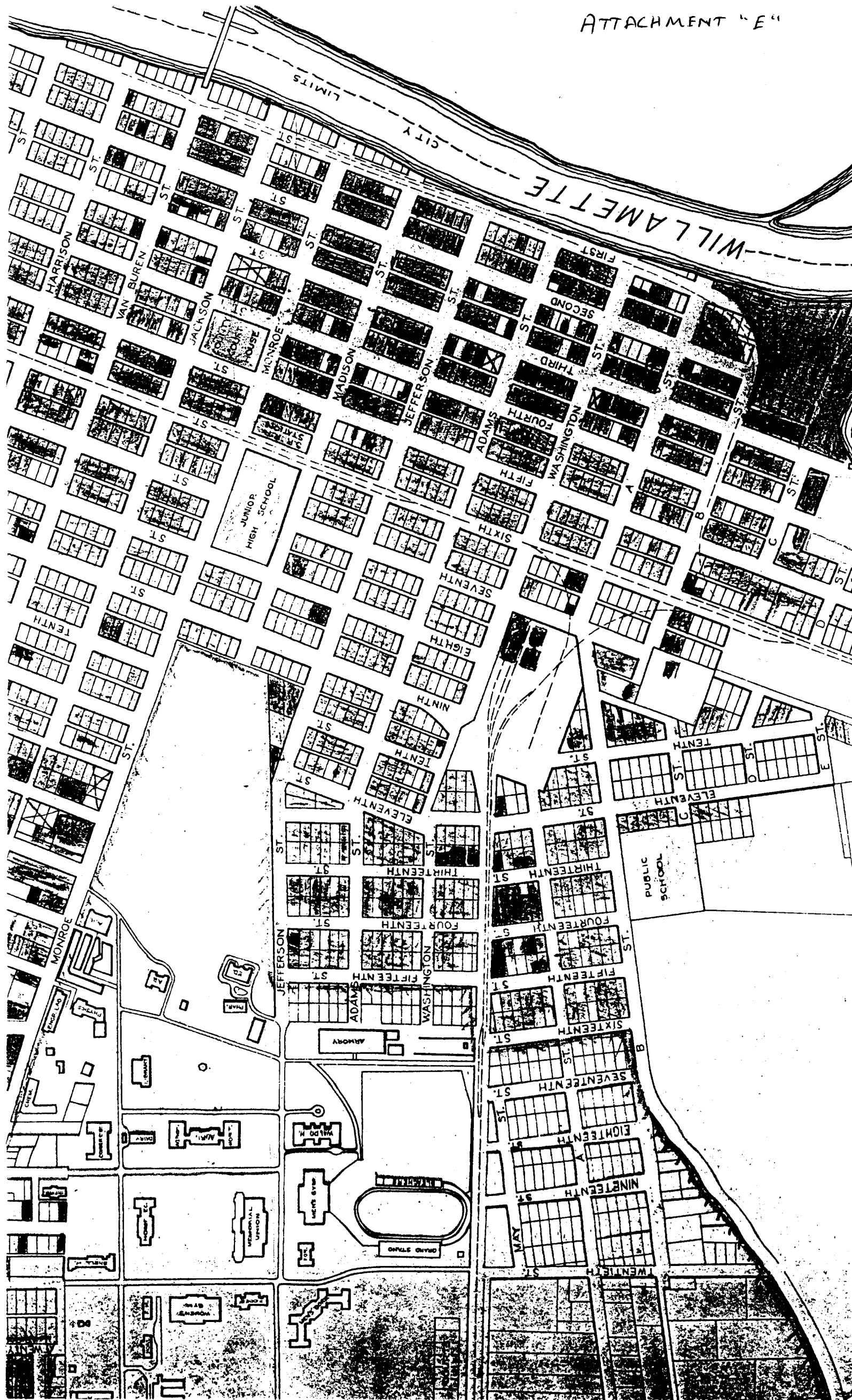


1in. = 117ft.

Vicinity



This map was produced using the Benton County GIS data. The GIS data is maintained by the county to support its governmental activities. The county is not responsible for map errors, omissions, misuse or misinterpretation.



WILLAMETTE

LIMITS
CITY

FIRST ST.

SECOND ST.

THIRD ST.

FOURTH ST.

FIFTH ST.

SIXTH ST.

SEVENTH ST.

EIGHTH ST.

NINTH ST.

TENTH ST.

ELEVENTH ST.

THIRTEENTH ST.

FOURTEENTH ST.

FIFTEENTH ST.

SIXTEENTH ST.

SEVENTEENTH ST.

EIGHTEENTH ST.

NINETEENTH ST.

TWENTY ST.

WASHINGTON ST.

ADAMS ST.

JEFFERSON ST.

MADISON ST.

MONROE ST.

JACKSON ST.

VAN BUREN ST.

HARRISON ST.

JEFFERSON ST.

WASHINGTON ST.

ADAMS ST.

JEFFERSON ST.

WASHINGTON ST.

ADAMS ST.

JEFFERSON ST.

WASHINGTON ST.

MAY ST.

TENTH ST.

ELEVENTH ST.

THIRTEENTH ST.

FOURTEENTH ST.

FIFTEENTH ST.

SIXTEENTH ST.

SEVENTEENTH ST.

EIGHTEENTH ST.

NINETEENTH ST.

TWENTY ST.

JEFFERSON ST.

WASHINGTON ST.

ADAMS ST.

JEFFERSON ST.

JUNIOR HIGH SCHOOL

PUBLIC SCHOOL

GRAND STADIUM

MEMORIAL UNION

WOMEN'S CLUB

YOUTH HOUSE

ARMORY

PHARMACY

POST OFFICE

Founding fathers



Photo courtesy of OSU Horner Museum

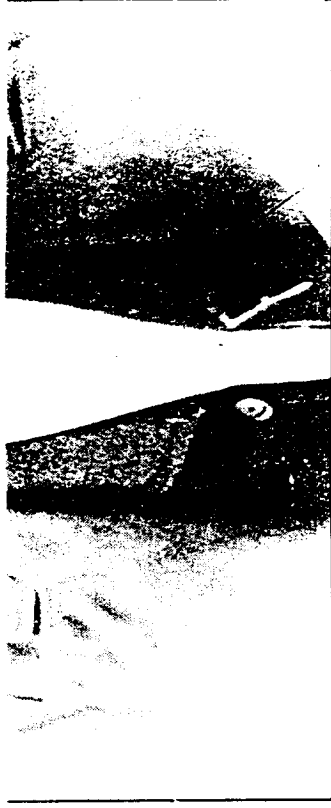


Photo courtesy of OSU Archives, No. 1170

At the age of 17, Avery inherited enough money to enter land speculation and to become a real estate and loan agent. In addition, he farmed for three years in Illinois. Although he had worked hard at his farming and kept exact records, he had not made a cent.

The economic crisis was one reason Avery and his wife, Martha, decided he should join a wagon train to Oregon to find out if the superlative advertising claims about the country were legitimate. If he was suitably impressed, he would come back and get his family.

It was now seven months since he left his family in Illinois. Daughter Florence had been only a month old when he left, Charles was three, and Punderson two. In the Willamette Valley, the Averys envisioned a land of mild climate, plenty of timber, wild game, fish, and wild berries — a different world than Illinois with its scorching summers, below-zero winters and whistling winds whipping around unprotected houses.

On the day Avery and Marsh reached the Marys River, they staked out a million-acre land claim and built a small shelter. This claim they registered with the Provisional Government's land office in Oregon City, on Nov. 5, 1845.

In 1847, Avery recorded his claim again, indicating that he had built a cabin upon the land, in which he had resided since June 20, 1846.

From this beginning as a homestead owned by a man with a vision, the city of Corvallis grew and was officially incorporated in 1857.

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By Marion Teal

William Dixon

ATTACHMENT "F"

Buried in an unmarked grave in the Henderson Cemetery south of Philomath, lies Benton County pioneer William F. Dixon, who joined J.C. Avery in co-founding the City of Corvallis in 1845.

William F. Dixon was born in Maryland and lived on the family homestead until he was 22 years old. He then went to Indiana and settled in Dearborn County where he married Julia Round. After six years they emigrated to Clark County, Missouri.

In the spring of 1845, Dixon, his wife, and three children, headed for Oregon. They arrived at the confluence of the Willamette and Marys Rivers after a six-month trip across the plains by ox-team.

At that time, the lone settler in the area was J.C. Avery. Having arrived just a few months before, Avery occupied a log cabin near the soil on which the present City of Corvallis now stands.

Dixon pitched his tent on the banks of the Willamette as temporary living quarters. He then built a log cabin on the strip of land between the two rivers' confluence. Here he and his family spent the winter. Dixon filed a donation land claim the following spring.

In 1845 Dixon established a ferry across the Willamette River, in the area between the present Harrison Boulevard and Van Buren Avenue bridges. Near this location, he eventually built a frame house for his family.

William F. Dixon's wife, Julia Round Dixon, was the first white woman to reside in Marysville, which was later to

be called Corvallis. The first white child born here was the Dixon's son, Cyrus Dixon.

After spending a few months in California during the 1849 gold rush, Dixon returned to Marysville, where he started manufacturing household furniture. Reports indicate that there was a wide demand for the fanning mills, rawhide bottom chairs, tables and other products of his shop. Settlers from all parts of the valley came to purchase Dixon's goods.

In addition to his furniture manufacturing business, Dixon's involvements included a legacy of civic projects. Dixon was an incorporator and a member of the Board of Trustees of the Corvallis Seminary, which later became the Agriculture College. The Seminary received its charter from the Territorial Legislature in 1854. Furthermore, Dixon was one of the leading members of the Methodist Church. In 1855, he donated land for the church's site, contributed financially toward construction of the building. His obituary states that, during church services, Dixon regularly sat near the pulpit because he was hard of hearing.

When Benton County set out to raise money for the construction of a court house in Corvallis, Dixon and Avery each donated 40 acres of land to be sold in lots. The proceeds from these sales were used to build the wooden court house of 1856. That building was replaced by the present court house in 1888-89.

According to an article written by John

E. Smith, ("First Settler in Corvallis Proper, W.F. Dixon, Was Serious, Fair-minded Pioneer Gentleman,") the City of Corvallis developed in two sections, upper town and lower town.

Upper town centered around the present Second Street and Adams Avenue and extended southward. This was on Avery's claim. Dixon's claim was near the location of the bridge.

The line between the two claims passed due west from the foot of Jackson Street, along Jefferson Street, on the south side of the college campus.

William F. Dixon worked right up to the day he died. Death came unexpectedly at the home of his son William, in 1899

Thanks for making history

The Gazette-Times appreciates the residents of Corvallis and other interested persons who helped make this 125th anniversary edition a piece of Corvallis history to come.

Notes of thanks are extended to all local residents who submitted stories for the section, especially Marion Teal. The paper also commends C.H. "Scram" Graham's effort in soliciting most of the articles.

Oregon State University archivists Laurie Filson and her assistant, Jeanne Heywood, also are appreciated for helping gather photos for this issue