JUNCTION CITY HISTORY AND RESOURCES



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JUNCTION CITY
HISTORY AND RESOURCES

Compiled and Edited

by the

Junction City Teachers

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Chapter I.

A Brief History of the Junction City, Oregon Area

Junction City's early history is the story of transportation into the area. Indian trails were used for the first roads. Since the lack of materials and labor hindered road improvement, perhaps it is well that ferries and river boats were destined to provide for the early settlers' principal needs to the extent that there was little demand for improved roads. Among the early roads was the Old Territorial Road, now marked Applegate Trail. Junction City was favored by a stagehouse directly west of town on the Ricard place, now the Reetz farm. Here passengers were fed and lodged, and horses were exchanged for fresh teams.[1]

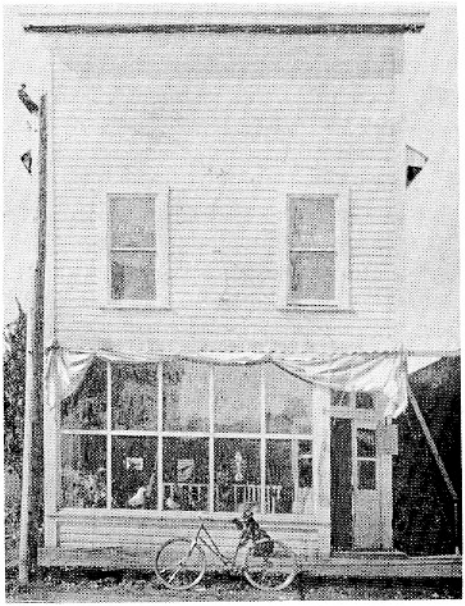
The first important phase of our transportation story began at Lancaster, earlier known as "Woodyville." Here a Mr. Woody built a saloon where he dispensed a locally manufactured product known as "Blue Rain." Woody also built wharves on the river front and storehouses. Food was sold to the settlers. Until 1856 Woodyville was the "head of navigation." On March 12 of that year the first steamer, a squat riverboat called the James Clinton, traveled up the Willamette as far as Eugene Skinner's cabin at the foot of what we now call Skinner's Butte. Nevertheless, low water during much of the year caused the Woody wharves to remain the main docks of the area. Early river vessels carried such essentials as calico, millstones, and plowshares upstream and returned with grain, lumber, and fatted stock to the Portland markets.

When in 1858 a rancher named Coffman built a landing and warehouse on his property at Woodyville, a local civil war sprang up. It seems that Woody and his boys used cutthroat tactics, and the settlers preferred to deal with another landing. The looting of property, as well as other acts, was common to cut down competition. In order for boats to pass up the slough to Coffman's Landing they had to travel through Woody property. The Woody supporters chopped down trees so they would fall into the slough and hamper the boats. Finally, however, the Woodys sold out to John Mulkey, and the site became authentically known as Lancaster. This closed a colorful chapter, and Woodyville became only a memory.

It appears that there was more trouble with early-comers like Woody than with the native inhabitants. Historians estimate that the Indians of this area were greatly depopulated by disease before the arrival of many white settlers. This, together with the fact that the Indians were generally peaceful, made a near-ideal area when settlers did arrive. Perhaps part of the peace with the Indians was due to the "taxes" collected from the settlers. Once each year the Indians visited each farm and "collected apples, dried vegetables, smoked meat and other foods."[2]

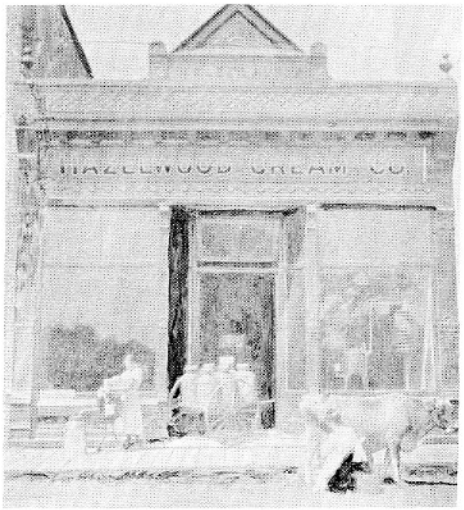
Another early-comer who disturbed the peace of the area was John Mulkey who had previously bought out the Woody's at Lancaster. Although Oregon was far removed from the 1861 Civil War conflict, this area did have its little war skirmish. Mulkey, who resided on the Long Tom, was a democrat and a secessionist who was arrested in Eugene because of his speeches in favor of Jefferson Davis. Previous to his arrest he had gained the support of his neighbors, and a secessionist flag flew from a Franklin district oak tree. The "rebels" pulled up the lead pipe from their wells, melted down the lead, and make bullets.[3] Mulkey had

friends who were determined to save him from the threat that he would be taken to the federal prison in Vancouver. The Long Tom "army" stationed itself near the present Junction City location in order to intercept the Eugene officers and recapture their leader as he was brought north. However, Eugene lawmen had taken Mulkey via Springfield and Brownsville safely to Vancouver. The Long Tom rebels learned of the trick and made such a fuss that soldiers with a small cannon were dispatched from the Vancouver barracks to quiet them. The soldiers took down the Jefferson Davis flag, and put an end to the local Civil War.



Ballard & Prettyman Gun Store. This was located between 5th and 6th on Front Street. This picture was taken about 1908.

Floods in the early 1860's destroyed much of Lancaster. The Willamette River also changed its course and the remaining part of the town gradually disintegrated since it was no longer a port community.

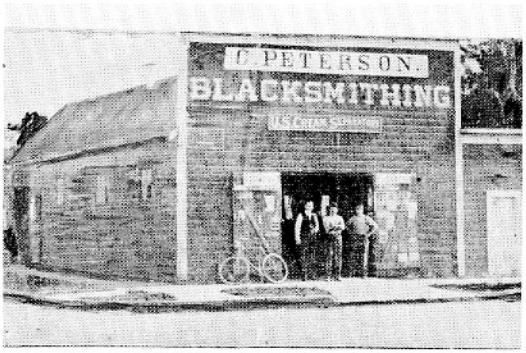


This building was owned by W. S. Lee and was located on Front Street between 4th and 5th Street. It was built about 1890. To the left of this picture is a hotel run by Mrs. Lee. It was called "Ducky Lee's."

The Long Tom River, which extends into the Junction City area from Benton County, also was once



This was built in the late 1880's or early 1890's by J. C. Clow. This building was located at the south end of Front Street. It was destroyed by fire in 1915. In the background is the present Farmer's Warehouse.



Ole Petersen's blacksmith shop, located at the corner of Greenwood and 5th St. It was built about 1911. Frank S. Tripp was the blacksmith prior to Petersen. The building still stands, is now owned by Dee Ray.

a navigable stream and used extensively. However, like the Willamette, water conditions changed, and it became less and less suitable. According to an article in the Portland Telegram in 1910, "The Long Tom River, which is known far and wide as the Posey County section of Oregon, has succumbed to the inevitable and has retrograded so far that it would take an experienced river man to ascend it in a skiff."

Thus closed the first period in the history of the Junction City area, a history closely connected with river transportation. The second historical period was connected with the railroad. Some of the buildings from the old port community of Lancaster were actually moved to the present site of Junction City to become the embryo of the new railroad community.

To appreciate why and how the "Iron Horse" actually made Junction City, we need to realize that great impetus was given to railroad building by an act of Congress. This act, passed at the close of the Civil War, gave generous land grants to



E. U. LEE DRUG STORE
This was located at the corner of 6th and Greenwood. Now Brown's Pharmacy.



This is a view of Front Street looking south from Seventh Street. The photo was taken between 1912 and 1915. The electric light in the intersection was erected by Baxter Howard's city electric light plant. This light company was powered by a steam threshing machine engine. The company was formed about 1905.

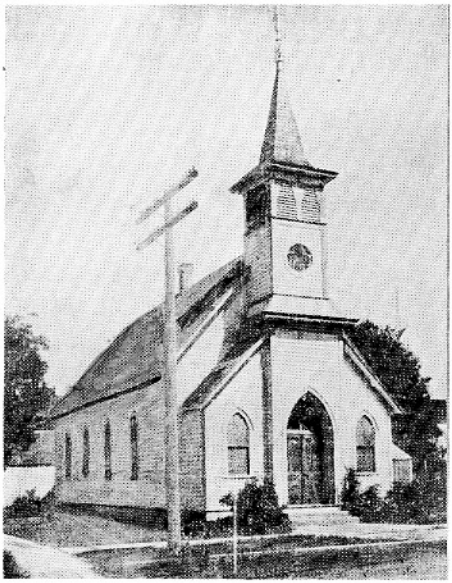
railway companies that would develop "tracks" into the interior of the Oregon Country. Two companies became the final contenders for the land grants, the Oregon-California on the east side of the Willamette River and the Oregon Central on the west side.

In 1868 Ben Holladay gained control of the east side road and convinced the Oregon Legislature that the Oregon-California Company should receive the government land grants. Both lines, however, were to be completed. A division location was to be in the south end of the valley. Because the site of Junction City was a one-day trip for a wood-burning engine from Portland, Junction City was chosen as a division point in 1870. Holladay declared that he would make a "second Chicago" of the place.[4]

The Oregon-California Railroad Company purchased the land on which Junction City now stands, for the purpose of a refueling junction. This land was known as the Milliorn-Washburne Donation Land Claim. Holladay bought 90 acres. Much of the remaining land was laid out into town lots. Storage buildings, bunk houses, and a mess hall for the construction crew were established. Some of the permanent workers built homes for their families. The round house was located at Junction City, and freight crews as well as passenger crews were changed here until the division point was later moved.

Ben Holladay had planned to run the California line down the east side of the Willamette river, passing through Springfield instead of Eugene. However, Eugene residents raised enough money to convince Holladay that crossing the Willamette River at Harrisburg was the most practical route.

The railroad was completed to Harrisburg in June 1871, where it stopped until the bridge across the Willamette was completed the following October. On October 9, the line was opened as far as Eugene



THE FAITH LUTHERAN CHURCH

This church was built on the corner of 7th and Ivy Streets, 1908, with Rev. J. J. Mylund as the first minister to serve the congregation. In June 1940 it was moved to its present location on West 6th Ave.



SOUTH METHODIST CHURCH

This church was located at the corner of 9th and Ivy Street. It is no longer in existence.

and by 1873 extended as far south as Roseburg. Excursions from Portland to Roseburg became popular. The first train from San Francisco went through Junction City on December 19, 1887. Henry Villard took over railroading in this section. It was his plan to connect the east and west side lines at Junction City, but he was unable to do so. The Oregon-California Railway Company was later taken over by the Southern Pacific Company.

Early-day railroading brought interesting side activities to the young community. Engine fuel was cut in two-foot lengths and hauled to Junction City with horses where it was piled on a platform as high as a steam engine door entrance. The farmers charged two or three dollars per cord for the fuel. Occasionally some of the wood seemed to disappear as townspeople helped themselves. A charge of powder was placed in the wood one day. After a stove was blown to bits, the wood piles lasted longer.

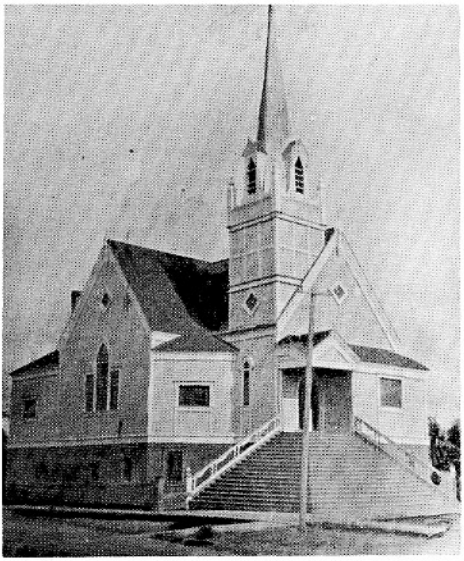
The railroad employed a number of Chinese track repairmen. There was a colony of them south of Junction City. At New Year's time they shot fireworks and gave Chinese nuts and candy to small children who came to watch their celebrations. The children were interested in the packages with Chinese characters printed on them.[1]

Later years saw the Oregon Electric Railroad pass through town and down the Valley in 1912. Its purpose was to accommodate increased passenger travel to Portland. When passenger travel declined, it became a freight road which finally changed from electric to diesel power.

Beginning in 1925 an attempt was made to build a railroad from Hor-

ton to Junction City using wooden rails and a hard rubber-tired truck for an engine. It was an attempt to haul logs cheaper, but the venture failed due to financial troubles. Remains of some of the track bed and trestles may still be found west of town.

In its modern period of history, transportation still plays a vital and essential part in the growth and development of Junction City. The Southern Pacific provides not only first class passenger service but also freight hauling. The Southern Pacific also maintains a freight spur on the west-side line. Its track now ends at Cheshire. As the small sawmills along the route gradually closed because of competition and lack of timber, activity on this line gradually has declined. The Oregon Electric division of the Spokane,



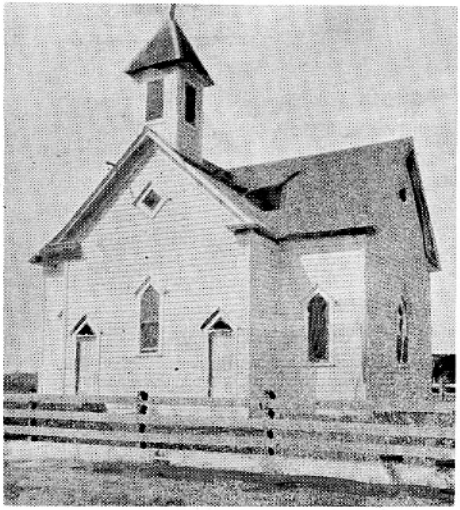
METHODIST EPISCOPAL CHURCH

The first church was erected on 7th and Ivy Streets in 1892, and was dedicated by Bishop Cranston in 1897. The Reverend J. S. Wallace was the first pastor to the congregation. The present church was completed for occupation in March 1948 and was dedicated December 2, 1956.



THE FIRST CHRISTIAN CHURCH

The First Christian Church was built on 6th and Ivy Streets, and was dedicated May 4, 1892. In June 1940 it was moved to its present location on 5th and Juniper.



RIVERVIEW METHODIST CHURCH

This congregation was organized about 1900. The land on which the church was built had been donated by the L. G. Hulan family. In 1957-8 the interior was remodeled to fill the present need.

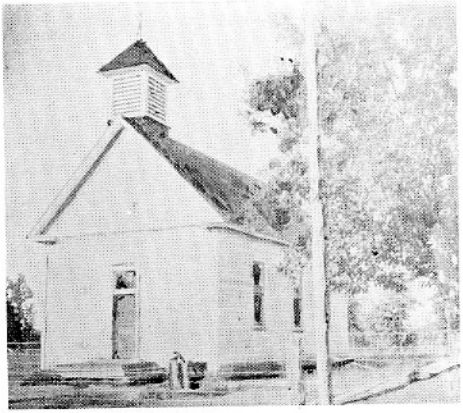


METHODIST CHURCH
This is the present place of worship and is located at the corner of 10th and Laurel. It was built in 1949.

Portland and Seattle Railway Company carries freight only. Although Junction City has no airport of its own, the Mahlon Sweet Field located ten miles south gives adequate service with both West Coast and United Airlines. Major highways give easy transportation by either bus or family auto to all points and provide auto freight routes. In fact, very few small communities have the bus service afforded Junction City. North and south buses pass through every hour or so.

The community is well named even though the railroad junction never became a reality. Instead, it has become the junction for Highways 99E, 99W and 36. It could be called the transportation hub for the southern Willamette Valley.

The arrival of the railroad at Junction City in 1871, was also the date of other important events in the new community. The first business and building appeared in the form of a warehouse owned by W. H. Hoffman, the husband of Hellen Milliorn. As previously mentioned, five or six buildings were transplanted from the defunct town of Lancaster. Sternberg and Senders moved their complete stock of merchandise and set up shop in a new store. A merchant by the name of L. Solomon opened a new store. I. Newcomb started a blacksmith shop, and the inevitable "Last Chance" saloon emerged under the ownership of Eli and Elias Keeney. Dr. N. L. Lee was the town's first physician, having moved from Lancaster the year before, in 1870. An article in the Eugene Register-Guard on April 28, 1954, states that in 1871 a man named Gilmore built "a house of entertainment and a saloon." Also, in 1871 Isaac Senders was made the first postmaster, the



This is the old Riverview School House which was located where the present Riverview school is located. This building has been converted into a very pleasant dwelling.



WASHBURNE HIGH SCHOOL

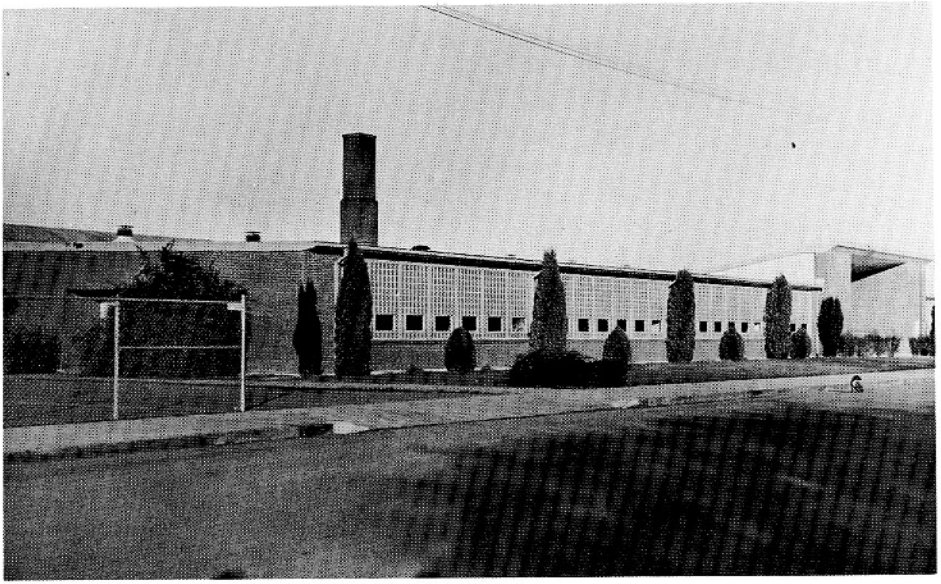
This building was first occupied in Sept. 1908. This was the first four-year high school located in Junction City. The high school occupied the second story only while the lower floor was a grade school. A. K. Mickey was the superintendent and Paul E. Baker was principal. The building was located in the block between 5th and 6th, and Laurel and Maple.

JUNCTION CITY GRADE SCHOOL

Juniper Street

The Junction City Grade School was built in 1892 and was torn down in 1929. It was on the same location that the present grade school is now standing.





LAUREL ELEMENTARY SCHOOL
14th and Laurel Streets
The Elementary School was ready for the students in the winter of 1949.

first wedding took place between W. P. Lewis and a Miss Florence, and a two-story school building 30x80 feet, was constructed and opened with J. C. Boland as the teacher.

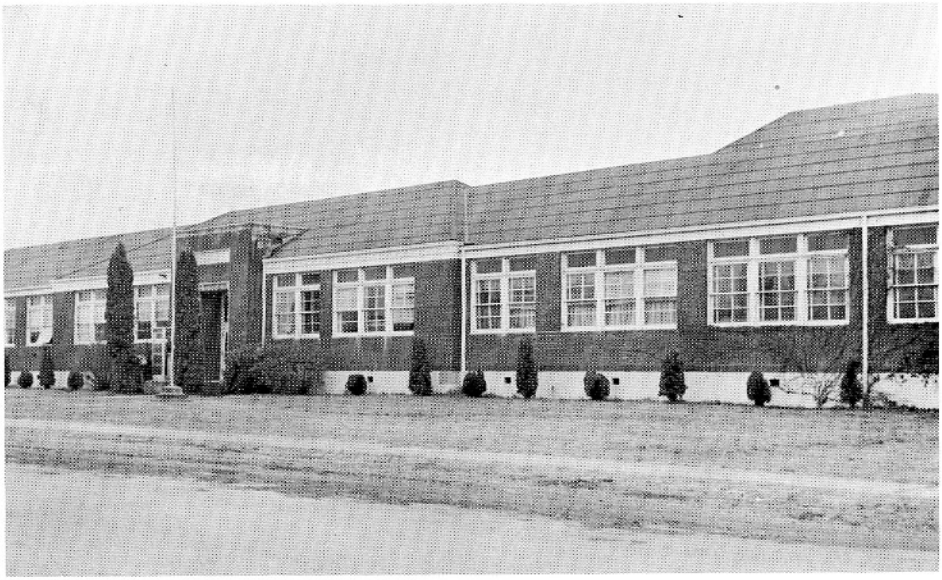
Junction City was incorporated by an act of the Legislature on October 29, 1872. The town government was entrusted to a board of five trustees, a recorder, a marshal, and a treasurer, each of whom was to hold office for a period of one year. The population was reported as 600 persons.

The first ordinance passed by the new governing board directed the construction of sidewalks eight feet wide "from the meat market to the drug store" on the west side of Front Street, on the south side of Avenue Street. The second ordinance passed was to prevent swine from wandering at large.[5]

The years 1873 to 1876 saw the completion or establishment of a city prison, more large warehouses, an excellent grist mill, a flour mill, a general hardware, another butcher shop and the city water works.

In September, 1877, the city council offered to contribute $500 toward the purchase of a fire engine, provided that the citizenry would put up an equal amount. The offer was turned down. On October 5 of the following year fire broke out in Solomon's store. It spread to the hotel, several shops, many houses, and four warehouses. Damage was estimated at $55,375.

In 1878 a contract was let to S. Staunus to build a City Hall for $350. An opera house, claimed to be the best from Portland to San Francisco, was built as were several saloons, a race track, and a ball park. In 1879 the people again turned down fire protection and again the following year fire destroyed Howard's warehouse valued at $17,000. In 1882 fire destroyed the Kratz, Washburne, and Howard Mill valued at $30,000 and



JUNCTION CITY JUNIOR HIGH

5th and Maple Streets

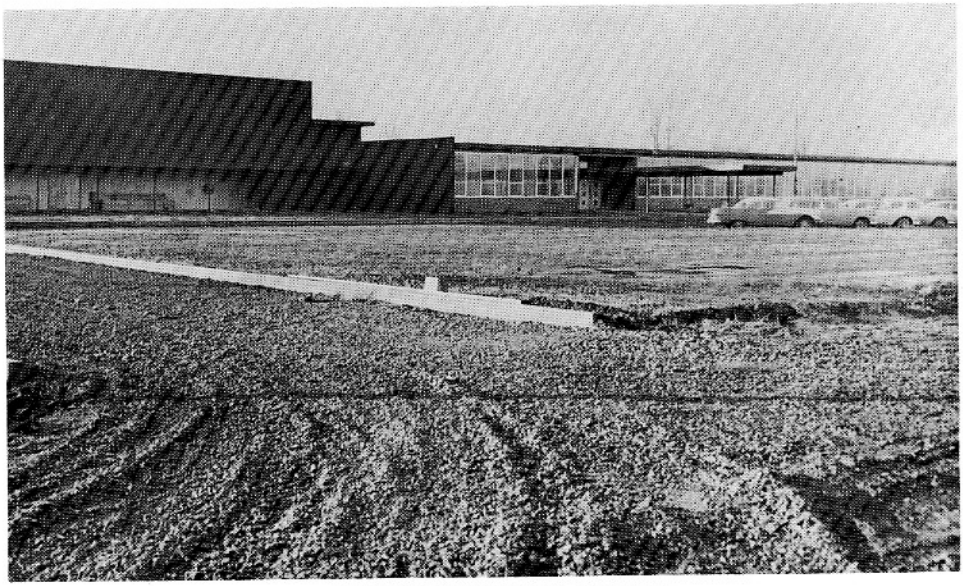
This school was built in 1936-37 and for 22 years it served as High School. Since 1958 it has been known as the Junior High.

A dishonest contractor disappeared with most of the money and left behind a partially completed church and many bills. After four years of lawsuits and court decisions, all claims were finally settled and the church dedicated on July 25, 1897. This building was located at Seventh and Ivy in the vicinity of McKay's south parking lot.

Because of the age of the older building, it was decided to build the present church on West Tenth. On July 25, 1947, which was the 50th Anniversary of the Dedication of the first building by Bishop Cranston, the cornerstone was laid. It was dedicated on Palm Sunday in 1948.

A Methodist building was erected in the Riverview area and, for a time, was operated in connection with the Junction City church. At present it has its own minister. Another Methodist group was located at Smithfield. This congregation using hand-hewn timbers, built a new church in 1896 which is still standing. There became so few members that the building was finally loaned.

The Christian Church had its beginning on November 28, 1858, when ten people united to form the Grand Prairie Congregation. In the summer of 1874, J. A. Campbell preached the first gospel sermon ever delivered in Junction City. In 1880 the group organized as the Christian Church of Junction City with J. A. Bushnell as Elder. In 1891 the congregation voted to build a house of worship. It was dedicated in 1892 and stood at Sixth and Ivy where Herman Borgaard's real estate office now stands. The building was moved to its present location of Fifth and Juniper in 1940. Land has been purchased for the erection of a new church in the Gilmore addition on Twelfth Street between Maple and Nyssa.



JUNCTION CITY HIGH SCHOOL

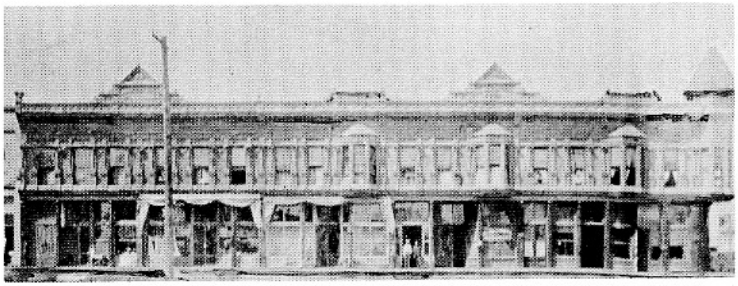
This new, modern building is located on West Sixth Avenue, just west of the Junior High. Built in 1958.

The first records of the Baptist congregation were destroyed by fire in the Ed Ayers' home, but early gatherings were held in various homes to which people travelled by horse and buggy. Building meetings were held first in rented space at the Southern Methodist building located on Ivy Street where the Olsen-Quick Store now stands. Mr. Ed Ayers was the instigator of the First Baptist Church building, and he also provided much of the financial aid needed for the construction. The new church was built about 1917 in its present location.

The Catholic Church purchased the Southern Methodist building on Ivy Street in 1916 and used it for worship for several years. The church was named St. Mel, who was nephew and secretary to St. Patrick, Apostle of Ireland. Since the congregation was small, the pastor also served Monroe and Harrisburg. In 1943 the property was sold, and since then Junction City has been without a Catholic Church building.

The Church of God had its beginning in Junction City during the winter of 1947-48 when Rev. O. E. Williams began holding cottage prayer meetings. Regular meetings were begun in Greenwood Hall in the spring. Services later were moved to Townsend Hall and then to the Adventist Church. Finally on November 14, 1954, the congregation moved into its own building at Twelfth and Laurel Streets.

The Church of Jesus Christ of Latter Day Saints (Mormon Church) organized a Sunday School on June 19, 1949, meeting at Greenwood Hall. Later in the year it was organized into a branch of the Northwestern States Mission, and auxiliary organizations were added. A building site was purchased in the Brentwood Addition. However, a sudden decline in membership caused the branch to be closed in 1956, and the area was then added to Santa Clara Ward.



FRONT STREET

This is the all-brick building facing Front Street from Seventh Street south to the center of the block. It was built in 1891 and destroyed by fire in 1915.

The Seventh Day Adventist Church was organized at Red Oaks west of Junction City on May 20, 1932. The group moved to Wayside on Low Pass (Highway 36) Road in 1936 and to Townsend Hall in 1942. The name was changed from Wayside Church to Junction City Seventh Day Adventist Church on March 20, 1943. The congregation moved into its new church building at Fourth and Kalmia in 1944.

The Cumberland Presbyterian Church of Junction City was a southern branch formed by a group of southern preachers who believed in slavery and who had lived along the Cumberland River in Kentucky. The building was dedicated on June 22, 1873. Mr. A. K. Mickey, who was school superintendent for years, bought the church building, took off the steeple, and made it into the present Junction City Hotel. Several of the old pews are about town. One is in the Lane County Pioneer Museum.

The Church of God—Seventh Day began holding services in the Junction City area in 1924 with services conducted in homes. Since 1928



Left to right, 6th St.: City Hall was built in 1879 for $350.00. It housed the council chambers, a hose cart which was pulled by 6 or 8 men, steam pumper fire engine which was pulled by horses; horses, harness, hay, and oats. The fire bell is located in the belfry. E. U. Lee Drug Store which is still a drug store, now owned by Mrs. Roy Brown. Farmers and Merchants Bank. Hardware store which was first owned by J. W. Starr and is now Fries Hardware. Sternberg & Senders "Joe and Ike" Mercantile Co. All these buildings were built in the early 1890's and are still intact.

meetings have been held in various rental places, mostly adjacent to Junction City.

Jehovah's Witnesses are a society which makes no distinction between clergy and laity. All must be ministers to rightfully call themselves Witnesses. The Junction City group organized in 1939 and now meet at Kingdom Hall at Seventh and Deal.

The Assembly of God was started in 1941 founded on Pentecostal doctrine with meetings at Townsend Hall. About a year later the property at Sixth and Elm was purchased and made usable for church services. In August 1954 lots were purchased at Eleventh and Laurel. Construction on the new building began in 1956 and was completed in 1958.

The Assembly of Yahvah is new to this area although it has been a growing church in other states for twenty years. It has members in every state as well as members and missionaries in a number of foreign lands. The Junction City Assembly meets in the old Lancaster school building with services in charge of local elders.

As the religious needs of the Junction City area were provided for, so were the educational needs. It seems that the earliest schools were private, the first being taught by a Mr. Weather was in the Richardson residence near Franklin in 1848. Junction City had two private schools. The Campbell Academy for boys was located east of the Southern Pacific tracks on Elm Street across the street from the present Union Oil plant. The McElroy School was held in the old Parke house on Fourth and Greenwood. Both buildings are still in existence.

School District No. 69 had its official beginning in 1872. According to the original clerk's record book now on file in the Junction City Library, the notification from the County Superintendent, T. G. Hendricks of Eugene City, was dated April 22 and read: "In compliance with the petition, I have this day formed School District No. 69 . . . " The boundaries were then given.

This same source states that an organization meeting was held on May 4 at which time J. N. Bersy, J. A. Sherwood, and N. L. Lee were selected as directors and F. W. Truzler as clerk. On May 10 the Board met to select a school site. On May 22 it chose the west side of the S. H. Farlies residence. As nearly as can be determined, this was 30x80 feet, and stood where Hult's office area is now located at Sixth and Holly Streets. It was voted to erect the school house by taxation. Construction was begun on March 3, 1873, by John Carter for $75 per month and "he boarded himself."

The following information was also taken from these early records:

April 26, 1875: Voted on a tax of $300 to finish the second story of the district school house. Voted down.
August 2, 1875: Voted again on the same tax. It passed this time.
October 5, 1883: Voted a tax of $600 to be assessed on all taxable property for repairing the schoolhouse.
August 23, 1886: Board voted to employ a principal for $60 and a teacher at $33 a month.
In 1887 a janitor received $12 a month. A bill was presented for eleven cords of wood for $31.25.

In 1892 another school was built on the site of the present Junior High School at a cost of $4,020.25. Ed Orten was the first principal.

It seems that the length of the school term was determined from the

amount of money which could be raised. Articles appearing in the Junction City Times give the following information:

> February 3, 1894: At a special school election Saturday evening, the proposition to levy a four-mill tax was defeated by a vote of 2 to 1. A three-months term only will be held next winter. The majority of the taxpayers ruled and we must abide by the decision.
> July 13, 1895: At the school meeting Wednesday evening it was decided to call a special meeting for July 25 to vote on a tax for school purposes. This is a case of school or no school as there is not enough money in the treasury to run a single month. If the taxpayers vote against the small tax thus required, the schoolhouse in all probability must remain closed. To obtain the state appropriation it is necessary to have at least three months school or next year's appropriation will not be available. What are you going to do about it? If the report goes abroad that we are without school facilities, the town and country around will suffer the consequence. (A four-mill tax was passed at the later meeting.)

Crowded school conditions made it necessary to rent classroom space in 1903 because the district was prohibited from incurring a bonded indebtedness in excess of 5% of the assessed valuation of the district which at that time did "not quite reach $200,000 in the district and since there is already a bonded indebtedness of $5,000, the additional sum for a new building cannot be legally issued."

Finally on February 15, 1908, the voters approved a new school for the sum of $6,000. Since C. W. Washburne donated the site, the new building was called the Washburne School. It was a two-story frame building facing north on Sixth Street between Laurel and Maple. It was torn down in 1936, and our present high school was constructed in 1937.

When the new Washburne School opened on September 21, 1908, grades 6, 7, and 8 were housed on the lower floor while the high school pupils had the second floor except for the principal's office. Since the new county high school law allowed free tuition to any high school student in the county, there were a number in attendance from adjoining communities. It was voted that the new high school have an excellent laboratory with supplies on hand. It was the intention of the school "that with the dawn of this mechanical and electrical age, our boys and girls are found abreast of the times."[8] It was said that Junction City, with its two fine buildings heated by hot water systems and enjoying all facilities, had the reputation of having one of the best grade and high schools of any town in the valley.

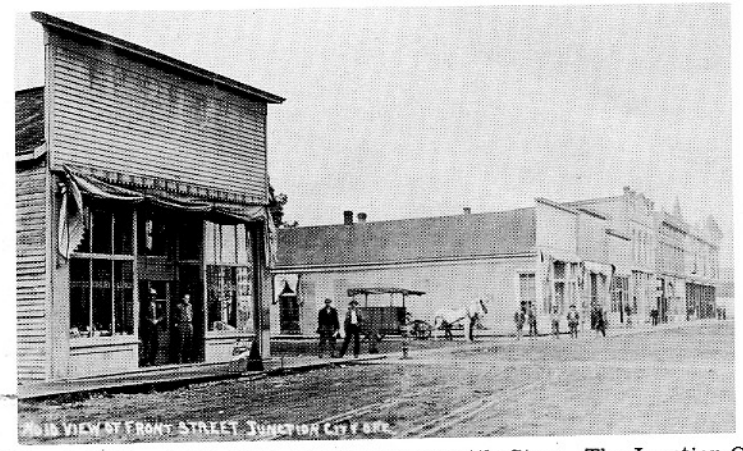
The Junction City Times in 1909 printed a credit system list set up by the schools to encourage good citizenship because "the sentiment and wishes of the community are for a practical school!!!! Mothers have been asked by their young daughters to leave the kitchen work to them, and wood boxes no longer stand empty." Some of the unusual items on the credit list were: cleaning one horse, 10 credits; churning, 10 credits; pumping water, per hour, 25 credits; studying at home, per minute, 2 credits; washing buggy, 30 credits.

In 1930 the old school erected at Seventh and Juniper in 1892 was torn down, and the building now called Central Grade School was constructed.

The new elementary school at 14th and Laurel was first occupied in 1949. A gymnasium and several classrooms have since been added.

In 1957 the people of the school district voted to build a new high school. Work was started in the spring of 1958 and the following school year started its classes in the new building.

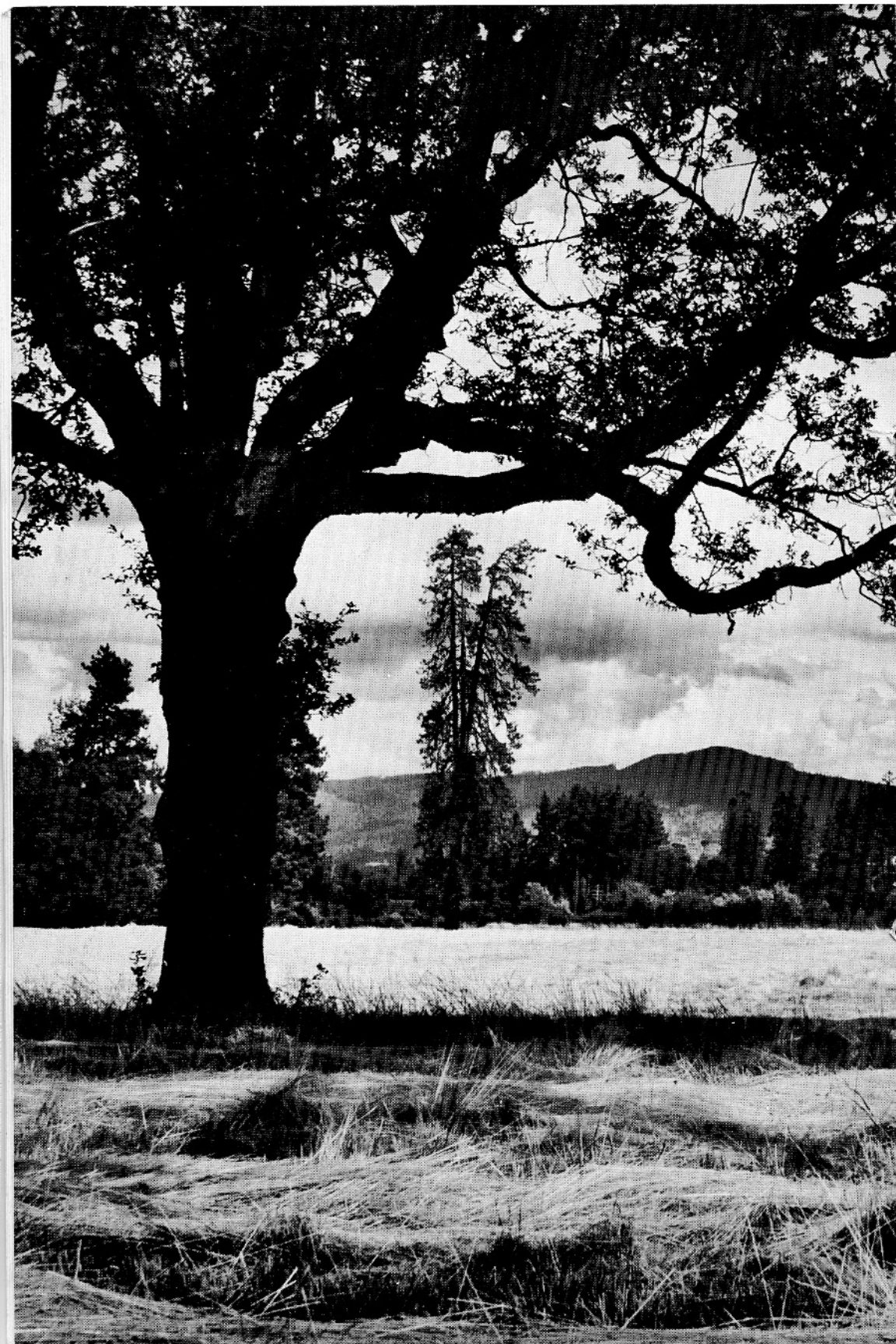
District No. 69J is a unified district. Not only did it consolidate with a number of surrounding districts in Lane County, it also has a joint district with Linn County after a change in the river channel isolated a section

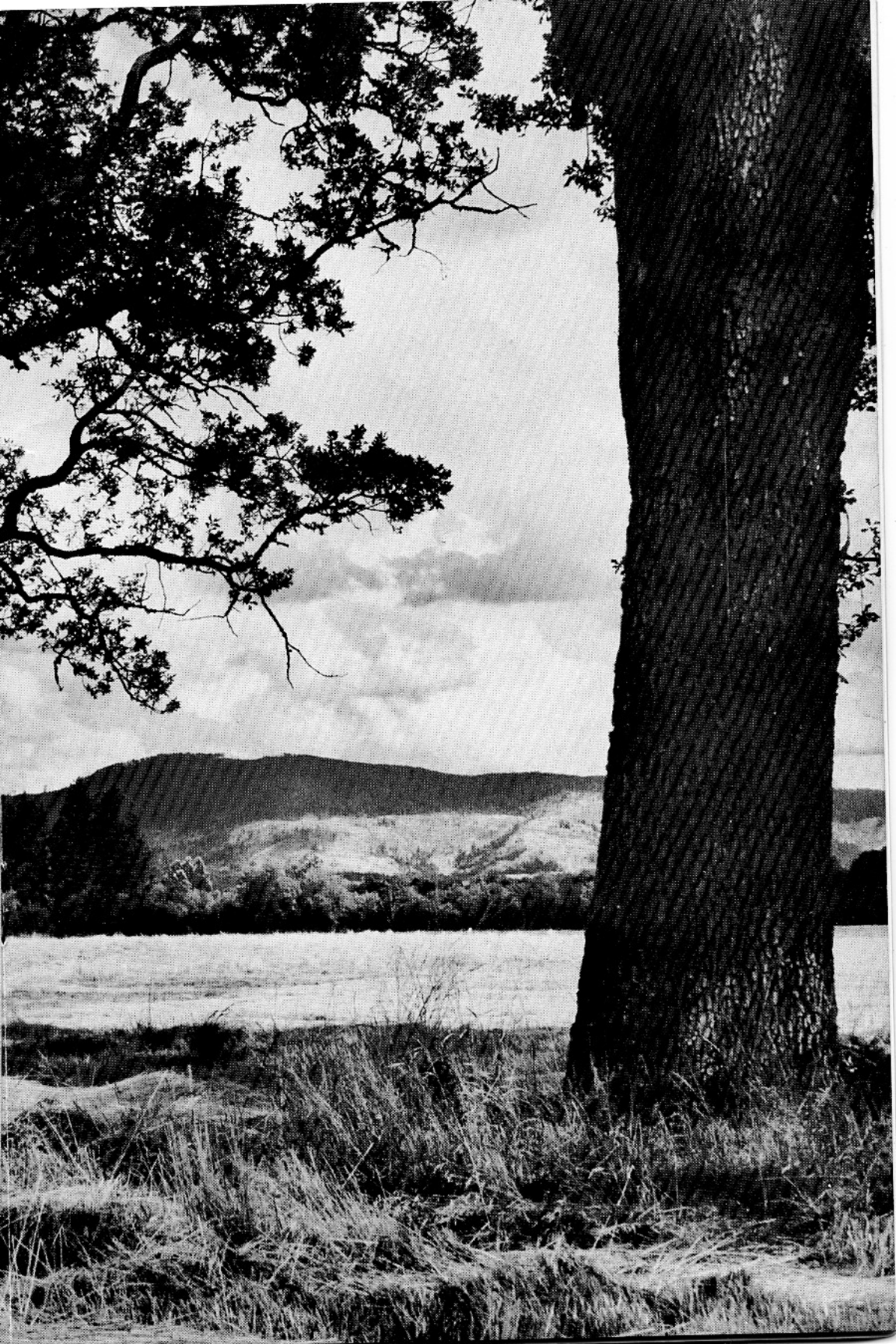


Front Street, left to right: W. C. Houston Mercantile Store. The Junction City Post Office was located in the rear of the store. The horses and wagon on 6th Street are the Thurman Berry Transfer. The team also serves as the team for the fire engine. In the background are Milliorn Bros. Grocery Store, Willis Lewis Meat Market, and the N. Gilmore building which housed the Red Front Saloon.

on the west side of the river. District No. 69 measures approximately 10x16 miles and stretches from the Willamette River nearly to the summit of the Coast Range Mountains.

Agriculture has long been important to the Junction City area. One of the earliest farmers mentioned in local history is Lester Hulin of the Riverview district. He developed a large farm and had an especially successful potato harvest as early as 1847. Very little grain had been raised as early as 1847. Very little grain has been raised up to this time. By 1848 the migration of many settlers westward and the increase in river transportation caused the area quickly to become a rich agricultural district. In 1857 Joel Pitney took claim on 342 acres.







In 1884 publisher A. G. Walling wrote in his *Illustrated History of Lane County*: "Nearly every acre of this tract is either fine farming land or good pasture land . . . Here vast quantities of wheat, oats, barley, and hay are annually harvested, while thousands of bushels of luscious apples, pears, plums, and cherries are gathered from luxuriant orchards that abound throughout the region . . . The price of land . . . varies from five to fifty dollars per acre . . . " It was reported that farmers controlled the wealth, and it was difficult for poor people to get a start.

E. L. Ayers was a leading hop grower. Gideon C. Millett was a successful stockman who lived one mile east of Junction City. In 1902 it was reported that he handled 1600 Poland China hogs and as many Shorthorn cattle. In 1902 Millett's 1600 acre ranch was divided into farms of 10 to 60 acres for "the invasion of the Danes." Since these early beginnings, only the crops have varied to keep up with changing demands. Agriculture in the Junction City area remains all-important.

Early business and industry developed only as a typical early pioneer area demanded it. The Woodys at Woodyville (Lancaster) opened businesses connected with a river port community—shipping wharves, food storehouses, retail stores, and a saloon. Nearby a blacksmith set up business and was soon shoeing horses and oxen. Other landings were built and the business of importing grew rapidly. A steam sawmill was erected and operated until after 1861.

After the establishment of Junction City, railroading became the important business for a time. As farming increased, warehouses and flour mills were built. Washburne organized the Junction City Hotel Company in 1891 and two years later the Commercial Bank. Later he also organized

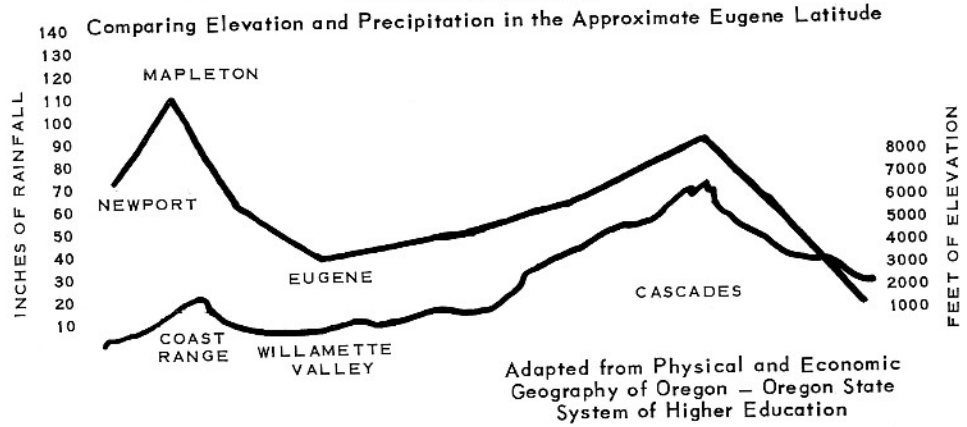
the Farmers' and Merchants' Bank. According to the Junction City Times, on January 4, 1908, Junction City had —

1 Feed Store
1 Gun Store
1 Jewelry Store
1 Restaurant
2 Creameries
1 Newspaper
5 Churches
1 Electric Light Plant
1 Water System
3 Painters
1 Billiard Parlor
2 Real Estate Agents
1 Excelsior Factory
1 Flouring Mill
3 Grain Elevators
1 Knife Factory
1 Hardware and Furniture Store
2 City Drays
1 Undertaking Establishment
2 Barber Shops
1 Grocery and Notion Store
2 Blacksmith Shops
1 Wagon Repair Shop
3 Meat Markets
1 Hotel
4 Boarding Houses
5 Practicing Physicians
1 Dentist
2 Livery Barns
2 Harness Shops
1 Attorney
1 Millinery Store
1 Farm Implement House
An Efficient Fire Department
1 Post Office with 4 Rural Free Deliveries and 2 Star Routes
1 Bank
1 Photographer
2 Drug Stores
5 General Merchandise Stores
1 Exclusive Grocery
1 Prune Dryer
1 Second Hand Store
1 Public School Building carrying 10 full grades
1 Commodious Opera House
2 Lodge Halls
1 Full Cornet Band
2 Carpet Weaving Looms
1 Dairy
2 Vegetable Supply Wagons

Recent years have seen an ever increasing lumber business. Junction City can boast of a plywood plant as well as four sawmills.

A bean cannery provides a short summer payroll. The seed industry has developed in recent years to give work not only to farm laborers but to cleaners and shippers as well. Seed and grains are responsible for feed, seed, and grain warehouses. With development, it is forecast that Junction City has a greater industrial future ahead.

SCHEMATIC DIAGRAM



Adapted from Physical and Economic Geography of Oregon – Oregon State System of Higher Education

Situated in the lee of the coastal mountains, that part of the Willamette Valley including Junction City has dry sunny summers and mild moist winters with under 40 inches of precipitation. July and August are nearly rainless, usually. The dry summer merges into fall as the rainy season begins in September or October. Winter is relatively mild, cloudy, and wet. Only 26 to 28 per cent of the possible sunshine is received in January during which an average 16 to 18 days receive measurable precipitation, usually in the form of gentle rain. December is the wettest month with 5 to 6 inches. Most years have some snowfall averaging about 10 inches, but some winters pass with no measurable snow. Others have occasional heavy snow as the total of 36.8 inches which fell in 1950 and the 44.9 inches in 1956.



NATIVE VEGETATION

The Reverend Gustavus Hines (who was chairman of the first territorial meeting held at Champoeg on July 5, 1843) has this to say for the first recorded trip of a white man through the length of the Willamette Valley: "We found . . . cottonwood, alder, ash, willow, dogwood, white maple. Laurel cedar of inferior quality . . . service-berry, crabapple, hazelnut, and swamp-maple." Later he writes, "The prairies of this country, in many respects, are unlike those of any other country. They are naturally very mellow, and appear, as one is passing over them, as though it had been but a year or two since they were cultivated. They are not swarded over with a thick, strong turf, as in (other parts of) the Western States."[10]

From other sources we learn that the Grand Fir covered large areas, and that there were some Douglas Fir scattered along water courses. Many of the slopes along the Willamette River were too dry for Douglas Fir, and on these grew a thick covering of Oregon Oak from 25 to 60 feet high. The flood plains were covered with deciduous trees of many varieties.

In addition to the trees mentioned above there are large numbers of shrubs, grasses, and herbaceous plants within the area, though comparatively few that are particularly characteristic of the locality.

For an extensive list of the flora of the region, see *A Manual of the Higher Plants of Oregon,* Dr. Morton E. Peck, 1941, or the unabridged copy of this report to be found in Junction City School libraries.

SOILS

The soils of this area fall into four groups—soils from residual materials, soils from old alluvial deposits, recent alluvial soils, and miscellaneous soils. The last group includes rough mountainous land in which small scattered areas of agricultural land may be found; rough, broken, and stony land; and river wash which is entirely non-agricultural.

The residual soils are derived from the weathering of basalt, tuffaceous

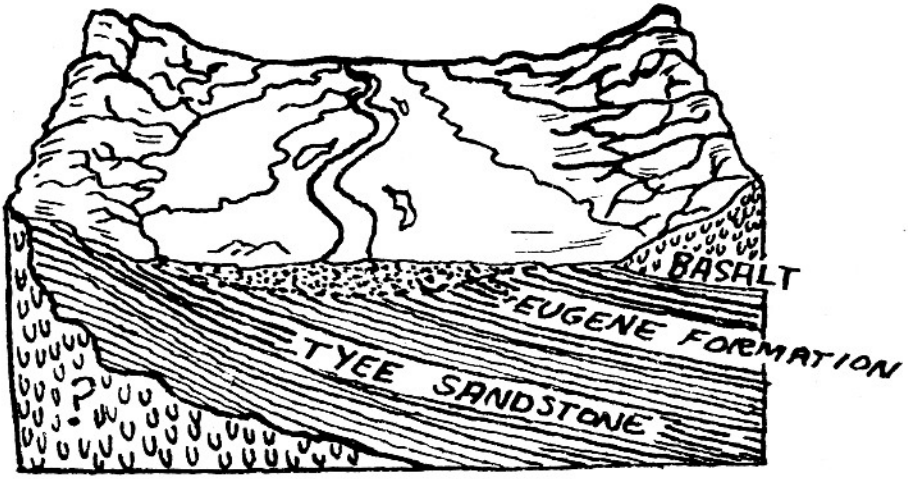
conglomerate, sandstone, and shale. Basalt and tuffaceous conglomerate have given rise to soils of the Aiken, Polk, Olympic, and Viola series. Sandstone and shales have given rise to the soils of the Sites, Melbourne and Carlton series.

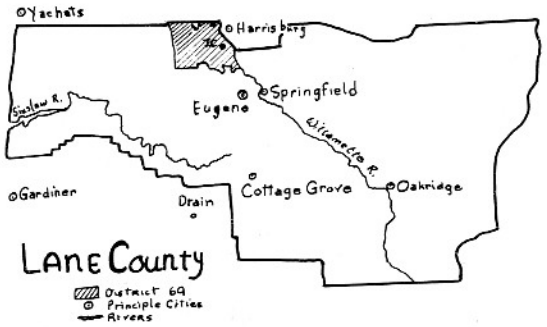
The old valley-filling soils are derived from weathered unconsolidated alluvial deposits. They are classified in the Salkum, Veneta, Willamette, Amity, Dayton, Holcomb, Salem, Clackamas, and Concord series.

The recent alluvial soils are still in the process of accumulation. They are grouped in the Chehalis, Newberg, Camas, Wapato, and Cove series.

The residual soils are used largely in the production of wheat, oats, vetch, and clover. Some prunes and walnuts are grown on them. Moisture is the limiting factor in crop production on these soils. The well-drained soils from old alluvial deposits are used in the production of wheat, oats, red clover, vetch, corn, potatoes, vegetables and fruits. The poorly-drained old valley-filling soils are used in the production of oats, vetch, wheat, hay, and corn on some of the better-drained areas. The recent alluvial soils are used in the production of a wide range of crops suited to local climatic conditions.

For a description of the 30 soil types found in the area see an unabridged copy of this report which may be found in Junction City School libraries.





Chapter II.

Location and Land Forms

The accompanying map shows the location of Junction City School District No. 69 in relation to the rest of Lane County. The Benton County line constitutes the area's northern boundary. The eastern boundary is the Willamette River; the district extends as far south as the Eugene Municipal Airport and west into the foothills of the Coast Range.

GEOLOGICAL HISTORY

The present geologic features and resources of our local area in the Willamette Valley are the effects of the following geologic agencies operative in the past: (1) The sea that covered parts of the Willamette Valley, (2) the extrusion of volcanic lavas and ashes over wide area, (3) the earth movements that have raised or lowered areas of the state or folded the rock into mountain chains, (4) those various agencies of weathering, erosion, and transportation, such as the atmosphere, running water, ice, and wind, which have modified the surface in times past and are still effecting important physiographic changes.

The rocks and formations on the sides of the valley and underlying the valley floor are in part of marine origin, in part terrestrial. Typical marine sediments are sands which on consolidation become sandstones, muds which make shalea, and coral and shell debris which make limestone. The terrestrial deposits were chiefly gravel and coarse river sands and volcanic ash.

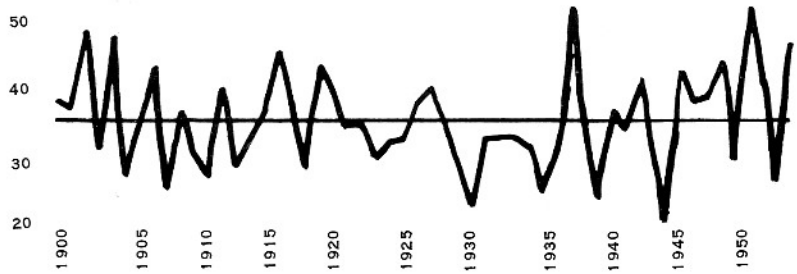
On the western margin of the valley in the Coast Range foothills are found sandstones and shales with pudding stones, sills of lava and tuffs, formed of volcanic ash. The most conspicuous sedimentary formation on the western margin is the Tyee sandstone; this is the coarse-grained rock with bright glistening flakes of mica scattered through it. Marine fossil shells are abundant in this sandstone in certain localities. Above this is a considerable thickness of shale, which in the upper end of the valley is called the Eugene formation. Above these deposits is the valley fill which is composed of loose gravel sands, and fine silt, with which are mixed great patches of a western type of clay known as adobe. This adobe is the product of the weathering and erosion of basalts and andesites in the mountains to the west and east.

Excavations in most of the buttes in and about the valley reveal a hard

core of basalt. The lava making up the buttes was pushed up from below, forcing its way up through the overlying sediments, and in some cases doming them up. Subsequent erosion has removed this veneer of sandstone and shale, leaving the hard igneous rock, often with a thin residual soil only. Examples are Skinner's Butte, Eugene, and the quarried hills of Franklin and Ferguson Road.

It will suffice to state here that the earlier stages in the geological history of the valley were largely marine with sediments chiefly sandstones and shales with considerable intermingling of volcanic fragmental material.

District 69, lying just west of the Willamette River, represents a section of an area which has been ravaged for thousands of years by time and chaotic changes. At one time under the Pacific waters and at another under volcanic ash, it has become a part of Oregon civilization and to a large extent man-controlled. Dams have been built to restrain the turbulent spring waters as agriculturists have seen it their duty to subdue the never-ending erosive actions. The river, slowly wearing against its banks, will probably still meander as it fills and affect the district in the future, but the general contours of the land have become the property of man, which he has the ability to maintain.



PRECIPITATION AVERAGES – 1900 – 1953 – EUGENE, STATION

CLIMATE

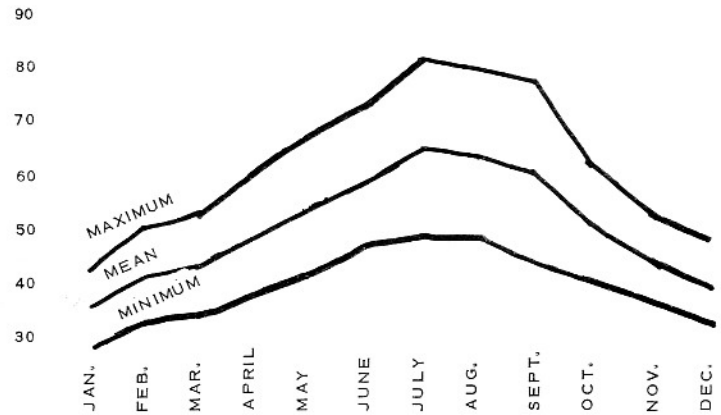
Junction City is in the fortunate position of having a climate that is an asset. It receives the benefit of the warmth from the Pacific Ocean and at the same time escapes the excessive rainfall of the coastal area. It enjoys dry, not-too-hot summers without the searing heat of central Oregon. The area escapes the cold easterly winds blowing out of the Columbia Gorge into the Portland area.

Actually the Willamette Valley has but two clearly-defined seasons: a wet season, and a dry season. The Prevailing Westerlies which blow from northwest or west in summer bring dry weather. In winter the cyclonic storms blow from south or southwest, resulting in cloudy, mild, wet weather. Only occasionally are winter Pacific storms pushed southward by a polar front to bring snow or freezing weather to the valley.

As measured at the Eugene airport, the yearly average in wind speed is 7½ miles per hour. The speed ranges from an average high of 8.9 miles per hour in January to a low of 5.8 miles per hour in October. As shown on the accompanying charts, the mean average temperature ranges from about 38 degrees to 65 degrees, and the average annual precipitation is less than 40 inches.

TEMPERATURE

The graph below illustrates the mean, maximum and minimum temperatures in the Eugene-Junction City area over the last 50 years. A study of the graph makes it quite obvious that our temperatures are usually quite mild with few extremes, either hot or cold. The lowest temperature recorded officially during the past twelve years was —3 degrees in January and February of 1950. The record high temperature was 105 degrees in July 1946. The area usually gets its first frost in mid-October or November and the last frost in mid-March or early April.



TEMPERATURE AVERAGES – 1900 – 1953

Development of Agriculture and Agriculture Today

The first white settlers in the Junction City area found a prairie patched with brushy sloughs and groves of oak and ash timber. There was some balm and fir, too, but a minimum of land clearing was necessary to get started in the first agriculture: sheep, cattle, and grain.

Flour mills were established early. Early markets for produce were the gold fields of California and Idaho. Prior to 1870 wagon trains and the Willamette River were the means of transportation. Livestock was driven afoot, north to Portland or south to California. By 1872 the O. and C. railroad was completed as far as Junction City and a division point established here.

With the arrival of the railroad Junction City became a grain receiver for the area. Five or six grain warehouses were established. There was a flour mill at Monroe and also at least one here until about 1920. The flour mill at Monroe was a result of the designation of the Long Tom River as navigable to that point, which established a favorable freight rate.

Soil type and drainage created two types of agriculture, generally speaking. West of town one found grains, grass, and livestock; east of

town grains and fruit, and more recently, the cannery crops. A third area could be designated as the forest-range area constituting the eastern slopes of the coast range. This area is primarily livestock and lumbering.

Italian prunes enjoyed the distinction of being Junction City's first boom crop, large acreages being planted between 1890 and 1900. An over-production caused a general abandonment of prune growing by 1920 when the boarding-house standby hit an all-time low in public favor.

In 1900-1910 came the migration of Danes to Junction City. A 1000-acre farm at the end of the present Dane Lane was colonized in 10 and 20-acre farms. Agriculture then changed to dairying, hogs, chickens, varied fruits, and vegetables. The versatility of the area was established. Many crops, like the prunes, enjoyed a heyday, then were superseded by a new crop. Walnut groves, started with some enthusiasm, gave way in large part to filberts when losses were sustained by freezing. Though neither walnuts nor filberts have been planted during the past five years, older groves are still in production.

Hops, which had been a big crop in the lowland area for many years, went out of production about 1951 due to the competition of other states.

Turkey raising became a growing industry in the 1930's, reaching its height during the second world war. Our climate proved superior for hatching eggs, and in addition to raising thousands of birds here for market, hatching-eggs, by the case, were shipped to other states. The end of government buying at the conclusion of the war reduced the profits, and many turkey raisers turned to other production.

The growing of grass for seed started about 1920 with the Junction City-Harrisburg area becoming the top ryegrass growing area in the nation. Fescue seed production began in the early years of World War II. Alta Fescue (tall fescue), chewing fescue, creeping red fescue, command and English ryegrass, sudan grass, and clover are now grown in the area, as are the grains wheat, oats, barley, rye, vetch and peas. The grasses are found generally on the poorly-drained soils west of town.

Origins of Certain Grasses and Grains in the Willamette Valley

(Not authenticated)

WHITE WINTER WHEAT

1. Supposed to have been here since the early days of wheat production.
   (1) First wheat supposed to have been grown on the Hudson Bay Posts between 1825 and 1835.
   (2) Production was general in the 1850's.
   (3) Wheat sent to California during gold rush. First ship built in Oregon (1852), the Bark of Oregon, hauled wheat to California.
   (4) It is thought that our present White Winter variety is an outgrowth of the wheat grown at this early time.

HOLLAND WHEAT

1. A soft, white wheat similar to White Winter.
2. Grown previous to 1920 on Oregon Experiment Station under name of Queen Wilhelmina as wheat came from Holland.
3. It is the most widely grown winter wheat in the valley at present.

HUSTON WHEAT

1. A spring wheat originally from Bulgaria.
2. In the latter part of the 19th century this wheat was on exhibit at an exposition in Philadelphia and someone stole a handful.
3. Mr. Huston, a western Lane County farmer, first grew it in Oregon and it is distributed under his name.

MARQUIS WHEAT

1. A top quality spring, bread wheat, which has been grown here for the past 25 years.
2. Around 1900 rust was making inroads on the spring wheat crop and a Canadian named Saunders came on this type after an extensive breeding program. For many years it was the sole variety produced in the spring wheat regions. The development of new races of rust has made it necessary to produce new varieties but Marquis is still a high standard wheat.

HANNCHEN BARLEY

1. Produced in Svalof, Sweden, shortly after the turn of the century.



Junction City Cannery, branch of the Eugene Fruit Growers Association, and home of the Blue Lake Bean. Photo Western Ways, Inc.

2. It was brought to Oregon by the Experiment Station before 1920 and has remained the top variety for over 30 years.
3. It has superior malting qualities.
4. There are few other areas in the United States where this variety thrives.

VICTORY OATS

1. Also produced in Svalof, Sweden, and was in experimental trials at the extension station before 1920.
2. It is quite generally grown now, but may be replaced before long by disease resisting types.

GRASSES

SEASIDE BENT

1. Found growing in wet meadows along coast by Lyman Carrier, an Agrostologist for the Department of Agriculture. At this time only bentgrass seed was a low quality, high priced German bentgrass. About 1923 Carrier established himself as a seedman in Coquille. He bought hay from the farmers for $15.00 a ton, threshed out the seed, and gave them back the straw. He got from 50 to 100 pounds of seed per ton which sold for $5.00 per pound.

ASTORIA BENT

1. Found in the Astoria region about 1926 by Professor Hyslop of the State College and Albert Engbretson, Superintendent of the Astoria Experiment Station.
2. Engbretson later resigned his position and set up the Engbretson Seed Company and thus became the first major marketer of this turf grass. Company is still operated by his widow and children.

HIGHLAND BENT

1. First discovered about 1930 near Yoncalla and was identified by Professor Hyslop as different from Seaside and Astoria bentgrass.
2. First considered a weed because of its persistence and spreading habit.
   (a) Jenks White Seed Company of Salem has been major distributor.
3. More Highland now sold than all other bentgrass combined.

ALTA FESCUE

1. A variety selected by Harry Schoth of the Experiment Station.
2. First plantings in 1918 but not until late 1930's that the variety began to be used.
3. In period following World War II the use of the tall fescue varieties increased and Alta and Kentucky 31 increased more rapidly than any other has done in the U. S.
4. It is a major forage species in the U. S.

RED CLOVER

1. First promoted in Western Oregon about 1900 by James Withycombe.
2. Surplus seed was sent to corn belt for many years but finally it was felt the seed was not winter hardy enough for the area.
3. During 1920's the Experiment Station received a strain of red clover which was resistant to the clover anthracnose, a disease prevalent in the southern part of the clover belt. Also a strain was received from Ohio, hardy enough for that area. Both of these were introduced into Oregon and grown under certification, one as Tennessee Anthracnose Resistant (T.A.R.) and the other as Ohio Winterhardy. Later these were known as Cumberland and Midland, but now these have been replaced by a variety produced by the U. S. D. A. and experiment stations in Kentucky and Tennessee. This is a synthetic variety known as Kenland and is the most widely grown clover strain in America.

On the lowlands to the east some vegetables such as beets, cabbage, and lettuce are also grown for seed.

The Farmer's Warehouse and the Willamette Valley Feed and Seed are the major seed-grain outlets. Distribution is throughout the United States with a major portion of the ryegrass going to the southeastern states for use as a cover crop.

Cannery crops have been coming to the fore since 1921 when the first unit of Junction City's cannery was built. The cannery is a branch of the Eugene Fruit Growers Association. At one time beets, carrots, sweet and sour cherries, and beans were received here and carrots as well as beans were processed. Today the cannery processes only beans; the other produce including corn and squash is transported directly to the Eugene cannery or sold to independent packers. In the cannery crop area some peppermint and dill are also grown.

Irrigation has been a factor, especially on the "river bottom" soils, for some time though not extensively. Of late it is considered essential for successful yields and is on the increase.

Of the two major crops in the area today, grass seed seems to have reached its capacity, while cannery crops are on the increase. Corn for canning has merited increasingly greater acreage since about 1945. Beans increased 50% in acreage in 1954.

Livestock has held a relatively important place in the economic picture from the first settlers to the present. Almost every type of livestock is found here, but the more important are sheep, beef, dairy, chickens, swine, turkeys, bees, and rabbits. Sheep and beef are most important. Dairying is not as prominent as it was 20 to 30 years ago. The decrease is due to cost of operation, standards which have to be met, labor costs, and the value of cannery or seed crops.

Market outlets for meat are still Portland and San Francisco. Many eggs go to market through the Oregon Egg Producers. The Northwest Poultry and Dairy Products and the Eugene Farmers Creamery are also important market outlets for produce.

Although agriculture accounts for only about 15% of income for Lane County, the percentage is much higher for the Junction City area which is the largest and most predominantly agricultural area of Lane County.

FOREST RESOURCES AND LUMBERING

Lumbering can truly be called the backbone of industry in Lane County with employment of approximately 85% of Lane County's labor force. It is responsible for an income of over $100,000,000 a year. Agriculture, in second place, is responsible for only $20,000,000, and recreation, in third place, only $15,000,000. Yet lumbering deals with a resource that is uncertain in supply. Standing forests can be measured, but the standard of measurement varies with the degree of utilization. Timber is replaceable through sustained yield programs but is also subject to loss without use. Three major losses occur due to fire, insects and disease, and mill waste.

Types of Trees: Oregon's timber resources consist of both softwood and hardwood varieties. At present, Lane County's hardwoods are not being utilized due to the fact that there are no furniture manufacturing

industries in the county, and it is not profitable to log the hardwoods and ship them to remote plants. However, the availability of the supply adds to the potential of the area. The timber could become marketable should a furniture plant come to the area.

Oregon hardwoods are available in the following supply:

Red Alder	108,000,000 board feet
Big Leaf Maple	172,000,000 board feet
Oregon Ash	3,000,000 board feet
Black Cottonwood	29,000,000 board feet
White Oak	2,600,000 board feet
Total	314,600,000 board feet

At the present time soft woods provide the raw material for Lane County's timber industries. In this respect Douglas Fir, the King of Trees, provides approximately 90% of the supply with the remaining 10% divided among Hemlock, Western Red Cedar, Incense Cedar, Sitka Spruce, and some pine.

Volume of Log Cutting: Lane County led in lumber production in the Douglas Fir region from 1943 through 1952. For the last two years Douglas County has been first and Lane County second. Recent reports indicate that Lane County is on top again.

In 1952 Lane County produced 1/5 of all the lumber produced in Western Oregon, 1/7 of the lumber produced in the Douglas Fir region, and 1/26 of the entire nation's production. In addition to lumber, the Douglas Fir supplies a growing Christmas tree market. There are now approximately 118 sawmills in Lane County, cutting about 1.4 billion feet of lumber per year. Over 75% of the rail tonnage originating in the county is lumber or timber products. There also exists the possibility of new pulp mills entering the Lane County scene, which would expand the degree of utilization of forest resources and would also reduce losses by using mill wastes.

Forest Protection: Other losses, as previously mentioned, occur due to fire, harmful insects, and disease. A great deal is being done, through cooperation between industry and the State Forestry Department, to give forests protection from these hazards. All privately-owned and state forest lands are under the protection of the State Forestry Department functioning under the Board of Forestry.

Logging operations must be carried on in compliance with many regulations designed to protect against fire. Among these are:

1. Requirement of permits for any burning in forest areas during the closed season, May 15 to December 31.
2. Fire prevention and suppression equipment required of operators.
3. During periods of "dangerous fire weather" state foresters have authority to close logging operations for the duration of the hazardous period.
4. Logging operators may be required by the State Forester to furnish and maintain weather instruments.
5. An operator is required to fight any fire in his area.

Lookout stations, manned during the fire danger season, are a valuable aid in the protection of our forests.

Diseases most common to Douglas Fir in this region are heart and root rots. These are more likely to occur in trees damaged by logging, storms, fire, etc. Damaged trees are also much more susceptible to insect attack than healthy trees. Prompt removal of diseased or insect-infested trees is one way to protect against further damage. Aerial spraying has also been used effectively to help curb insect infestation.

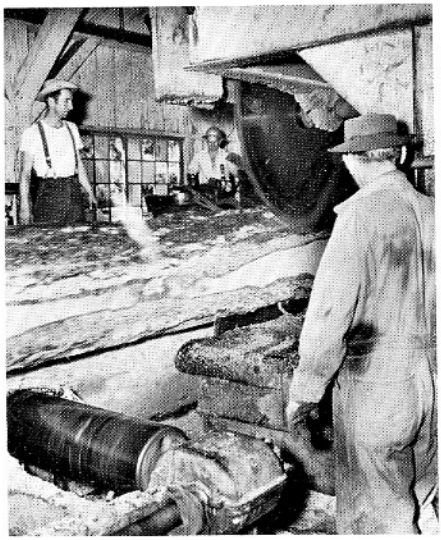
Future Trends in Forest Management: The old philosophy of "cut out and get out" has almost vanished. For many years forests were a hindrance which had to be cleared so food could be raised. Later the lumber industry grew and the forests were looked upon as a source of revenue for the purpose of establishing such public services as roads, schools, and railroads. Today, with further expansion of the lumber industry and with our remaining stands of virgin old-growth timber expiring in 40 or 50 years, the industry has changed in many ways. It has become apparent that we could not continue on a liquidation basis, hence the birth of "sustained yield."

Sustained production includes the idea of tree farming which is accomplished in a number of ways. Forty-five per cent of the private commercial timberland in Lane County is certified as the West Coast Tree Farms. In Lane County where Douglas Fir is the principal tree, the old-growth trees are "patch cut" in from 40 to 60 acre plots so the trees surrounding the "patch" will reseed the cutover area.

When the old-growth timber of Lane County is exhausted, and the harvesting of the second-growth trees has started, thinning will be practiced in these younger stands because Douglas Fir makes its most rapid growth between 30 and 100 years of age. By treating forests as a crop, it will be profitable to protect and care for them in every way possible. Thinning will regulate tree competition, fire protection will control the forests' greatest enemy, disease will be fought, and only enough trees harvested to equal the annual amount of growth. Hand



This is a high climber at work topping a tree.



Making the first rough cuts starts the conversion of log to lumber.

planting, although expensive, will be used in denuded areas to speed reforestation. Because of the extensive use of our forest resources, this will mean forests forever with more people employed.

Cooperation between national, state, and private owners of timber lands will need to be further strengthened in the behalf of perpetual employment for generations of future Lane County residents.

All this seems to point to a manufacturing center in the Springfield-Eugene and Junction City area in the distant future. Various phases of utilization will be accomplished by industries specializing in a particular process or product such as pulp, fiber, hard or soft board, plastics, or products yet to be discovered.



Loading out at the yarder loading.



Bucking trees to length.

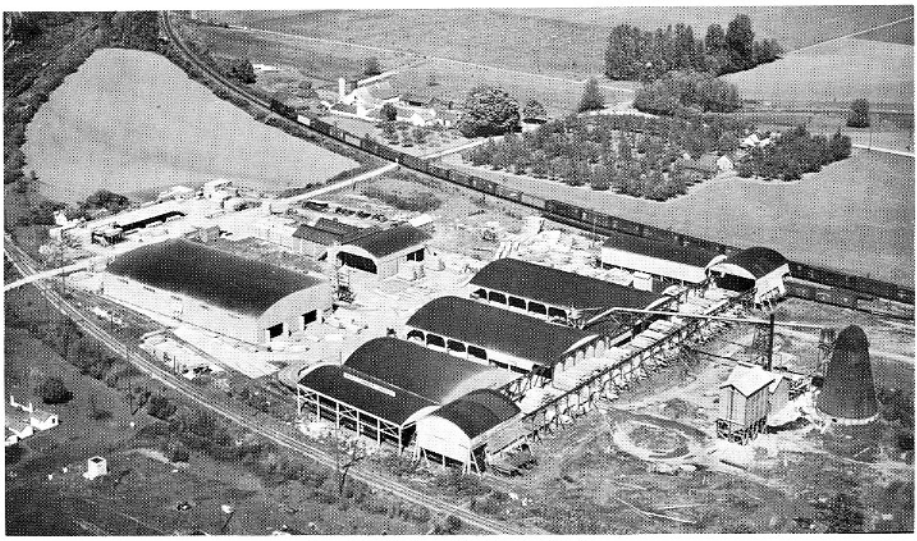
RECREATION

Though Junction City has few recreational facilities within the city or immediate area, there are numerous possibilities within the radius of a few miles. Available to adults and youth in the immediate area we have:

1. A summer baseball team for men of Junction City. Games every Sunday through the summer. Games and practice at the city ball park. There is also a summer baseball program for boys aged 11-16 at the city ball park.
2. Square dancing for men and women of the area. The meetings are once a week at the Elementary School.
3. Junction City Rifle Club for men and women. The club meets once a week at the clubhouse one mile south of Junction City on Highway 99.
4. Two tennis courts available at the high school.
5. Swimming at the second pond, 3 miles south of Junction City on Highway 99.
6. Bowling at the Y Bowl.

Within a 15-mile radius are these further facilities:

1. One public golf course in Eugene.
2. Several bowling alleys in Eugene.
3. Swimming at Benton-Lane six miles north of Junction City on Highway 99.
4. Basketball for men in the Eugene Basketball League. Also basketball for boys in the Eugene Boys Basketball Association and in the Golden Ball Tournament held in Eugene.
5. Softball for men in the Eugene Softball League.
6. Roller skating at Benton-Lane park six miles north of Junction City on Highway 99W.
7. Boating and water skiing at Fern Ridge reservoir ten miles southwest of Junction City.



Hult's Mill in Junction City.

HUNTING AND FISHING

There is an abundance of small game in the area such as squirrels, rabbits, etc., which may be found almost anywhere outside the heavily populated areas. The most popular game bird is the China pheasant which is well distributed throughout the grain stubble fields, meadows, and upland areas. Grouse and quail, too, are to be found in the wooded areas.

As the Junction City area is located on one of the main routes of flight for migratory water fowl, geese and duck hunters enjoy a season of sport. The most abundant species of ducks frequenting our flyway (and using local ponds and fields for resting and feeding) are the mallards, pintails, widgeon and teal. The main species of geese are the Canadian and snow geese with other smaller kinds also represented. Some ducks and a few flocks of geese winter in this area.

Large Game: Western Oregon's black-tailed deer are abundant in this area. Elk are more confined to specific areas along the coast and in sections of the McKenzie and Willamette headwaters. Bear hunting is of lesser importance, though a few black bears are killed by deer and elk hunters. Many Junction City hunters journey to the more open country of Eastern Oregon for mule deer, elk, and antelope, and a vacation away from home.

Fishing: The Long Tom River to the west of town and Fern Ridge Reservoir to the southwest provide excellent fishing for crappie, blue gill, catfish, and bass.

Coast streams are known for their sea-run cutthroat trout, small mountain streams are known for their small mountain trout, larger streams such as the McKenzie and Willamette Rivers have their rainbow, cutthroat, and Dolly Varden trout. Eastern Oregon streams, such as the Deschutes River, are known for their German brown trout and the mountain lakes and reservoirs are known for their eastern brook trout, Mackinaw trout, and land-locked salmon.



The beginning of the harvest of lumber for the Junction City area. Photo by Schultz.

Fishing for Chinook and silverside salmon is popular during the fall of the year in our coast streams and bays. In the winter months there is steelhead fishing in practically all of the coast streams. The most accessible to this area are Lake Creek and the Siuslaw River. Other popular streams are the Umpqua, Rogue, Alsea, Tenmile and many others, all within easy driving distance of this area.

Picnicking, Camping and Skiing: For picnics, Washburne State Park is convenient, only three miles from Junction City on Highway 99W. There are also the city parks of Eugene with good picnicking facilities. Camping facilities may be found at Armitage State Park on Coburg Road near Eugene, and Alderwood on Highway 36. Also, on Highway 36 is the Triangle Lake recreation area.

The beach offers recreation to many, and along the coast highway are approximately seven forest camps and eleven state parks—four of which include overnight camping.

Three other general areas which offer convenience in camping and picnicking to people from Junction City are along the McKenzie River (Highway 126), the South Santiam River (Highway 20), and the Willamette River (Highway 58). Each area has several forest camps. On Highway 20 there is also one state park which includes camping facilities.

Odell Lake and Crescent Lake are important recreation areas on the Willamette Pass (Highway 58).

During the winter, approximately December through April, skiing facilities are available at the Willamette Pass ski area located at Cascade Summit and at the Santiam Lodge and Hoodoo Bowl on the Santiam Summit.

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CENTRAL GRADE SCHOOL, 530 W. 7th Ave.

The Grade School was built in the winter of 1930. It kept this name until 1949 when the name "Junior High" was adopted. Last September the name again was changed, this time to Central Grade School.

two nights later Solomon's warehouse. Insurance companies then "shelved" the town for a year and would take no risks within its limits. Finally during a fire "scare" in 1907 a fire engine was purchased and the Volunteer Fire Department, still in existence, was organized.

Between 1902 and 1908 the Danes "invaded" the Junction City area and the complexion of the town began to change from a "wide open" railroad community to one with a rural, quiet atmosphere. A. C. Nielsen, a real estate dealer from Tyler, Minnesota, had for some time been planning a Danish settlement somewhere in the western states. He wished to establish a series of Danish Lutheran Churches along the coast from Tacoma to San Francisco. By April 1902, enough Danish settlers had located in this area to warrant the organization of a church, so the Danish Lutheran Church came into being. Five lots were purchased at Seventh and Ivy. A parish hall was constructed in 1902 and a church in 1908 on opposite sides of Ivy Street. After Highway 99 was routed down Ivy Street, the congregation purchased a two-acre tract on West Sixth in 1940 and moved the church and hall to this new location.

Up until 1951 services were held in both Danish and English. In 1954 the term "Danish" was eliminated from the church name, the name "Faith" substituted, thus making it the "Faith Evangelical Lutheran Church of Junction City."

Other churches also filled the need of the people of Junction City. A Methodist Church building was undertaken in 1892 for about $3,500. Through subscriptions, loans, and donations enough money was raised to begin construction.