



The West Side

JANUARY 2015
Volume 47, Issue 1

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Lamp Lighter Days

North Yamhill was not platted until 1889. In 1890, Norris Perkins was one of the signers of the Articles of Incorporation. The charter was officially signed in 1891. A jail and the first boardwalk were proudly authorized in 1891 when John Bunn was president of the Town Council. Barrooms and drink shops were licensed. Coal oil street lamps were installed in 1892 and were lighted from horseback by Chester Fox, who was paid 20 cents a night. In 1894, horse hitching rails were installed at selected spots in the business district, the City

Council prohibited all but milk producing cows from grazing in the city streets, and a fine new school was built. The school was an ornate two-story Victorian structure with an elegant third-story belfry and window boxes, on Maple Street, a couple of blocks north of Main Street. Oregon's first rural mail delivery began here in 1902, when this also was the first small Oregon town with electric lights. The main drag, Maple Street, was not paved until 1906, the year they had the state's first rural telephones. The cow street grazing was stopped



The Old Lamplighter

entirely in 1907 and the first horseless delivery truck appeared here, with the high wheels needed on country roads.

Slow Settles The Dust In Oregon
by Norris H. Perkins

NOTICE:
JANUARY General Meeting and Potluck

- Date: January 11, 2015
- Time: 1:30 pm Potluck, 2:30 pm Program
- Program: The History of Newspapers in Yamhill County by Jo McIntyre
- Location: Heritage Center, Hwy 18 & Durham Lane, McMinnville

The Nation's First Gas Tax

Over the years, Oregon has been a leader in many innovative trends that have changed the way our nation operates. One such contribution was a practical way to finance the roads that the new automobile craze was demanding.

The Legislature created the Oregon Highway Department in 1913 with

the announced goal of getting Oregon "out of the mud." At the time, 14,000 registered vehicles were plying roads that featured just 25 miles of paved surface in the entire state. But road building was expensive, so the state had trouble making much headway. Two McMinnville men, William "Billy" Vinton

and E.C. Apperson, spent a lot of time thinking about this problem.

With Apperson's help, Vinton, who at that time was representing Yamhill County in the state Senate, came up with the nation's first gas tax plan. But other ideas were tried first. In 1915, Governor James

Continued on Page 6

BOARD OF DIRECTORS**OFFICERS****President**

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President's Letter



YCHS Members,

I hope that you have had a good Holiday season and that friends and family enhanced your spirit.

The YCHS has had a good year.

Each and every event that we held was successful, the Hutchcroft School was completed, the bulk of the work on the Heritage Hall is complete and Lafayette continued their work in the research library as well as two additional events, Oregon's Birthday Party and Tea, Crochet and Lingerie. Thank you for our volunteers and our blessings.

Thanks to all of you who voted in the recent election for new members to the YCHS Board of Directors and proposed Bylaw changes. All of the Board candidates won approval to sit on the Board for three year terms beginning January 1, 2015. Please welcome Dave Rucker, Ken Rogers, Mercedes Chavez and returning Board Member Cliff Watts. Our new board members are replacing Karen Sitton-Saxberg, Kim Courtin and Carolyn Meeker who are retiring from the Board, but will continue their involvement with the YCHS. Please join me in thanking them for their service to the Board and to the YCHS. They have each gone well above and beyond in their service and contributed greatly to our success.

Both proposed changes to the Bylaws were passed by membership vote. As you may recall, one was for a permanent change to Sundays (except in May) of the General Meetings, and the other to change the membership year to the calendar year. The Bylaws will be revised accordingly and submitted as a change to our corporate documents.

You will have heard from the Yamhill County Cultural Coalition's Cultural Campaign in the last few weeks with this year's fund raising drive. Whichever organizations that you may choose to support all do good things for the community. We hope that the YCHS might be on your list and thank you if it is.

Handmade Holidays was another great success this year. We had more vendors and a warm and pleasant venue at the Heritage Center. Revenues after expenses are currently estimated on the order of \$6,000. This, among the various other events that we hold annually, form the backbone of our operating budget.

Thank you for your support of the YCHS.

Steve Leonard
YCHS President
Phone: (503) 472-6908
Email: sleonard15@frontier.com
Submitted: December 15, 2014

COORDINATORS**Computer Coordinator:**

Tom Catrall

Corresponding Secretary:

Nancy Thornton

Freezer Coordinator:

VACANT

Funding Coordinator:

VACANT

General Meetings Program Coordinator:

Sarah Miller

Heritage Brick & Flagpole Coordinator:

Carolyn Meeker

Heritage Center Facilities Operations**Manager:**

Cliff Watts

Lafayette Activities Coordinator:

VACANT

Lafayette Operations:

VACANT

Membership Coordinator:

Carlene Kadell

Newsletter Editor:

Tami Compton-Spears

Outreach Coordinator:

Cynthia Christensen

Pioneer Days Coordinator:

Terry Nelson

Research Librarian:

VACANT

Visitor Service Coordinator:

Heritage Center—VACANT

Lafayette—VACANT

Volunteer Coordinator:

VACANT

Board Meeting Recap ~ December 12, 2014

The following recap is a condensed version of not-yet approved minutes from the board meeting. All committee reports are filed in the record book with the minutes at the Lafayette Site.

Committee Reports:

- ♦ **Activities & Events Committee**—Sarah Miller reported that plans are underway for the Oregon Birthday celebration on February 14, 2015.
- ♦ **Education Committee**—Cynthia Christensen reported that the covered wagon display will be set up at the state capital building for the Oregon Birthday celebration. Schools are already being scheduled for Pioneer Days which will start on May 30, 2015.
- ♦ **Heritage Center and Property Development**—Pumps for the fire suppression system are on order. A contract is in place for paving the ADA parking lot. The committee is requesting funds for an insulation project in the main museum building.
- ♦ **Hutchcroft School Committee**—Having been established as an ad-hoc committee and having achieved its goals, the board approved the disbanding of the Hutchcroft School Committee and transferring the balance of the funds to the general fund account.
- ♦ **Lafayette Development & Operations**—Karen Sitton-Saxberg reported that arrangements have been made to repair the fence and the fire extinguishers will be inspected. The cedar tree by the parking pad has been removed and the wood will be used at the Heritage Center.

President's Report:

- ♦ Steve Leonard reported that we have turned down the offer of the Mountain Home house. We are waiting to hear back from the potential donor regarding the proposed Baker House project. Curtis Trailers is interested in loaning YCHS some items in their collection until they can construct their own facility to house the items. Discussion is ongoing on what items and the term of the loan.

Secretary's Report:

- ♦ Rick Fieldhouse thanked Jo McIntyre for serving as Secretary Pro-Tem at the November board meeting.

Treasurer's Report:

- ♦ John Lewis provided the treasurer's report which is on file in the record book in Lafayette. John stated that membership dues submitted are comparable to previous years and credited the turnaround to the reminder letter sent out by Membership Coordinator Carlene Kadell. Handmade Holiday was a great financial success with an increase to last years net earnings. Operations budgeting is underway for 2015 and all committees have submitted their proposed budgets.

Unfinished Business:

- ♦ TLT Fund Grant—The grant was rejected. The committee provided excellent feedback and invited YCHS to reapply in mid-February.
- ♦ Mail Policy—Steve Leonard presented the revised mail policy that would satisfy logistical necessity as well as regulatory compliance and best practices. The new policy passed.

New Business:

- ♦ Certification of Election Results—Election results were tallied by Matt Dunckel, Sarah Miller and Karen Sitton-Saxberg. 152 ballots were cast. All board nominees were elected to serve on the board. The two amendments to the bylaws passed. Tally sheets for the elections will be attached to the minutes and on permanent record in Lafayette.
- ♦ The board adopted a resolution thanking Carlene Kadell for her work maintaining the membership rolls.

*Respectfully submitted,
Rick Fieldhouse, Secretary
Submitted December 15, 2014*

COMMITTEE CHAIRS

Accessions Lafayette:

Ursula Doud

Accessions/Restoration

Heritage Center:

Cliff Watts

Activities and Events:

Pam Watts

Audit:

Jo McIntire

Blacksmith Shop:

Jeff Monahan

Budget:

John Lewis

Business Plan & Grant Review:

Steve Leonard

Education Committee:

Cynthia Christensen

Farm/Harvest Fest:

Cliff and Pam Watts

Governance:

Carolyn Meeker

Handmade Holidays:

Karen Sitton-Saxberg

Heritage Center Development & Operations:

Tony Meeker

Hutchcroft School:

Steve Leonard

Insurance Committee:

Tony Meeker

Lafayette Development & Operations :

Karen Sitton-Saxberg

Lafayette Pioneer Cemetery:

Todd Holt

Landscaping:

Gloria Lutz—Heritage Center

VACANT—Lafayette

Miller Museum:

VACANT

Photographic Project:

Tom Cattrall

Publications/Gift Shop:

Jean Sartor

Sawmill:

Don King

Secrets of the Past Tours:

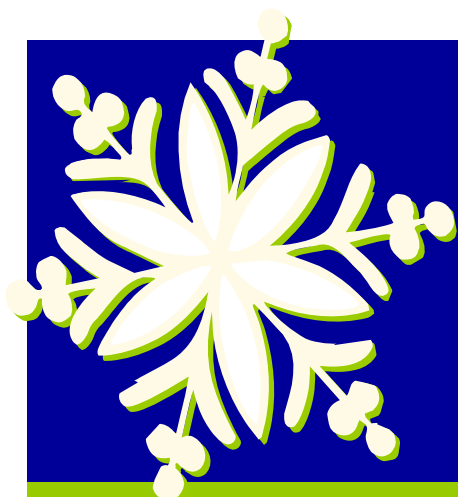
Karen Sitton-Saxberg

Steam Engine:

Vern Yeager

Treasures in the Attic:

Carolyn Meeker



5th Annual Handmade Holiday Bazaar

Gifts galore from a variety of wonderful vendors, too many to mention. Great food, as always, from soup to salad. Customers filled up the lot, and even next door. Pictures with our newly renovated open sleigh with Felix, the horse. Adorning his loaned leather work, that was polished up for his debut. All and all everyone was pleased with the bazaar, and will be back next year. Mother nature listened when I asked politely to make it a nice, dry, warm.....weekend. If you were not able to be there, please put it on your calendar, first weekend in December, Heritage Center Museum, and join in the fun. Many thanks to all that helped, with every aspect to make it a success.

Thank you!

Karen Sitton-Saxberg, Handmade Holiday Committee Chair



Joanne and Glen Watts



Sitting at the main desk at the new entrance is Carolyn Meeker and visiting with her is Don Hurless, Steve Cone and Mel Kelchner with Gladys in the background.



Dan and Kathy Bonfield

The Red Sleigh was donated to the society by Richard Werner. Dan Bonfield and crew put in many restoration hours making the sleigh pretty and structurally sound. This year people were able to sit in the sleigh and have their pictures taken for posterity!

Theresa Berthelsdorf



JANUARY 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 NEW YEAR'S DAY	2 Lafayette Museum CLOSED	3 Lafayette Museum CLOSED Heritage Ctr. Open 10-3
4	5	6	7 Lafayette Museum CLOSED	8	9 Lafayette Museum CLOSED	10 Lafayette Museum CLOSED Heritage Ctr. Open 10-3
11 GENERAL MEETING 1:30 pm	12	13	14 Lafayette Museum CLOSED BOARD MEETING 5:30 pm	15	16 Lafayette Museum CLOSED	17 Lafayette Museum CLOSED Heritage Ctr. Open 10-3
18	19 Martin Luther King Jr. Day	20	21 Lafayette Museum CLOSED	22	23 Lafayette Museum CLOSED	24 Lafayette Museum CLOSED Heritage Ctr. Open 10-3
25	26	27	28 Lafayette Museum CLOSED	29	30 Lafayette Museum CLOSED	31 Lafayette Museum CLOSED Heritage Ctr. Open 10-3

Event Locations

- ◆ January —Lafayette Museum is **CLOSED**
- ◆ January 11—General Meeting 1:30 pm—Heritage Center
- ◆ January 14 —Board Meeting 5:30 pm—Lafayette Museum

Upcoming Events

- ◆ February 8—General Meeting
- ◆ February 11—Board Meeting
- ◆ March 8—General Meeting
- ◆ March 11—Board Meeting

Historic Lafayette Museum

605 Market Street
P.O. Box 484
Lafayette, OR 97127

Hours:
Wednesday, Friday, and Saturday 10-4
Or by appointment
503-864-2308

Yamhill Valley Heritage Center

11275 SW Durham Ln.
McMinnville, OR 97128

Hours:
Saturday 10-3
Contact: 503-435-9700

Observations by Nancy Thornton

Winter morning drive around the valley
Crystals sparkle in head beam.
Cows graze with tails to the wind.
Drive through gauzy capricious fog.
Be ignored by elk in the new seeding.
See mistletoe and old nest in naked trees.
Waddle over the road's pot holes.
Appreciate the pickup's good heater.

Stay toasty and enjoy your day!
Nancy



By Wallpapersboom.com

The Nation's First Gas Tax Continued...



William Vinton

Withycombe presented a road building program, but couldn't get it through the Legislature. By 1917, vehicle registration exploded to 30,000, and the Legislature knew it had to do something. With the help of John Yeon and Simon Benson, Withycombe proposed the sale of \$6 million in bonds. They would be paid off through a vehicle registration fee. The bond issue was submitted to a statewide vote, a political necessity perhaps, but not a legal necessity. It passed in only two of Oregon's 36 counties—Multnomah and

Yamhill—but the margin in those counties proved sufficient to carry the day.

The Legislature was charged with deciding which roads would be paved and the Highway Department with seeing that it got done. The Legislature ultimately authorized four roads—all with Multnomah County starting points. One running down the Columbia River to the river's mouth at the Clatsop County seat of Astoria on the Oregon Coast (Highway 30). Another running south to the Douglas County seat of Roseburg in Southern Oregon, passing through Washington and Yamhill Counties—including the Yamhill County seat in McMinnville (Highway 99W). A third running south to the Lane County community of Junction City, where it would intersect with the new highway to Roseburg, passing through the Marion County seat of Salem along the way (Highway 99E). A fourth road running east from Multnomah County up the Columbia River (Highway 30). Market roads would be added and roads from McMinnville to Tillamook through Willamina, were given high priority.

However, the bond issue was soon found to be inadequate for the task. So when the Highway Commission met in December, 1918, to accept road building proposals from various counties, it asked each delegation: "Where will the money come from for your project?" Only one had a ready answer: the Yamhill County delegation headed by Vinton.

According to the Telephone-Register—predecessor of the News-Register—he proposed selling \$10 million worth of bonds and enacting a two-cent gas tax without submitting either to a statewide vote. Vinton said soldiers returning home from World War I would need employment and an

ambitious statewide road building program would be just the ticket. He credited Apperson for suggesting a gas tax which would supplement vehicle registration fees in paying off the bonds.

The Highway Commission saw the fairness in relying on user fees and presented the plan to the Legislature early in 1919. On February 19, it was enacted with one change: the gas tax was cut to one cent. Thanks to Vinton, the \$10 million was raised and the roads were built. It was the first time in the United States that gasoline had been taxed to pay for roads. What an idea! Soon it became universal.

Other states were quick to seize the idea. By the time the nation itself followed in 1932, enacting a federal tax of one cent per gallon, all 48 states and the District of Columbia already had gas taxes on the books. They ranged from two cents a gallon to seven cents.

Credit the thinkers of McMinnville for leading the way to provide roads for the increasingly popular horseless carriage of the day. Gas taxes have played a key role in the nation's road building efforts ever since. In 1938, the Telephone-Register reported that Oregon's gas tax had raised almost \$10 million the previous year alone. Over the years, since its

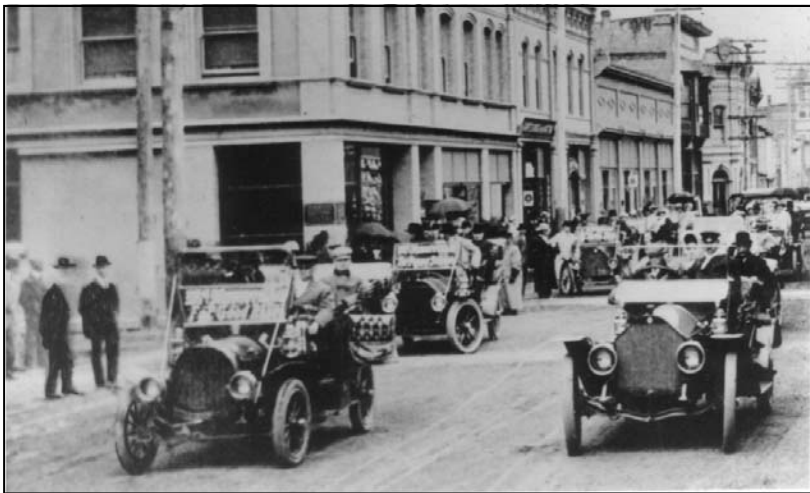


J.C. Compton Co Oiling the unpaved roads.



The road to Pacific City, unpaved

Gas Tax Continued...



1910 Auto Good Will Tour, Third Street McMinnville, unpaved

1919 enactment (the newspaper said), it had raised more than \$88 million.

Under President Franklin Roosevelt, the federal tax was raised to 1.5 cents per gallon during World War II. After the war, it leaped to its current 18 cents under President Dwight D. Eisenhower who was intent on funding today's national freeway system. There have been few complaints about the 16.5 cent federal gas tax surcharge because it has funded some of the best roads in the world. However, the tax was slated to revert to just 1.5 cents in 2005. It will be interesting to see if Congress allows this to happen, knowing the nation's appetite for construction of new roads and bridges plus maintenance, repair and preplacement of old ones.

Senator Vinton was quoted in the October 20, 1938, edition of the Telephone-Register as saying:

“The people of the state of Oregon are thankful from the bottom of their hearts for the efficient manner that the Highway Commission and (its) engineers have carried on the program during the past 20 years, and believe that they have built up a system of roads in the state of Oregon that is a credit to any state in the union. No whisper of graft or fraud had any citizen heard, for the reason that there was no room for it.”

It would be interesting to see what Vinton and Apperson would say about the current state of county, state and federal roads. It would also be interesting to see what they would say about the current rate of taxation for those roads: the state now charging 24 cents on top of the federal government's 18 for a total of 42 cents. Counties receive about 25 percent of the gas tax revenue collected by the state, divided among them, based on vehicle registration. The cities receive about 16 percent, divided among them, based on population.

The state Department of Transportation uses the rest to maintain and enhance the state highway system. Of course, it gets quite a large infusion of federal funds to help—thanks to the federal gas tax. In addition to gas taxes, the State Highway Fund collects commercial weigh-mile taxes and vehicle registration fees. Oregon uses these revenues for construction, operations and maintenance of public highways, roads, streets and roadside rest areas.

According to the Oregon Blue Book for 2001-02 biennium's, “The Department of Transportation operates and maintains nearly 7,500 state highway centerline miles with more than 18,000 lane-miles of pavement. The total road mileage in Oregon, including federal, state, city, county and other agency-owned roads, is nearly 86,000 miles, serving over 3.6 million vehicles. For 2001, annual vehicle miles traveled in Oregon were 33 billion, with 20.5 billion vehicle miles on the state highway system alone. The state also owns and is responsible for 2,680 bridges, while counties, cities and other public entities are responsible for another 3,910 bridges.”

Thanks to its Pacific Rim access, Oregon has developed an international trade component that looms ever larger economically. Exports from Oregon companies totaled \$8.9 billion in 2001, and the figure is no doubt higher today. That only serves to enhance the importance of transportation to Oregon's economic health. A sound transportation system incorporating a variety of modes supports the economy. It helps foster growth and links us together to promote success in all parts of the state.



©YCHS 2002

Tales From the Past written in 2005 by Jim and Reita Lockett

McMinnville Street Improvements



Preserving our Past, Enriching our Future

P.O. Box 484
Lafayette, Oregon 97127

Dated Material
Return Service Requested

Non-Profit
Organization
U.S. Postage
PAID
Permit #103
McMinnville, Oregon
97128

Membership Categories

NEW MEMBERSHIP RENEWING MEMBERSHIP

Members receive The West Side newsletter (10 issues per year), free admission to the Lafayette Museum and Library, access to genealogical and historical files, access to the Yamhill Valley Heritage Center, monthly potluck and program for members, invitations to special programs and events, and 10% off photo orders and gift shop purchases.

Current membership runs from July 1, 2014 to June 30, 2015.

- | | | |
|---|--|--|
| <input type="checkbox"/> Senior/Student/Educator \$15 | <input type="checkbox"/> Family (Basic) \$30 | <input type="checkbox"/> Community Builder \$250+ |
| <input type="checkbox"/> Senior Family (65+) \$25 | <input type="checkbox"/> Friend \$55 | <input type="checkbox"/> Community Benefactor \$500+ |
| <input type="checkbox"/> Individual \$20 | <input type="checkbox"/> Supporter \$125+ | |

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Email: _____

I would prefer to receive the YCHS newsletter via: Email Postal Mail

- I would like to volunteer to help with activities of the YCHS. Please contact me.
- Please click here* if you do not wish to have your name and contact information released to the Yamhill County Cultural Coalition and/or for the purpose of obtaining grant funding. Member information will never be sold or released for any other purpose unless written consent is provided by the member.

Please make checks payable to YCHS and return with this printed form to:
YCHS, P.O. Box 484, Lafayette, OR 97127

Questions? Call Membership Coordinator Carlene Kadell (503) 474-0480 or email: amity1956@yahoo.com

YCHS Membership Application