

who had settled in the valley in 1839, combined with a general financial depression in the Western states to direct much attention to Oregon. The two senators from Missouri, Thomas H. Benton and Lewis F. Linn, whose names have since been bestowed upon counties in this state, ceaselessly urged upon the government the claims of Oregon. In this way the fame of this region spread and a determination to save Oregon from the clutch of England grew up among the pioneers of the West. To this was added the belief that congress would pass the bills introduced by Senator Linn, giving each Oregon immigrant one square mile of land.

The immigration of 1841 consisted of one hundred and eleven persons, who, owing to the supposed impossibility of crossing the mountains with wagons, brought no vehicles with them. The same year twenty-three families of French-Canadians were brought by the Hudson's Bay Company from their settlements on Red river, with the design of using them to counteract the effect of American settlements. Many of these became thoroughly Americanized and are among the most respected of the pioneers. The immigration of 1842 consisted of one hundred and nine people, half of them adults. They started with wagons, but one-half of these were dismantled at Green river and made into pack saddles. The others were taken as far as Fort Hall, on Snake river, where they were abandoned upon the advice of Captain Grant, the factor in charge of the post maintained there by the Hudson's Bay Company, who assured the immigrants that wagons could not be taken across the mountains further west.

In the spring and summer of 1843 these pioneer settlers held a series of meetings at which a temporary form of government was adopted, purely democratic in principle. A few weeks after this the great immigration of 1843 arrived, consisting of three hundred men upwards of sixteen years of age, with women and children sufficient to make a total of about eight hundred. These immigrants brought wagons as far as Fort Hall, where they were advised, as formerly, to leave them; but Dr. Whitman was with the party, and upon his earnest solicitation and assurance that the wagons could be taken through, the advice of the Hudson's Bay Company agent was rejected, and in consequence the wagons were brought through to the Willamette valley, though with infinite difficulty. These new recruits combined with their predecessors to organize a provisional government, which continued in power until Oregon became an organized territory of the United States in 1849. The immigration of 1844 was nearly as great as that of the previous year, adding strength and confidence to the struggling settlement. In 1845 some three thousand people started across the plains. About one-third of them turned off at Fort Hall and went to California, the remainder coming through to the Willamette, some of them being induced to try a new route and suffering great hardships in consequence. In 1846 some two thousand people started with four hundred and seventy wagons. Some of them followed the old route down

Snake river, others came by a new one across Northern Nevada to Klamath lake and Southern Oregon, and about one-half of the entire number went to California. The same year the great controversy between Great Britain and the United States was terminated, and the title to Oregon was confirmed in the United States, this grand achievement being the result, in a large measure, of the labors of the pioneers, who, with infinite difficulty, had forced a path through the wilderness and laid the foundation of a republican government in this far-distant land.

The immigration of 1847 has been estimated at five thousand souls, fully two-thirds of whom came to Oregon. These immigrants brought with them a greater assortment and quantity of articles needed in developing this region than had any of their predecessors, including mill stones, fine Durham cattle, fine blood sheep, stocks of goods, vegetable seeds, fruit seeds and the celebrated "traveling nursery" of valuable fruit trees brought by Henderson Luelling. The immigration of 1848 was quite large, though statistics in relation to it have never been gathered. Many who had originally started for Oregon changed their destination to California upon hearing while enroute of the discovery of gold at Sutter's mill. In 1848 came the massacre of Dr. Whitman, which brought the pioneers to arms to avenge his death and defend their homes by administering to the Indians severe chastisement. Those were perilous times, but bravely did those self-reliant men and women deport themselves. In the spring of 1849, Oregon became an organized territory under Governor Joseph Lane, and the simple, but effective, republican government the pioneers had instituted was merged into that authorized by congress. There was practically no immigration to Oregon in 1849, but a great tide of adventurers surged across the plains, around the Horn and across the Isthmus of Panama into the gold fields of California. Of these many afterward became citizens of Oregon. Nor did the year 1850 see many emigrants on the road to Oregon. California was still the glittering goal of western adventurers. In 1851 the tide began again to set in the direction of Oregon, and in 1852 came one of the largest immigrations known, seeking the state by both the northern and southern routes. Practical experience in the mines had served to dispel, in a measure, the glamour surrounding them, and people bent on a journey westward began to realize that the homestead generously offered them in Oregon was better than the hazards and uncertainties of the mines. Many of them came with the intention of locating a home in the Willamette valley before trying their fortune in the gold fields. The season was a dry one, and the great throng of cattle and horses soon disposed of every vestige of grass along the route, so that thousands of stock famished and died, their putrid carcasses marking the trail for those who came later. There was, too, much sickness among the emigrants, caused by scarcity of water and food. The slow progress made by the enfeebled cattle caused the supplies in many of the wagons