

# Thrilling Story of the Applegate Train, First Big Immigration to Oregon Country

(Continued from page 19.)

ly escaped. C. M. Stringer and McClelland were also drowned.

The main part of the immigration which took the land route to The Dalles, met with no other obstacles than some difficulty in crossing the two principal rivers in their course, the John Day and Des Chutes, and had no accidents. To be the first to reach The Dalles, the terminus of the immigrant road in Oregon for 1843, was an honor that was contended for by the foremost drivers, and I find it claimed by both Niveah Ford and Kaiser.

### How To Proceed?

At The Dalles the immigrants had still the most difficult and dangerous portion of their journey before them, there being neither a road over the rugged mountains that separated them from the Willamette Valley, nor boats in which to embark on the river. It was too late to attempt opening a wagon road into the Willamette Valley, a distance of 60 miles of extremely rough country, and there were few facilities for constructing a sufficient number of boats to convey the families and goods to their destination.

The immigration of 1843 was differently situated from any company that had preceded, or any that followed it into Oregon. When a company came by sea to Port Vancouver, or a small party overland to Walla Walla, every facility for continuing their journey or prosecuting their designs was tendered to them by the Hudson's Bay company. White's party, which was only a pack train, arrived early and proceeded direct to the settlement without any serious hindrance. But there were nearly 500 people with their household goods and a large number of cattle and horses. It was impossible to meet this whole colony as guests, and help them to their destination with all manner of courtesies as had so often been done in regard to smaller parties. They must help themselves, and help themselves they did.

### Going Down the River.

Going into the pine forests which beautifies the foothills near The Dalles, they felled trees and made rafts of logs from a foot to 18 inches in diameter and 20 feet long, which being securely lashed together, the wagons were taken apart and with their loads placed upon them. Sometimes one covered wagon bed was reserved as a cabin for women and children. A child was born in one of these cabins on a raft, between The Dalles and the Cascades. Others who had come from Walla Walla by boats kept on to the Cascades in the same manner. Some left their wagons and stock at The Dalles, while the greater number drove their cattle down the river, swimming them to the north side,

and ferrying them back again to the south side opposite Vancouver. On arriving at the Cascades a formidable bar to further progress was discovered. The rafts and boats could not be taken over the rapids. Two weeks were occupied in cutting a wagon road round the Cascades by which the wagons brought down on rafts could reach the lower end of the portage. In the meantime the Autumn rains had set in, and the weather in the heart of the great range was cold and wintry.

### Starvation is Averted.

The few immigrants who had friends or relatives in Oregon had received some assistance at The Dalles. Robert Shortess met the Applegates at that place with a canoe load of provisions; but before passing the Cascades portage those were consumed by the party of 70 who had made the voyage in boats from Walla Walla, and they were in danger of starvation. There were no means of transportation at the Cascades, and starving or not, many women and children were compelled to wait for a passage in some boat from below.

James Waters, who had been among the earlier arrivals at the settlements, became alarmed at the failure of the rear to come up, and feeling sure that they were suffering from the want of food, went to McLoughlin, to whom he represented the situation of those still at the Cascades, and asked for credit to obtain provisions for their relief. Though contrary to rule, this favor was accorded, the only condition required being that the provisions should be sold to the immigrants at Fort Vancouver prices, and that Waters should navigate the bateau carrying the supplies. This timely relief rescued many people from perishing of want and cold.

### Eat Boiled Rawhide.

A small party of the heated immigrants being wind-bound behind Cape Horn for a number of days—a circumstance that frequently happened at this part of the river—were in danger of death by starvation, being reduced to eating boiled rawhide, which they had upon their boat. Ford relates that a Mr. DeLaney had a box of hemp seed which he consumed. Among them was an immigrant who had been to Vancouver and returned to the Cascade to the assistance of his friends. Remembering that he had breakfasted at a certain spot on his way up the river, he searched upon his knees in the snow, for crumbs that might have fallen, weeping bitterly, and exhorting to perish.

But McLoughlin, with his wonderful care and watchfulness over every body, being satisfied, from the length of time the party had been out, that they were in distress, sent another boat with provisions to boat and relieve them, which arrived

in time to prevent a tragic termination to their six months' journey.

A letter written in the Oregon Spectator of January 21, 1847, written by one of the immigrants of 1843 declares that they experienced more hardships and suffering in descending from The Dalles to the Willamette than in all the former portion of their journey, and that almost in sight of the promised land many were saved from perishing by the benevolence of the Hudson's Bay company and the timely assistance of a fellow immigrant—presumably Captain Waters.

### Help Hard to Get.

It might be asked why help was not rendered by the American settlers in the Willamette Valley, and the Methodist Mission. In justice to the missionaries, I must say that some help was rendered, but it appears to have been merely the sending of some provisions to personal friends and acquaintances, and was entirely inadequate to the needs of the newcomers.

As far as the settlers were concerned, they were too scattered and had not the means to render such assistance, which required boats as well as provisions in large quantities. It is plain that the greatest sufferers were those who were prevailed upon by Whitman and McKinley to leave cattle and wagons at Walla Walla. No horses were lost among those who took the land route, and those who had cattle had always something to eat.

Though the main immigration came down from the Dalles, parties of horsemen accompanied the cattle drivers on shore. One party, consisting of M. M. McCarver, James Chase, the two Bouchertys, and a dozen others, took Daniel Leitch's cattle trail over the Cascade Mountains into the Willamette Valley.

### Natives Cause Trouble.

The immigrants at long this portion of the route, whether in boats or ashore, were much annoyed by the natives, who stole the cattle, or who came in large numbers, and when the assistance of one or two was required, would refuse to give it unless all were employed and paid, which was only another form of robbery.

Burnett mentions one chief who spoke English very well, and was dressed in a suit of broadcloth, with a pair of fine shoes. With absolute authority he commanded his 35 adherents to do no work unless all were engaged. This was the practical working of the head chief system of Knapah White turned against the Americans.

The lateness of the season when the travelers arrived, the want of succor, with the difficulty of sheltering so many in a new country, rendered it impossible for a majority to select land for settlement before spring. Those who had means bought the necessities of life of the Hudson's Bay company; those who had nothing left, and who could find employment, went to work. Many remained at Oregon City, where a proof of their unconquerable vigor of brain as well as of muscle was afforded by the founding of a clearing library from the books which had been brought across the plains.

### Land Selections Made.

Waldo drove his cattle up into the hills southeast of Salem which bear his name, and made a settlement without delay. Kaiser wintered on the west bank of the Willamette opposite the old mission; but in the spring selected a claim a mile and a half below Salem. The Fords and Semith, after remaining a short time at Oregon City, settled at that portion of the Yaquina district which constitutes the present county at Park. McLine settled in Salem and bought the mission tolls at that place; Howell saw a plain near Salem, later known as Howell's Prairie. The Applegates wintered at the old mission, Jose Applegate being employed in surveying both at Salem and Oregon City. In the spring the three frontiers opened farms in Yamhill district, near the present site of Dallas. Miles was employed in the logging mill of the mining company at Oregon City, and finally built a home and engaged in the manufacture of furniture, finally trade a cabinet maker.

Like the bulk of the year before, Miles was offered employment by McLoughlin as his legal adviser, but he held to the anti-slavery and in the spring went to the Hawaiian Islands, where he began, claiming to be the first who left for the gold fields of California in 1849.

### Early Real Estate Ventures.

The Garretts found farms in the Twelfth Range, near Washington county. Burnett and McCarver took a three of land on the west bank of the Willamette River, not far above the head of Survey Island, and had on a farm which they named Linnfort, after Senator Linn; but as no one came to purchase lots, after having cut out a road from the river to the Twelfth Range, they removed in the spring to the vicinity of the present town of Hillsboro, and opened farms near the Garretts. Shively settled on a claim above the old fort of Astoria, which together with the claim of Colonel John McArthur became afterward the site of the present town of Astoria. Lowrey remained at Oregon City, employed by McLoughlin as an agent to do business between the Americans and himself until he became a part owner of the land where Portland now stands, and where he with E. W. Pollock held all the town.

### News Were Many.

With regard to the general condition of the new colonies, it was one of destitution. In establishing a wilderness without reserved supplies there is often a near approach to starvation for a year or two. Here were many persons expecting to live by agriculture who had neither seed nor farming implements with which to begin. Many had large families, and how to feed them was a ques-



tion which interested not only the immigrants but the Hudson's Bay company.

McLoughlin was not slow to comprehend the situation. With feelings kindred to the great corporation, these men would never see their children starve while there was plenty within the walls of the company's store-houses. Both his heart and his reason pointed the way to be pursued. Immediate necessities must be relieved, and they must be encouraged to begin at once their only road to self support, the opening of farms.

Accordingly, without waiting to be asked, he proposed both these remedies for the threatening disaster. He offered credit to the destitute, furnished them with the seed, and sold them farm tools with which to begin their plantations. This he not only dispensed, to a great extent, the antagonism of the western men, but made himself against the aversion of the missionaries by exhorting them in kindness toward their own countrymen, establishing at the same time a balance of power between British and American, and between old and new colonists.

### Food Hard to Get.

Notwithstanding the timely help the privations of the immigrants were great. Burnett had stated that during the first two years his family were often without meat for weeks at a time, and sometimes without bread, while occasionally both were wanting at the same time. Milk and potatoes, with butter, made a satisfying diet, though it happened more than once that even these were absent.

Game was scarce and poor. In the winter wild fowl were numerous, but the lakes and bays to which they resorted were distant and difficult of approach, and the settlers soon learned not to depend on either wild game or wild fruit. Had they given their time to procuring these supplies, they could have done nothing else. The sudden accession of population had raised the price of flour to four cents a pound, pork to 15 cents, and other articles in proportion. Indeed, so hard was it to get enough to eat, without going into debt, that an Indian who had come to Applegate's house to beg was moved to divide his own store of dried venison with the laager children.

### Clothes Are a Problem.

In the matter of clothing there was the same destitution. Fortunately was the man who possessed a suit of dressed buckskin, for when the homeseam suits which left Mission were worn out, there were no others to take their place. The women made dresses out of wagon covers, and some wore skin clothing like the men. McCarver had the place of coats and shoes. Happy was he who had an order on either of the three merchants at Oregon City, Burnham, Stewart, or Pollock, although when it was presented the death of goods at the American stores often obliged him to seek something that he did not want for the thing that he needed, the usual demand having exhausted the stock in these places.

The circulating medium of the country as established by the Oregon company being either furs or wheat, was a serious inconvenience. The custom of the settlers was to pass with the merchants a quantity of wheat, which represented so many dollars to their credit. Orders on the merchant then became the medium of payment for furs or property.

Should the merchant's stock be low, the holder of the order might look what he could get, or else wait. None but the Hudson's Bay company kept an assortment of general merchandise. The goods from Boston and New York were freighted with goods of one or two classes, while from the Islands only a few articles could be obtained. There were silly families who were getting partners, they imagined themselves, who by encouraging American and discouraging British trade, would have nothing to do with the company, and these were not a few.

### Regulations Are Strict.

Sometimes it has been said, that if you will but do within and away out a suit of your goods or a half dozen cups and saucers could be obtained. This being the condition of the market in Oregon City, if a man required a certain article he must take his or what he wanted, or he must use credit at that place till a crop could be raised. But if a stock of the current year was already exhausted, the rules of the company did not allow of opening the next



BERVE the unusual grace and suppleness of the chic new designs pictured at the left.

Imagine the noticeable improvement and greater ease which will come to your figure from the first day you wear a pair of either

**Bon Ton**  
CORSETS

**ROYAL**  
WORCESTER  
CORSETS

with their form-beautifying lines and kid-glove-like-fit.

The materials are durable, meaning wear; the boning is flexible, insuring comfortable support; and the diversity of models enables you to secure YOUR style in any height or length.

If you favor athletics, there is a supple model exactly suited to your needs.



PENDLETON'S GREATEST DEPARTMENT STORE  
**The People's Warehouse**  
WHERE IT PAYS TO TRADE

year's stock before the arrival of the annual supplies, but by the loss of a vessel there should be a dearth in the country for a long period. The wants of the immigration of 1843 produced the effect of a vessel's loss on the company's stores by exhausting the goods on hand.

Why it was that none of the immigrants foresaw the circumstances in which they were to be placed, is a question that has never been answered. I think, however, that it is possible to solve it. None of them realized the distance of the Willamette Valley beyond the Rocky Mountains.

As Edwards wrote to Bacon, many imagined that all they had to do after reaching the Snake River was to embark from its waters and float down to the mouth of the Columbia. Instead of this they found a stream impassable for navigation, and bordered with sand, rock and artemisia for hundreds of miles. It was owing to the excellence and abundance of their appointments that they accomplished their journey to the Columbia in such good time and with so little loss.

Had exaggerated ideas

From the repeated statements made in congress of the facilities for commerce of the mouth of the Columbia, and of the actual trade carried on by the Hudson's Bay company, they had formed exaggerated ideas of the amount of productions and the general capacity of the country. For the most part they were idealists, "sons of desecration" they had been called, who had the same faith that all would be right with them in Oregon which the religionist feels that he will wake in heaven when he sleeps in death. Or

If all was not right, it would be the fault of the British for complicity; in which case they would pull down Vancouver about the ears of its venerable factor and help themselves.

all not long. When spring came with sunny skies and balmy air, they forgot the sorrows of the winter, and yielded contentedly to the witchery of fresh scenes and the pleasure of new beginnings. By autumn they were settled, and had already become well incorporated with the old colony.

# Knight's Pickles

have been the standard of the great Northwest for the past twenty-five years

Like the Pendleton Round-Up they are recognized as the leaders in their class.

From a small beginning in one little plant with one salesman, to an intricate operating three factories with twelve traveling men, this business has grown to be the largest of its kind in the Northwest.

Knight's Pickles, Vinegar, Catsup and other similar goods are sold in all parts of Oregon, Washington and in Idaho.

Payrolls are what we need. And while the payroll of this firm is no small item in the upbuilding of our Northwest, the return to the grower for products bought from our farms is still greater.

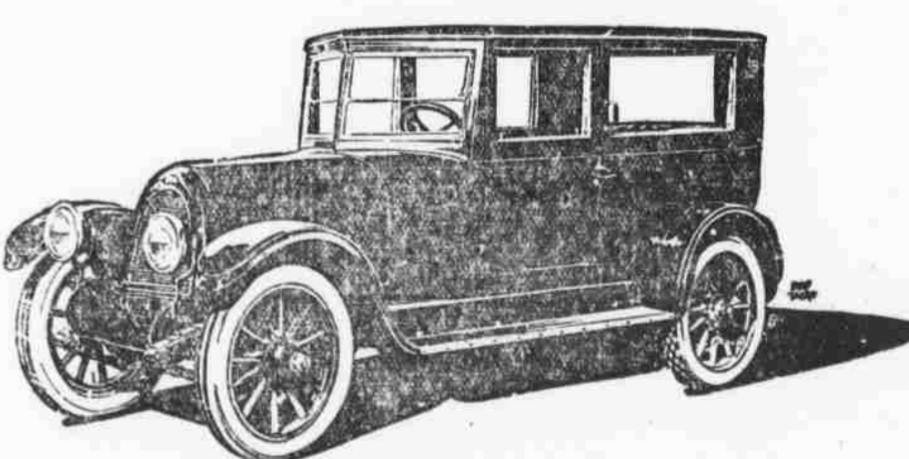
Cucumbers, apples, cabbage, tomatoes and other products make up a total of thousands of dollars spent every year.

Quality has made this great business. And quality keeps it growing.

KNIGHT PACKING COMPANY  
Portland, Oregon.

**Alexanders**  
QUALITY SERVICE

# FRANKLIN SEDAN \$2850.



The Finest Sedan We Ever Built  
—At the Lowest Price

Selling, along with the other Franklin models, at a rate never before equalled in 20 years of success.

An enclosed car for all-round family use which will out-distance any other make of either enclosed or open car on the road.

Touring Car \$1950    Touring-Limousine \$3150    Runabout \$1900  
Demi-Coupe \$2100    Demi-Sedan \$2250    Coup \$2750    Brougham \$2750  
(All prices f. o. b. Syracuse)

PENDLETON AUTO CO.  
Established 1907  
PENDLETON, OREGON