

Governor Abernathy became alarmed upon receiving many reports from trappers and others of the unrest among the Indian tribes along the Trail. He dispatched the U. S. Marshal, Joe Meek, with a letter to the President in Washington, requesting military aid for the "Wagon Trains" and for the protection of the new settlements in the Oregon Country. The President asked, and received, from the Congress under date of May 19, 1846, authority to provide troops for the establishment of forts along the Trail and for the protection of the immigrants.

The Secretary of War issued orders to General Persifer F. Smith to recruit men and obtain necessary supplies. This he started in 1847. Shortly afterwards, the Mexican situation interrupted the plans for the movement westward of the "Mounted Rifles". It was not until May of 1849 that the start was made. General Smith went by sea for the West Coast, leaving Colonel W. W. Loring in command of 600 soldiers, 160 wagons, 1200 head of horses, mules, and guides. In the weeks ahead trouble befell the expedition - desertions, breakdown of equipment, feed shortage, and then cholera. Several months later, upon their arrival in The Dalles, the troops were nearly barefoot. The supplies of 15 wagons sent from Oregon City reached Fort Hall too late for the Rifles, they having departed earlier.

After a rest at The Dalles, some of the troops were sent down the Columbia to Fort Vancouver. Many were drowned. Others of the Rifles were left at The Dalles. The rest were ordered to travel over the new Barlow Road. It was now October, and heavy snows made travel hazardous. Near Mt. Hood wagons broke down, horses and mules gave out for the lack of feed, and finally orders were given to abandon everything and head for Foster's place. After arriving there and resting a few days, they proceeded on to report to Governor Abernathy. Soon after, there were more desertions for the gold fields.

On October 20th, 1849, this order to Philip Foster:

"The bearer of this Mr. Philip Foster is hereby authorized and empowered to take up and retain for the United States, all the public animals, whether horses, oxen or mules that may have strayed or otherwise escaped from the possession of the Government"

Quarter Masters Office  
Oregon City, Oregon Territory  
October 20, 1849.

D. M. Frost  
Lt. Mounted Rifles

Later in 1850 - this memo:

Sold to a Mr. D. Mackay, all the wagons in the Cascade Mountains, which may be there after this date.

Oregon City  
September 10, 1850

Francis K. Russell  
1st Lt. Act. R. G. M.

However, between these dates Foster had brought out most of the equipment which could be moved. He was paid \$5 per wagon, so that the wagons sold to Mackay were those disabled. The entire venture of the "Mounted Rifles" was far from a success, or of any aid to the immigrants. Some of the Rifles later were used to some extent in the Indian War of 1855 - 56 by Governor Curry.

One hundred and twelve years have passed since the memorable Barlow-Palmer-Rector party were first to find an easier route to the great Oregon Country. The great wilderness, unseen and untraveled by white men since the beginning of time, was now conquered and in years ahead was to provide the new generations with homes, resorts, and a winter playground. It is to wonder just what would the hardy pioneers of the Wagon Train era think today. Perhaps they might remark, "We are happy to have contributed to the happiness of those who follow in the years to come." We, who have followed, owe a debt to those of more than a century ago, that can never be paid.

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Sept. 26	Name	Wagon	Amount Due	Amount Paid
	D. Minklen	1 Wagon	\$ 5.00	\$ 4.80
	A. J. Hide	1 "	5.00	1.80
	Isaac Livens	1 "	5.00	4.80
	Solomon Catts	2 "	10.00	10.00
	Gideon Richardson	1 "	5.00	5.00
	Daniel Huntley	1 "	5.00	5.00
	John Brown	1 "	5.00	5.00
	Bandany Lawson	1 "	Widow	2.50
	Benjamin Whitaker	2 "	10.00	10.00

Many unable to pay the full amount of toll, gave their note for the balance. Some paid later. Others never paid, and the scraps of paper on which the notes were written are among the Philip Foster Papers.

There were many in this 1848 Wagon Train who made important contributions to the growth of the "Oregon Country". To name a few picked at random - of Orrin Kellogg and members of his family, pages could be written; Joseph, his son and others arrived at Milwaukie on September 8th, where they settled on land joining Lot Whitcomb. Shortly thereafter, Joseph joined with Lot Whitcomb and William Torrence and laid out the town of Milwaukie.

Joseph Kellogg was a millwright. He erected a flour mill and several sawmills, and then a lumber schooner. In 1850 he built the first steamship, the "Lot Whitcomb". In the years following, he completed the steamer "Senator", and platted the town of Oswego. He was a director of the Willamette Transportation Company. They built the steamers "Governor Grover" and the "Beaver". He passed away August 7, 1889.

What was later to become an historic event happened while the Orrin Kellogg's were on the Trail to Oregon. Upon their arrival at Fort Hall, one of the members of the Train decided to go to California. Pierre B. Cornwall had in his keeping, from the Masonic Grand Lodge of Missouri, a new charter for delivery to Joseph Hull at Oregon City. He entrusted Orrin Kellogg and Joseph with the charter, and it is on record that they delivered it on September 11, 1848.

Another outstanding immigrant of this 1848 "Wagon Train" was Clinton Kelly, and family. He was a Methodist minister, born in Kentucky on June 15, 1808. He settled on a claim in East Portland and for several years was a Circuit Rider for his Church. He was the father of fifteen children.

W. M. Walker, born in Virginia on July 23, 1814, arrived in this "Wagon Train" with wife and child, and soon after located on a claim in Polk County. He helped to promote the Peoples Transportation Company. He was Justice of the Peace in 1849, and was elected to the Territorial Legislature in 1856.

Joel Palmer, who arrived with the "Barlow Train" in 1845, returned east in 1846 and then came back with his family in 1847. In 1849 he acted as guide for the U. S. Army, for the delivery of supplies from Oregon City to Fort Hall. He was active in road building, platted the town of Dayton in Yamhill County, was Indian Agent for the Federal Government, took part in the Indian Wars of 1855-56, was elected to the State Legislature in 1862-64, and was a director in the Oregon City Woolen Mills. Born in Canada in 1811 - died 1881.

H. M. Knighton came with Barlow, arriving in Oregon City in late 1845. There he built a home, and it was at his house the 1846 Provisional Legislative Assembly of 16 members held their meetings. He received \$2 per day and served as Sergeant-at-Arms; later he was the second U. S. Marshal, succeeding Joe Meek.

Sept. 15	Peter Hibbard	3 Wagon-1 $\frac{1}{4}$ # Powder		\$ 7.95	Paid
	C. P. Chatman	1 " -1 Blanket		2.50	"
	Hen Hemningen	1 "	5.00 Due	4.95	"
	Buford Smith	2 "	very sick		
	Thomas Donca	1 "	Pd. Coat, pants, and shirt		
	Stephen McKinney	1 "	5.00 Due	4.50	Paid
	Daniel Simons	1 "	5.00 "	5.00	"
	F. Holdridge	1 "	5.00 "	5.00	"
	Henry Roberts	2 $\frac{1}{2}$ "	12.50 "	12.50	"
	Annon Chambertin	2 "	10.00 "	10.00	"
	Mathias Sweegh	4 $\frac{1}{2}$ "	22.50 "	22.50	"
	Thomas Hinds	1 "	5.00 "	5.00	"
	Cushing Hamkins	1 "			
	Charles Benson	1 "	5.00 "	3.00	"
	John Lane	1 "	Ran like a Turkey		
	George Irwin	1 "	5.00 "	5.00	"
	Joseph Watt	2 "	10.00 "	3.12	"
	Wilbern Greenwood	2 $\frac{1}{2}$ "	12.50 "	12.50	"
	Philip Ojeanphant	1 "	5.00 "	5.00	"
	James Valentine	1 "	5.00 "	5.00	"
	John Mone	1 "	Paid quilt		
	James Mone	1 "	5.00 "	4.05	"
	Christian Emrick	1 "	5.00 "	4.50	"
	Samuel Welch	2 "	10.00 "	9.89	"
	N. Hamlin	1 "	Note 4.00 "	1.00	"
Sept. 19	W. Aceotty	10 horses	Order on McKinley		
	Stewart Harman	2 Wagons	10.00 Due	9.00	"
	Wm. Burns	2 $\frac{1}{2}$ "	12.50 "	9.00	"
	Isaac Grover	2 "	10.00 "	9.05	"
	Andrew Stonts	1 $\frac{1}{2}$ "	7.50 "	5.95	"
	John Pervine	4 $\frac{1}{2}$ "	22.50 "	22.50	"
	Willson Blane	2 "	10.00 "	10.00	"
	W. M. Walker	2 "	10.00 "	10.00	"
	Samuel Spines	1 "	5.00 "	5.00	"
	Farley Pearce	1 "	5.00 "	5.00	"
	Simon Marcum	1 "	5.00 "	5.00	"
Sept. 20	H. V. Holmes	2 "	10.00 "	10.00	"
	J. H. Lewis	1 "	Paid 2 shirts		
	Ira A. Hooker	4 "	20.00 Due	19.95	"
	Isaac Ball	1 "	5.00 "	5.00	"
	Wm. Portor	1 "	Paid 1 Quilt		
	Stephen Porter	1 "	" " "		
	W. L. Adams	1 "	" " "		
	J. M. Blackaby	1 "	" " "	1.50	"
	Sam Tucker	2 "	" Bedspread	5.00	"
Sept. 23	Jeremiah Stephenson	1 "	5.00 Due	2.00	"
	Harrison Shelly	1 "	5.00 "	4.95	"
	James Hendrick	3 "	15.00 "	12.50	"
	Robert Callison	1 "	5.00 "	4.95	"
	Harris Rice	1 "	5.00 "	3.85	"
	Michael Shelly	2 "	10.00 "	7.95	"
	S. W. Cannon	1 "	5.00 "	5.00	"
	A. K. Bristo	1 "	5.00 "	4.84	"
	A. B. Holcomb	1 "	5.00 "	5.00	"
	Wm. Boman	1 "	Paid 1 Quilt		
	Wm. Delaney	1 "	5.00 Due	5.00	"
	W. W. Bristoe	4 "	20.00 "	17.50	"
	Abel Bussen	2 "	10.00 "	10.00	"
	Clinton Kelly	2 "	10.00 "	9.50	"

They arrived at Philip Foster's, where some of them camped for a spell before finding locations.

"Barlow-Rector-Palmer Wagon Train"

Date	Name	Item	Amount Due	Amount Paid	Notes	
September 3, 1848	Daniel Hathaway	1 Wagon	\$ 5.00	\$ 5.00	Paid	
	Richard Cripe	2 "	10.00	9.40	"	
	Benjamin Cripe	1 "	5.00	5.00	"	
	Thomas Gates	2 "	10.00		not Paid	
	D. S. Baker	1 Buggy	2.50	2.50	"	
	Reuben Dickens	2 Wagons	10.00		not Paid	
	W. M. King	2 "	10.00		not Paid	
	Wm. Bronson	2 "	10.00	10.00	"	
	Leonard Williamson	1 "	5.00	5.00	"	
	Thomas Burbanks	1 "	5.00	4.95	"	
	Lovicia Davis, Widow	2 "	10.00	4.84	"	
	P. D. Cline	2 "	10.00	10.00	"	
	Orin Kellogg	2 "	10.00		left 1 Rifle	
	James Emery	1 "	5.00	5.00	Paid	
	John Stipp	3 "	15.00	14.00	"	
	Jno Patterson	2 "	10.00	9.68	"	
	Isaac W. Welch	2 "	10.00	10.00	"	
	Christina Cline	1 "	5.00	4.95	"	
	John Fraasier	1 "	5.00	5.00	"	
	Jacob L. Miller	1 "	5.00	5.00	"	
	J. Miller	3 "	15.00	15.00	"	
	Robert Houston	2 "	10.00	10.00	"	
	Christian Miller	2 "	10.00	10.00	"	
	Sept. 4	Reuben Pigg	2 "	10.00	10.00	"
		James Robinson	1 "	5.00	4.95	"
		James P. Crooks	3 "	15.00	15.00	"
	Sept. 5	E. B. Wilcocks	3 "	15.00	15.00	"
Chatman Halley		2 "	10.00	10.00	"	
Sept. 6	Dann Trullinger	2 "	10.00	9.95	"	
	John Ramsey	2 "	10.00	10.00	"	
	John Meeker	1 "	5.00	5.00	"	
	Andrew Bivens	7 cattle		.50	"	
	Jesse Bellknap	1 Wagon	5.00	5.00	"	
	Abiatha Newton	2 "	10.00	7.50	"	
	John W. Starr	1 "	5.00	5.00	"	
	George Bellknap	1 "	5.00	5.00	"	
	George W. Bethands	1 "	5.00	5.00	"	
	John Catlin	2 "	10.00	10.00	"	
	John Wells	2 "	10.00	10.00	"	
	John Lindsey	1 $\frac{1}{2}$ "	7.50	7.50	"	
	Buell Griffen	1 $\frac{1}{2}$ "	7.50	5.00	"	
	Andrew Hagey	2 "	10.00	9.00	"	
	Wm. Armpriest	1 $\frac{1}{2}$ "	7.50	7.50	"	
	M. Hagey	1 "	5.00	5.00	"	
	J. A. DeShaver	1 "	5.00	5.00	"	
	John Miller	1 "	5.00	5.00	"	
Sept. 7	Benjamin B. Jackson	1 "	5.00	4.84	"	
	David Presley	3 "	15.00	12.00	"	
	Benjamin Cleaver	5 "	25.00	20.00	"	
	Sanford Stephens	1 "	5.00	4.00	"	

Meantime, conditions being what they were, and before the return of Barlow and Rector with supplies, Palmer, Wm. Buffum and wife, with Mrs. Arthur Thompson, left camp on October 16th on horseback following the blazed train trail for Oregon City. Progress was slow, the weather was bad. Fog and rain, mixed with snow on the mountain, caused them to lose the blaze at times. They arrived at Oregon City on October 22nd. Mrs. Buffum and Mrs. Thompson became the first women to arrive by way of the now famous Barlow Road.

On October 25th there were only three families still at "Fort Deposit" - the Barlows, Rectors, and Caplingers. Rector, with a sick wife, decided to return to the "Mission" at The Dalles. Upon the return, he was assisted by Peter Skene Ogden of the Hudson's Bay Co. with food, and aid in building a raft to float down the Columbia to the Cascades, and from there by rowboat to Oregon City.

The Barlows and Caplingers, after great hardship, made it out to the Foster's where they remained for some time. Then on to Oregon City, where they arrived on Christmas Eve, 1845. Wm. Berry remained alone at "Fort Deposit" for the winter, looking after the wagons and other belongings which could not be moved until the following year.

Soon after Barlow's arrival, he went before the Provisional Legislature, told his story of the new immigrant proposed route. He was granted a license, with tolls set at \$5 per wagon and 10 cents for loose animals. Early in the spring Barlow entered into a partnership with Philip Foster for the construction of the road. Work started at Foster's place and went east towards Mt. Hood. Work was slow; however, they managed to clear a considerable portion of the road. There were miles of thickets to cut through, swamps to "corduroy", streams to cross and recross. The Barlow Road, when completed, would be about 80 miles in length.

The progress made enabled those who left their wagons at "Fort Deposit" the previous fall to bring them out in July and August. Work done on the road, including that done in August, enabled a "Wagon Train" westbound to use the road. The record shows that in October, 145 wagons, 1,500 head of cattle, horses and mules, and 13 head of sheep arrived at Foster's place. Seven wagons came in a little later, making a total of 152 wagons.

Work continued during 1847 and by "Wagon Train" time in the fall of 1848, the road was passable in its entire length. A toll gate was built at a point east of "Zig Zag" about two miles, and a small store was operated to supply the immigrants. Barlow and Foster operated the road for several years. It was not a success from the money standpoint. Each year the road had to be cleared, bridges rebuilt, washouts filled, in order to allow the passing of the "Wagon Trains". In the 60's Foster organized the Mt. Hood Wagon Road Co., and built the road from the Barlow road to near the town of Maupin. There a ferry was used by some of the immigrants. Others came by way of Shearer's Bridge, where there was a crossing. As the years passed, others took over the operation of the Barlow Road, until in 1919 when the State was deeded the road by the late George W. Joseph.

Among the Philip Foster Papers (which have been considered by many the finest collection of historical documents in private hands) are many interesting facts concerning the Barlow Road. Among them was the only complete record of a "Wagon Train", showing the drivers and number of wagons, how much paid and in kind. It was recorded in a small "1845 Counting House Almanac", put out by L. S. Learned, address unknown.

Here is the list as recorded, with the spellings exactly as they appear in the Almanac. This is the first time they have been published. Many prominent names are in the list. Here in Oregon will be found many descendants of these hardy pioneers. Many today probably do not know when or how their forebears came to the "Great Northwest".

On October 6th they broke camp and after a most hazardous trip passed near where the town of Wamic is; thence past the present Kilp Creek and on to White River, over hills on many of which they had to lower the wagons by ropes tied to the trees. Tired from the hard labor of the past two days, they made camp on a creek now called Barlow Creek.

October 10th, Palmer, Barlow and Lock, who had gone on ahead to survey and blaze a trail, reached the crest of the Cascade Range. They camped for the night and the next morning commenced climbing Mt. Hood. Palmer, being the most hardy, climbed almost to the top. Night was fast approaching, so he hurried down to join his companions. They ate a meager supper of biscuits, then started back to the main camp on Barlow Creek, joining the others at 11 o'clock that night.

The following morning Palmer reported to the others at the camp what he had seen from his vantage point high up on the mountain. It was decided they would scout ahead, blazing a trail. Palmer, with a companion, went forward for two days; the going was getting rougher, so they returned to camp and recommended that the wagons be left behind, that a cabin be erected in which to store their belongings, and that they proceed on foot and horseback. His suggestion was adopted. The cabin was built on Barlow Creek about five miles south of Mt. Hood. When completed they named it "Fort Deposit".

After further discussion, it was decided that Barlow and Rector would blaze the trail and go on to Oregon City for help, the others to remain in camp awaiting their return. In the meantime there was a heavy fall of snow after the departure of Barlow and Rector, and the situation at "Camp Deposit" was now far from pleasant.

We leave Barlow and Rector on their way, and pick up our story at the west end.

Leaving New York City in March 1842 aboard the sailing ship Victoria bound for the Sandwich Islands, via Cape Horn, were, among others, Philip Foster, his wife Charlotte and four children, and Francis W. Pettygrove, his wife and son. Both families were Maine citizens. Foster's wife was a sister of Pettygrove. After a very rough voyage of nine months, they arrived in Honolulu in December. In April 1843 they boarded the "Bark Fama" with Captain Nye. They brought with them a supply of groceries, dry goods and hardware, arriving in what is now St. Helens. They hired a few rowboats and transported themselves and supplies to Oregon City, arriving early in April. They erected a building with living quarters upstairs, then opened a general store under the firm name of "Foster and Pettygrove".

On March 23, 1844, a girl was born to Mrs. Foster named Mary, the first white girl to be born in Oregon City. In June, Philip Foster located on land at Eagle Creek, built a log house and moved his wife and five children from Oregon City. Shortly afterward, Pettygrove took up a claim adjoining Foster to the east. In the summer of 1845 Foster started construction of a grist mill on a creek near his log cabin.

Foster's sons, George, 8 and Francis, 6, while playing hunting on the bench above the mill heard someone calling for help. They went to where the call came from and found two men holding each other up, trying to reach the boys, whom they had seen. The boys were frightened and ran back to the mill and told their father. He left his work and soon found Barlow and Rector, very weak from lack of food and the hazardous trip over the mountains. Mrs. Foster soon had them on their feet and in a few days they were on their way to Oregon City.

Upon arriving at the "falls" and telling their story they were refused credit at the American Stores and at the Methodist Store. Dr. John McLoughlin, after hearing the story, extended credit for the supplies they needed. With two pack horses they returned to Foster's and after spending the night, started on the return to "Fort Deposit".

### Two Men from Fort Deposit

The Oregon Centennial Commission for some time past has been preparing plans for the 100th year of statehood celebration, which will occur in 1959. The present session of the Legislature will, no doubt, be requested to supply funds for the continuation of the work towards completion.

Historians, past and present, are agreed that the most important period of Oregon's early history occurred during the years 1843 to, and including, 1849. These crucial years of immigration by land and sea of men and women laid the groundwork which brought about Territorial status and, a decade later, Statehood with the signing of the bill by President Polk - August 14, 1859.

Small in numbers were those coming by sea in comparison to the migration overland. Conservative estimates place the total population in the entire Oregon Country in 1849 at 10,500. Each year the "Covered Wagon Trains" rolled westward; but few were the records kept of the number of wagons or the names of persons. During this period (1843 - 1849) history will, no doubt, record the immigration of 1845 and the results which followed as of the greatest importance.

We must not detract from the high honor and importance of the "Great Migration" of 1843. It was the first to bring wagons through to the great Northwest, and from this venture came the name, "Old Oregon Trail"; then followed the southern route, "Applegate Trail".

Samuel Kimbo Barlow with others in a "Wagon Train" left Independence in May and arrived at the Methodist Mission at Wascopum (now The Dalles) in early September 1845, travel-worn and ragged. Here they learned there would be an indefinite delay for the trip down the Columbia by boat or raft; then, too, the cost of such transportation was beyond their means. To stay longer at the "Mission" where supplies were scarce and prices high would bring disaster. Facing these problems, drastic action was necessary.

Barlow, Wm. Rector, and a few others decided to try to blaze a wagon road around the south slope of Mt. Hood. In the party of 13 covered wagons were 19 adults, several children, about 50 head of livestock, and one dog. They left the "Mission" and worked their way south to what is now Tygh Valley. There they made camp.

Barlow and Rector scouted from this camp, laying out a route to the west. While they were gone, Joel Palmer joined the camp on October 3rd with 23 wagons and 15 families. Barlow and Rector returned to camp on October 4th. With Palmer and the others, they held a council on future plans. Some of the men were sent back to the "Mission" for much-needed supplies. Others were detailed to work on the trail, and several were left in camp to protect it from a surprise attack by the "Tygh Indians", who lived in the valley.

The Barlow-Palmer-Rector "Wagon Train", like others, left no record of the number of persons with the train. Of record is that it left the "Tygh Valley" with 36 wagons and an unknown number of oxen, horses, and cattle. However, we do know the names of a few: Barlow and wife, Susanah; Jane Ellen Barlow; James, John and William Barlow; William Buffum and wife; Creighton; Farwell; C. Gilmore; Albert Gains and wife and children; Reuben Gant; Carin Goodrich and family; Gesner; Hood; Henry M. Knighton; Loch; Powell; Wm. Rector and wife and family; Senters; Smith; Arthur Thompson and wife; John Bacon; William Berry; Buckley; Jacob Caplinger and wife; Taylor; Joel Palmer; and Presley Welch.

This informal narrative is dedicated to the memory of Samuel Kimbo Barlow, Philip Foster, Joel Palmer, William Rector, and all the other immigrants of the "Wagon Train Era", with the hope that their descendants will ever keep brightly burning in their hearts and minds the sacred memory of those who, in no small part, have made it possible for them to enjoy the blessings which were advanced by the sacrifices and heart-aches these pioneers so bravely endured.



AN HISTORICAL DOCUMENTARY

A

STORY

of

TWO MEN

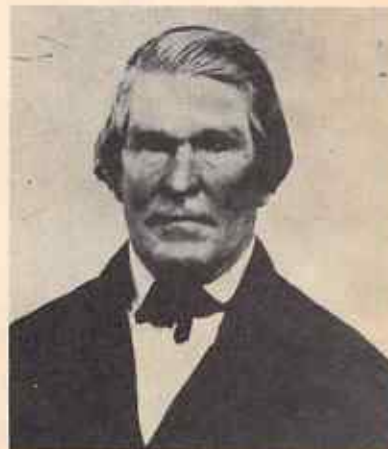
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FORT DEPOSIT

Samuel K. Barlow.



Philip Foster.



E. L. MEYERS  
Narrator