

Idaho mines. steamboat traffic

From Lulu Randall collection in Wasco county library, The Dalles, Oregon.

...On June 19th, 1871--on Tuesday morning at half past six o'clock Capt. Ainsworth, president of the O.S.N. Company left the wharf in this city (The Dalles) in command of the Nez Perce Chief and started for Portland. He passed through the Cascades in splendid style without an accident and arrived at Portland at half past one o'clock in the afternoon having made the entire run, one hundred and twenty-five miles in seven hours or nearly eighteen miles an hour.

...The Nez Perce Chief was built at Celilo to run in connection with the steamer, Oneonta from The Dalles to Upper Cascades, north bank.

Captain J.H.D. Gray was her commander. Her route was to Lewiston and she made good time in passenger service but was too light for a freight boat.

During the Salmon river excitement beyond Lewiston she carried the most valuable cargo ever brought down the river. The value of the gold dust on her manifest, Oct. 29, 1863 was \$382,000.

....after she was dismantled at Portland the engines were removed and she was used as a barge.

The Chief was 126 feet beam, depth of hold five feet, engines 16 x 66 inches.

Sat. June 3 (The Dalles) Last week there passed through our city over The Dalles and Celilo railroad one hundred tons of flour and wool. The flour was from Walla Walla and the wool from Umatilla county, Oregon.

Click Reland er

From Lulu D. Crandall collection, Wasco County Library, The Dalles.

The Shoshone.....

this was the steamboat, it will be remembered, that was built by the O.S.N. Company on Snake River at Old's ferry 400 miles from Dalles to carry freight from that point to Boise City, a distance of 40 or 50 miles. But as the city was afterwards moved back from the river some 16 miles the teamsters preferred to carry their freight directly to its destination rather than to place it on a steamboat to have it carried a short distance and then to again have to transport it by wagon. Under the circumstances this venture proved an entire failure at a cost to the company of not less than \$100,000.

Several years ago this boat commenced the hazardous and difficult voyage of the deep canyon of the Snake river.

At old Fort Boise the company built a large stern wheeler, the Shoshone to run on Snake river between Old's ferry and Boise. This was in 1866 and Captain Josiah Myrick was her commander. The Shoshone traversed more continuous miles of the Columbia, Snake and Willamette rivers than any other boat ever owned by any company. The Shoshone is the only boat that ever negotiated the box canyon of the Snake river called the Seven Devils canyon.

The expenses ran up to an amount that would have built several fine steamers at The Dalles or Celilo. The company had great expectations of big travel in the Boise mines and had their hopes been realized the Shoshone might have been a money maker as many of their boats were on the lower river.

Before the Shoshone was ready for business a shorter route to the gold fields was discovered and the boat was a dead loss on the company's hands until 1870 when Captain Cy Smith was sent to bring her down to Lewiston

Idaho Mines. Steamboating.

Capt. E.W. Baughman's account, in Wasco County library, The Dalles.

"On one trip up the river in 1862 we made my company \$21,000 clear. We went up the Snake river from Celilo with 367 passengers. It was the year after the mines were discovered, and the boat, the Tenino, was loaded every trip. On one trip we made \$11,000 from passengers alone. We charged ~~\$9000~~ \$95 a ton for freight from Celilo to Lewiston. In 1853 we collected \$84 a ton from Portland to the Dalles. This was the year the government was putting in the barracks.

--

The first trip ever made by steamer up the Snake and the Clearwater river was accomplished by Col. Wright, Lon White captain, in 1861

--

(Crandall collection)

..With the discovery of gold on the Clearwater..miners were routed from Walla Walla overland to the mouth of that river where it flows into the Snake and on to the gold bearing district where the towns of Oro Fino and Florence sprang up like magic.

In 1861 Seth Slater of Portland wished to transport a load of miner's supplies to the Florence district and agreed with the owners of the Gen. Wright to make the trip up the Snake River. When the boat left Deschutes, Celilo had not yet been used as a name for the lower end of the route. It was full of freight and passengers bound for the Salmon River diggings, mining talk, sluices, long toms, rockers, pans, pay gravel and bed rock being terms heard from all sides. The people were to be dropped at Wallula although all desired to share in the fortunes of the boat, but the captain would undertake no further responsibility than Slater's contract.

Forts. (Blockhouse era)

Notes in Fort Museum, The Dalles,

The blockhouse era covered the period of the Cayuse war of '47 to the Yakima war. During the era there were 65 blockhouses, stockades and forts built.

Territorial volunteers built 35, the citizens 23 and regular soldiers seven.

In The Dalles area were Ft. Rains, Ft. Lugenbeel and Cascades. The original site of Ft. Rains was destroyed in 1876 (near where Sheridan landed troops during Cascades raid.)

Fort Rains was the middle Cascades blockhouse.

One of the unique was Camp Castaway--Fort Orford was a cluster of log buildings, erected in 1851, one-half mile from Port Orford.

In January 1852 the schooner Lincoln transporting troops and stores went aground in the fog on a sandspit two miles north of the entrance of Coos Bay. The troops and cargo were landed safely. The men constructed shelter out of sails stretched on booms and spars and for four months occupied Camp Castaway, guarding stores from the Indians.

In April the brig Fawn landed at Umpqua ~~with~~ and with wagons and mules transported to Port Orford, seven miles across sand dunes to Coos bay, loaded on steamer, Nassau, the first vessel to enter Coos Bay and arrived May 20 at Fort Orford.

Indians called the blockhouses skookumhouses, had respect for strength. Twenty miles up the Rogue river from its mouth, the Indians decided to build a blockhouse, high on a bluff. Then they went out and shot up settlers. True to Indian laxity, they only fortified three sides, facing up and down and away from the river. Never through the whites would climb the river bluffs. Were fooled and Indians gave up building blockhouses.

Klickitat Blockhouse

Blockhouse (Goldendale)

Kettle Falls. (Notes in Fort Dalles
Museum 10/12/52)

The Klickitat blockhouse was located where the Columbia river meets the Klickitat at Lyle, a short way up the Klickitat stood the blockhouse.

Kettle Falls-The Hudson Bay Company's fort and old buildings stood half a mile from Kettle Falls. It was destroyed by fire. (no date given) It was started in 1824 and finished the next year.

The Goldendale blockhouse was on Spring Creek, seven miles northwest of Goldendale. (It is now the one that is in Brooks Memorial Park, being moved there in 1951 from Goldendale.)

Major J.G. Rains stationed at Fort Vancouver, was ordered by Granville O. Haller, at the Dalles, into the Yakima country. Maj. Haller was met by Lt. Day of Third Artillery who proceeded to the border of the Yakima country where the blockhouse was constructed near the trail previously built by government under Gen. McClellan, but who at the time trail was built was merely an employe of the Army.

The trail was built from The Dalles to Fort Simcoe and united with one which was built from near St. Helen's, Oregon, past Trout Lake and Camas Prairie, joining the Simcoe trail east of Blockhouse.

The blockhouse was constructed of logs obtained from nearby hills north. It was built on its original site by Maj. Haller and Lt. Day in October, 1855 and used by soldiers until 1860 when it was abandoned. It was used by settlers when Indians threatened. A stockade eight feet high, was placed around it. Grant and Sherman were "inmates" of it at one time. Sherman was stationed at the Cascades; Grant on the Lower Columbia and at several posts in western Oregon and Ft. Steilacoom near Olympia and at Fort Humboldt later but not at other Northwest forts.

Posts-ports.

Clipping (undated as to year, in
Fort Dalles Museum collection.)

Washington, Jan. 29--Sixteen and perhaps 18 army posts will be abandoned in order to enx inefficiency resulting from improper distribution of themobile army it was decided by Secretary Stimpson of the War Department on report from general staff.

Posts ordered abandoned.

Apache, Arizona.

Boise Barracks, Idaho.

Brady, Michigan.

Clark, Texas.

George Wright, Washington.

Jay, New York.

Lincoln, North Dakota

Wayne, Michigan

William Henry Harrison, Montana.

Logan H. Roots, Ark.

McIntosh, Texas.

McKenzie, Wyoming.

Madison Barracks, N.Y.

Meade, South Dakota.

Niagara, New York.

Ontario, New York.

Whipple Barracks, Ariz.

Yellowstone, Wyoming.

Posts which later may go:

Ethan Allen, Vt. Plattsburg Barracks, New York. Robinson, Neb.

Missoula, Montana. Logan, Colorado. Douglas, Utah. D.H. Russell, Wyoming.

Vancouver Barracks

Vancouver Barracks, June 29-At midnight tomorrow, June 30, 1911, the present organization of the department of the Columbia which has been in existence under six different names since 1855 and had such distinguished men as Col. Jefferson C. Davis, Brig. Gen. Nelson A. Miles, Brig. Gen. Elwell S. Otis as commanders, will cease to exist.

The order recently issued by the War Department reorganizes the army on a war basis and draws all troops in the United States into three divisions, Eastern, Central and Western with headquarters at New York, Chicago and San Francisco goes into effect on or about January 21, 1855.

The Columbia River or Puget Sound District was established with Maj. G.L. Rains, Fourth Infantry in command.

Col. George Wright of the Fourth Infantry assumed command about January 21, 1856 and kept in command until March the same year when the name was changed to the Northern District Department of the Pacific.

Col. Wright commanded until Oct. 24, 1858 when a change to the Department of Oregon was made with Brig. Gen. W.S. Harney in command. His officer remained in charge until July 5, 1860 when he released command to Wright who held command until January 1, 1861, when a change to the District of Oregon was made. Col. B.S. Beall, First Dragoons relieved him, September 13, 1861.

Lt. Col. A. Cady, Seventh Infantry commanded from Oct. 28, 1861 until May 9, 1862. After him followed in succession Col. Justus Steinberger, First Washington Territory Infantry, May 9, 1862 to July 7, 1862.

Brig. Gen. Benjamin Alvord, U.S. Volunteers, July 7, 1862 to March 24, 1865.

Col. R.F. Maury, First Oregon Cavalry March 24, 1865 to August 8, 1865.

The Department of the Columbia was then established on June 27, 1865

and that name has not been changed to the present time.

Brig. Gen. George Wright was assigned to the command but he was drowned July 30, 1865 while on his way to Portland when the steamer, Brother Jonathan went down. Col. George B. Currey, First Oregon Infantry took charge on August 8, 1865. He served only a short time and was relieved November 20, 1865.

Since then: Lt. Col. John M. Drake, First Oregon Cavalry, Nov. 20 1865 to December 1, 1865.

Col. Charles S. Lovell, Fourteenth Cavalry December 1, 1865 to February 24, 1866.

Maj. Gen. Frederick Steele, U.S. Volunteers, February 24, 1866 to --- (March?) 23, 1867.

Brig. and Brevet Maj. Gen. Lovell H. Rosseau, Nov. 23, 1867 to April 2, 1868.

Bvt. Maj. Gen. Crook, Lt. Col. 23rd Infantry, April 2, 1868 to August 8, 1870. Brevet Maj. Gen. Edward R.S. Canby August 8, 1870 to April 11, 1873.

Additional listing, up to date 1911, included in clipping collection in The Dalles Public (County-City) Library

Vancouver Barracks

(The Dalles Library collection)

The first detachment of soldiers was stationed at Vancouver Barracks in 1849.

Companies L and M, First Artillery, of New York, ordered to sail October, 1848. They reached Vancouver May 15, 1849 and were commanded by Major Hathaway. They lived in tents while building quarters and cooked in the open.

Water was wheeled in a two-wheeled card, mule drawn to cisterns which were kept full. The fare was black coffee, pork and beans, bread and occasionally potatoes. Mutton was later.

Sheep sold at \$8 a head. Potatoes at \$3 a bushel.

Chaplains were carried on the muster roll as chaplain and schoolmaster. There was none at first. The first arrived Feb. 13, 1853.

There were five or six women, wives of the soldiers. They drew rations the same as men, did the laundry and were paid 75 cents a month for each man. The soldiers were paid \$7 a month. A bill

passed increased pay at distant posts to double for twenty months after which ~~they~~ the soldiers were paid time and a half or \$10.50 a month, and given clothes and rations.

The strength of the garrison on December 31, 1850, was 18 officers and 234 enlisted men. There were six companies, A, B, D, D F and G. ~~and~~ Mounted Riflemen. Their guns were old ~~flint~~ flash flintlocks and percussion caps.

A letter mailed October 8, 1850 in Washington (D.C.) to Fort Columbia arrived at its destination on January 27.

Whiskey was \$8 a gallon and gin or rum, the same as a price of a gun.

Vancouver in 1852 was the home of (Gen. U.S.) Grant.

Soldiers. Col. Wright

Col. George Wright, first commander of the new post at The Dalles in 1856. Col. Wright Pines where the fort was located was named for him.

Col. Wright and his wife met tragic death in July of the year before destruction of the building (at the fort) Destroyed Dec. 24, 1866) on the Brother Jonathan off the coast of Crescent City, Calif.

Bodies drifted south, recovered and buried on state house yard, Sacramento, over which state of California has erected a monument.

Oregon Rifles

Fort Dalles (Dalles Museum)

Lt. Hawkins with supply train of 15 wagons, freighters and herd of beef, with Gen. Joel Palmer as guide, was ordered to Fort Hall, (Fort Hall near Pocatello in Southern Idaho.) to meet the Rifle regiment.

They missed Loring's command and the men, left barefoot and barely able to walk, reached Fort Dalles in October.

Some built a raft of the stockade of the Methodist Mission and attempted to run the cascades. Six were drowned on October 18.

Part of the command, riding and in wagons, crossed by the Mt. Hood road (Barlow road.) losing two thirds of broken down horses.

When they reached Fort Vancouver they found no arrangements for the Rifles and were quartered at Oregon City.

Gen. Persifor F. Smith then arranged for the establishment of a military post in the territory and approved of Fort Vancouver, Steilacoom and Astoria with fortifications at the Dalles.

One-hundred twenty of the Rifles deserted in a body for the California mines. They traveled south faster than Lane's proclamation ordering settlers not to harbor them.

Col. Loring and Lane followed deserters and captured all but 35 of them. Many starved to death.

Soldiers. (Loring)

Col. William Wing Loring, born in North Carolina served in the Seminole war and the War with Mexico. Lost an arm in the capture of that city ?

At outbreak of Civil War retired and entered the Confederacy.

After the war he went to Egypt and was made chief of staff of Kheido and was known as Loring Bey.

He wrote a sketch, "A Story of a Confederate Soldier in Egypt."

He died in 1868 at the age of 68.

Fort Dalles

(Fort Dalles Museum notes)

May 13, 1850 Col. Loring carrying out Gen. Persifor F. Smith's plans sent Maj. Tucker with two companies of Rifle regiment to establish supply depot at The Dalles. Officers detailed were Capt. Clairborne, Lts May and Irvin and Surgeon C. H. Smith. A reservation ten miles square was laid off.

The barracks were long log construction with number of rooms and with door at each opening on a wide verandah, running full length of the building, was used as officers quarters.

In 1858 a new ~~of~~ garrison was erected, one of which the surgeon's quarters is still standing (1952) These were built by Col. Wright's company.

Umatilla landing.

In regard to the location of the town of Umatilla:

In 1863 the rich Washo mines of Nevada and Stanton Idaho were einb boomed and the Salmon river mines played out and there was striff as to whether the best way to reach the new diggings near Boise was from Winnamocca Neva or by way of the Columbia river via Walla Walla or some point further west.

A couple of men, Hill and Kane, located at Grand Round Landing, now Irrigon, just below the Devil's Bend, a bad rapid six miles below the mouth of the Umatilla River which was a very dangerous at night. The steamboats often heavily loaded would tie up at this landing and wait for the daylight. Hill and Kane knowing this laid out a town site and started a hotel, store etc. and tried to sell lots with the provisions that the buyers would not start anything that would oppose the K.H. Interest.

Letter in Dalles library.

Field trip to The Dalles

10/52 (11-12)

Ferry Annabelle now operating at the Dalles. During summer, 24 hours a day, makes regular trips, averages four an hour; charge 51 cents from Washington to Oregon side, car and 1 passenger; 52 cents from Oregon to Washington side. Time of trip about 4 minutes. River low at this stage of game. Basalt bank on north shore, house perched on reef.

The Dalles booming because of dam construction. Indians at end of Celilo fishing, flooding town. Typical western town. Library being moved from Old Fort (Surgeon's office) at Fort Dalles to down-town auditorium...no rhyme or reason, old-timers perplexed about future of it.

The Dalles Dam, three miles, maybe two, upstream from the city. S.A. Healy Company of White Plains, New York, the contractor. Thirty or more dump trucks dumping blasted stone into Big Eddy which is location of coffer dam.

Trailer camp, with half dozen trailers at road leading from main North shore highway to dam site. Other ground laid out with concrete pipe ready to be laid. Sign up, The Dalles Dam, Norden trailer City.

Bridge piers up, but bridge will move downstream.

Sturgeon lake will be flooded. Old Indian platforms from which they fished in evidence. It on North side of river, water comes through when high. Mt. Hood in evidence in distance.

Railroad, Spokane, Portland and Seattle on North side, part of the Great Northern Pacific system. It half mile from river, maybe a little more. Tender said it would be under 35 feet of water.

Union Pacific on South side. Years past it was the O R and N. There will be 2,000 to 3,000 dam workers in The Dalles next spring. City growing.

Mint at The Dalles.

River travel. to Wallula

Orlando Humason, first arrived at The Dalles in 1853, could have been earlier.

He was captain of a company recruited for the Yakima War and ran batteaus from Celilo to Wallula with Indian crews, carrying military supplies .

He later became interested in the steamboat, Col. Wright.

He drafted the bill for establishment of a branch mint at The Dalles and had Senator Nesmith introduce it.

He originated the Dalles military road company and drew up the bill for the locks at Oregon City.

Pendleton

Umatilla

Umatilla Landing

(Notes, Wasco county library)

Prior to 1862 Wasco county included all of Oregon east of the Cascade mountains but on September 27 of that year the legislature created Umatilla and Baker counties and the county seat of Umatilla was temporarily located at Marshall's, a station at the crossing of the Umatilla river about two miles below the point where Pendleton is now located.

A sporting man named Crabb had first settled here but he sold his right to Alfred Marshall who was appointed the first sheriff of Umatilla. The county capital was afterward located at Umatilla and remained there until at a special election held in November, 1868, it was decided to locate it permanently at "some point" on the Umatilla River" between the mouth of the Wild Horse and the mouth of Birch Creek.

In the very early summer of 1864 M.E. Goodwin and wife started from Vancouver for the mines with about 30 cows and calves for the purpose of making a stake by selling milk and butter to the thousands who were so rapidly filling that country since almost fabulous prices were being paid for all kinds of supplies. Arriving where Pendleton now stands so early as March, they found their calves unable to proceed further without a rest and since the snow was yet deep on the Blue Mountains they decided to camp for a month, especially as the young bunchgrass was already making a good showing on the western slopes of the foothills.

Before the month had elapsed however Mr. Goodwin discovered that the perfectly enormous travel to the mines passing his camp every day made a market for all the dairy output and the demand for lodging and meals was equally as great. The result was, he decided, to remain there, at once secured a homestead of 160 acres, erected a small hotel, placed a toll bridge across the river which more than paid for itself within three months and when the commissioners located the county

seat between the Wild Horse and Birch Creek, Goodwin's place was chosen

This was in the spring of 1869 and at that time no one lived there but Goodwin and G.W. Bailey, afterward elected County Judge and who being an admirer of United States Senator George H. Pendleton of Ohio named the new town after that distinguished Buckeye statesman.

But during the palmy days of the commercial supremacy of Umatilla Landing there was something doing every day and every night. It had during 1863-64, a real population of 1,500 people besides a floating one of an equal amount so that much of the time there were 3,000 people at that once famous point, including as though an element as has ever been congregated on the Pacific Coast.

For one year or more Matt Bledsoe figured there as the principal saloonkeeper and the men he gathered around him were not noted for their prior experience as Sunday school teachers. A man for breakfast occasionally adorned the local menu and many a holdup was planned within the walls of his attractive "parlors."

I went to Umatilla in those rapid days when it was the largest city in Eastern Oregon said Lot Livermore the other day, "to assist in the management of a forwarding store and the first night I was there I woke my associate with whom I was sleeping in the loft over the building and asked what the uproar was about. It was about 2 o'clock in the morning and I thought the town was being raided by a whopping band of Indians. My bedfellow impatiently assured me as he took another tuck in the foot of the blankets that it was some of the boys having a little time. They were riding races up and down the plank sidewalks on their horses, occasionally varying the proceedings by letting out a warwhoop and firing air guns in the air. But my partner was again asleep in a minute, the programme being the regular accompaniment to his nightly slumbers. In those days it was easily a common thing for a tough to ride his horse inside a saloon and fire his revolver

through the walls or floor just for the fun there was in it.

But all this would seem impossible to the Pullman passenger who today stretches his legs by a short walk while the trains change engines for the next division, and he gazes on a little sleepy village of a few hundred people huddled among the sand drifts, kept alive entirely by the fact that it is the junction of the Spokane branch with the main line of the O.R. & N railway, though this fact coupled with the probability of the reclamation of the arid section to the east gives it the promise of a future which grows continually brighter.

At the time of its location and until it lost the county seat, Umatilla's projectors expected to make it the successful rival of Walla Walla and it was fondly called "The Sacramento of the Northwest." But it was not to be so, though its prospects were at one time dazzlingly bright. In 1865-66 Hon L.L. McArthur, afterward Judge of the Fifth Judicial District and U.S. District Attorney was city recorder of Umatilla and M.P. Bull published the first paper ever published in Oregon east of the Dalles. But in 1864 the population of the country farther east had increased so greatly that Union and Grant counties were established and Umatilla began to see its possible doom though it made a gallant fight to live.

In 1868 it lost the county seat by a vote of 365 for and 395 against and it was still the rendezvous for all the freighters from the Grand Ronde, Powder River and the Idaho country until the completion of the railroad in 1883 when its light went out as a point of commercial activity and it joined the vast throng of industrial centers which, in mining days, rose to great prominence and prosperity only as quickly to decline in obedience to changing conditions resulting from an increased population and the extension of railway lines.

Grand Ronde landing was at a point on the Columbia exactly opposite to the present town of Irrigon which is about one mile from the river and

some of the remains of the old docks are yet to be seen there, while the road leading to it is still plainly discernible as it winds across the sagebrush plain, an ineffaceable monument to the rugged pioneers of the Grand Ronde and Powder River valleys, most of whom have long since passed to the great beyond, men who wrought bravely against the exposure of frontier life in the days when practically everything in the mining camps sold for a dollar a pound whether it was flour, coffee, tobacco, nails or sugar.

There were the days when horse and cattle thieves flourished in Umatilla county, for there was never a section of the great Inland Empire which had a finer range of bunchgrass than this.

Vigilance committees were organized and ~~one~~ did yeoman service in many instances but they were handicapped by the fact that some of the worst thieves joined them and their purposes and plans were often carried to the men they were after.

At one time Matt Bledsoe borrowed the best horse in Umatilla in order to "head a band" of indignant packers who started out after a man who had murdered one of their number on the streets of Umatilla and while ~~putting~~ putting up the drinks for the company hitched the horse where the concealed man mounted and escaped, though he was afterward captured.

Once 75 armed men came down from the Pilot Rock neighborhood ordered a man to leave the country and finally concluded to shoot him to make the matter safe, and finally did so, though he was off his horse and starting away. Another man was taken from an officer and hanged by the roadside near Adams on a scaffold made by tying the ends of three rails together and setting them in an upright position like a surveyors tripod. Another suspected character was made to adorn a similar improvised scaffold near Echo and the rails were permitted to stand there unmolested for several months afterwards as a warning to evildoers though there were those who insisted that in this last instance a mistake was made.

Life at Vancouver Barracks

Capt. Robert Williams, at the post, 1856-57. Information left by family with Fort Valles Museum.

He was a member of the garrison which defended the blockhouse at the Cascades (which Sheridan rescued)

Five years later he fought in the Civil War. Was wounded in the battle of Wilson's Creek. Also fought in the battles of Forts Henry and Micksburg. Commanded Second Lt. , Co. E, 12th Iowa Volunteer infantry, Oct 29, 1861, 1st Lt. March 6, 1863. Captured at Shiloh, prisoner six months before exchanged. After the Civil War he returned to Barracks and served until retirement. He wrote following:

The Hudsons Bay ~~Company~~ Fur Trading Company of London obtained rights by treaties of 1818 and 1827 , Great Britain and U.S. to occupy all of the Northwest Territory which now comprises Washington, Oregon, Idaho and part of Montana, to trap and trade.

The company established the fort, named Fort Vancouver in 1824 , on level ground south of the public road leading east 30 from present Vancouver towards Washougal.

The terms of the treaty expired in 1861 and the company closed and withdrew to British Northwest Territory.

The United States garrison was established May 15 (printing rather difficult to read, may be 13..note) 1849 and named Columbia Barracks.

During the winter, 1852-53, the territory was divided with all north of the Columbia becoming Washington Territory.

The name of the garrison was changed July 13, 1853 to Fort Vancouver and again April 5, 1879 to Vancouver Barracks.

The first troops which arrived on the North Pacific coast were Cos L and M, 1st regular U.S. Artillery, commanded by Brevt. Maj. Hathaway and Captain B.H. Hill. They were transported from the east by the U.S. Steamer, Massachussets. They sailed around the Horn coast of South America and through the straits of Magellan into the

the Pacific. Early in May, 1849, M Company was given station at Astoria and proceeded directly to Vancouver and camped in the rear of the Hudson's Bay Fort. Maj. Hathaway's company, by permission of Hudson's Bay authority, established the U.S. military post.

The government took a reserve of 640 acres of land. Lt. Col. Bonneville, Fourth Infantry, commanding the post, Maj. Hathaway's company erected the first buildings. They included command officers quarters, club rooms, eight sets officers quarters, four on line east and four on line west of the company quarters. All were of logs, hewn top and bottom. There were two sets of quarters for enlisted men and buildings each for the commissary stores, guard house and bake house.

A battalion of Mounted Rifles commanded by Col. Loring arrived late in the summer of 1849 and constructed most of the buildings.

In April, 1852 the Fourth U.S. Infantry assembled at Governor's island, New York Harbor under orders to proceed to the coast, July 5 of that year and eight companies sailed for Aspinwall on the Steamer Ohio. Its commander was Capt. Schenk of the Navy. The men crossed the Isthmus on foot as the railway was not completed. Because of the unhealthy and malarial climate, one seventh of those who left New York Harbor died of cholera on the isthmus or Flamingo Island in Panama bay. By the last of August the cholera had abated and they sailed for San Francisco, reaching there in September.

The Oregon tribes had been comparatively quiet since the Cayuse War until the Rogue River Indians broke out.

In recalling a partial list of Fourth Infantry U.S. on its rolls when I served, were Ulysses S. Grant, Philip Sheridan, George Crook, Colonel Augur, Delancy Jones, David Russell, Benjamin Alvord, Henry Waller, Robert McEely, Henry Hodges, William Hazen, Lewis Hunt, August Kautz, Granville Haller

Portage Railroad.. The Dalles

(Notes Dalles Museum)

The first portage railroad . The first car track over the portage was made in 1851. It was two feet wide and was made of four inch fir scantling for rails. Cars were hauled by mules. The cars had wooden wheels and were made of planks . The cars had wooden axels.

The Steamer Bell (Belle prbbably) ran from Portland to the Lower Cascades to conect with the Portage railroad and the steamer Mary ran above the Dalles. A staunch built schooner took the freight from the Bell to the middle landing.....

..When the wind was upstream, usual six months of the year, October to April. When the wind was downstream the Cascade Indians were engaged to tow the schooner.

The Railway terminus was below the big Eddy where the Hudson's Bay Company men always hauled their boats. The place was known to old navigators as Clutchman's Rock. With fair wind the schooner would sail up in a few hours but ~~over~~ one or two days were required to Cordell up ~~to~~ to the landing. The services of 36 to 40 Indians were required and there were always plenty to draw from.

Freight was \$80 a ton from Portland to the Dalles. ..(The Oregonian)