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Pioneer

About the Cascade Road – Cost of Construction---Probable Satisfactory Adjustment.

The history of the past year contains a chapter of events and accidents combining in every respect to point out this portion of what was Oregon territory as the future great commercial mart of the pacific. The timely establishment of our Territory, and the fortunate exploration of the Northern railway route by Gov. Stevens, terminating at the Sound---a harbor in which the combined navies of the world might safely ride at anchor, casts forward the shadow of coming events too plainly to be mistaken for a moment. The favorable action for our Territory by the legislative assembly of last winter,

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brought about by our industrious representative, and through the indefatigable exertions of Gen. Lane in Congress, in our behalf, we have advanced at once to a position not only desirable but enviable in the highest degree. Through the recommendation of our legislature and the instrumentality of Gen. Lane, an appropriation was attained at the hands of Congress of \$20,000 for the survey of a military road leading from Fort Walla-walla to Fort Steilacoom, which duty has just been ably, and as is believed will be considered satisfactorily performed by Capt. McClellan, and the intention of Government fully and successfully carried out.

In consequence of a desire on the part of the people of this Territory to cooperate with the Government, to the end that a road might be constructed across the Cascade mountains, for the ingress of the immigration into our borders the present year, public meetings were called and the project at once conceived of making an *independent* survey from this to the eastern slope of the cascade mountains, and immediately thereafter, of placing parties on the route for the construction of an immigrant road, hoping that Government might adopt the same as the *ground-work* of the military road referred to, or at all events, that those engaged at work there on, would, from some source, or in some event, be suitably rewarded for the labor expended. Messrs. E. J. Allen and Whitfield Kirtley were selected as chiefs of parties for the consummation of the object contemplated, and immediately enlisted the service of persons for the performance of the task, to be divided between the eastern and western portions thereof.---That these gentlemen, and the parties under them, are entitled to the gratitude of the people of the Territory for the manner in which they have discharged their duties in the making of a valuable public improvement, none, we presume, will pretend to deny, any more than they would withhold from them the just reward for their services.

A few persons of Olympia and surrounding country, possessing, to some extent, the elements which direct public spirit and enterprise, put their shoulders to the wheel, and determined that the parties engaged in the work should be provisioned at least, and let them trust to the future (if they were willing), for full payment for their services. They have met the full expectations of the people of the Territory, but how are they to meet with their reward?

As a matter of statistical information we would observe, that Mr. E. J. Allen has furnished us with data, from which we arrive at the following facts and conclusions: That the whole Territory has felt a deep interest in the completion of the road in time for the immigration of the present year, none will deny, and that our Governor, the United States Congress, and heads of Departments were equally solicitous for its completion, all thoroughly understanding the facts in the case, will readily admit.---That on the good faith of future provisions, there have been about fifty persons induced to become laborers thereon, on the guarantee of satisfactory adjustment of about 150

persons---interested by private subscription, and at a cost of labor, provisions, &c., of about \$7,000. That on the last section of the road Capt. McClellan guaranteed payment to the chief of the party working on the western slope, the ordinary wages of the country, which upon investigation has been ascertained to amount to about \$1300, and will recommend to the Secretary of War, that the deficit (some \$5,700) be assumed for payment by the Government of the United States; which recommendation, we have every reason to believe, under the circumstances, as a matter of Territorial benefit and almost absolute necessity, will meet with not only the approbation of a majority of the federal and legislative officers, but of our entire community.

That the pass in the Cascades, through which the road has been located, known as the Narchez, is one of the two which Capt. McClellan would cheerfully recommend as the proper one for the entrance into the territory of the Northern Pacific railway, and that it has been clearly demonstrated as eminently practicable for a military road, his own good judgment, and more than 300 persons, accompanying wagons and pack trains can bear testimony. The additional expense attending an entrance into Washington *via* Oregon would at least have paid for the road, and the only question involved (as all will admit the laborers should be rewarded), is *the manner*,---whether from the Government at Washington – by legislative enactment, levying a direct tax, or whether private subscription should liquidate the debt. If the pass referred to, instead of Snoqualme, or any other, is recognized by Government as being the most practicable for a military road, the question will be decided at once, otherwise doubts of *expediency* may arise. Fifty persons are justly entitled to \$150 after the payment of the \$1300 assumed as per contract of Capt. McClellan, and the question now arises, where is the balance (\$5,700) to come from? We will resume this subject again soon.

ARRIVALS.---Capt. McClellan, Lieut. Donald, Lieut. Duncan, and Messrs. Minter, Moffitt, Bixby, Giddings, and Dr. Sucklay, attached in various capacities with the exploration under Gov. Stevens, arrived here during the week.

Capt. McClellan, we are informed, started on Friday morning to make a survey of that portion of the Cascade mountains in the neighborhood of Snoqualmie Pass. Dispatch of business with energy characterizes the actions of all engaged in the Pacific railway survey.

December 24, 1853

Pioneer

Whig Nominations

The Whig party of Thurston county held a convention at Olympia, on Saturday last and nominated the following ticket for members of the legislative assembly: For the Council---B. F. Yantis and E. J. Allen.

March 4, 1854, Page 2, Column 5

Pioneer and Democrat

PROCLAMATION

In accordance with the act of Congress approved March 2d, 1853, entitled "an act to establish the Territorial Government of Washington," I, Isaac I. Stevens, Governor of the Territory of Washington, do declare that according to the returns of the election held in the Territory of Washington, on the 30th day of January, 1854, in conformity with the Proclamation bearing date November 28th, 1853, for the election of delegate to Congress and for members of the Council and House of Representatives of the First legislative Assembly declare....

In the election of two members of the Council from the country of Thurston, B. F. Yantis received 214 votes, D. R. Bigelow 198 votes, S. D. Ruddell 163 votes, E. J. Allen 148 votes, Samuel James 1 vote and O. Cushman 1 vote. B. F. Yantis and D. R. Bigelow are therefore duly elected.

March 11, 1854, Page 2, Column 4

Pioneer and Democrat

Executive Department

Olympia, W. T. March 9, 1854.

Hon. G. N. McConaha

President of the Council:

Sir---In answer to the resolution of the Council asking for information in relation to the military road from Walla-walla to Steilacoom, I have to state that fifteen thousand dollars remain unexpended -- that a contract, subject to the approval of the Secretary of War, has been made with E. J. Allen, Esq., for continuing work on the road, and that the Secretary of War has been urged to ask Congress to appropriate twenty-five thousand dollars to complete the road, including the payment of the work done by the citizens of the Territory the past year.

I am, sir, very respectfully
Your most obedient,
Issac I Stevens
Governor of Washington Territory.

April 8, 1854, Page 2, Column 5

Pioneer and Democrat

Those interested as laborers, or others, on the Cascade Immigrant road will find by reference to the advertising column, that E. J. ALLEN is prepared to make settlement of accounts for all work performed under the contract of Capt. Geo. B. McClellan, on presentation of the same.

July 8, 1854, Page, Column

Pioneer and Democrat

Road Across the Cascades.

The road across the Cascade mountains, for the construction of which our citizens subscribed so liberally last year, and, which was opened sufficiently to admit the ingress of a portion of the immigration of last year, will soon be rendered eminently practicable as a good wagon road.

The (Nah Chess,) pass through which the road has been constructed, has been decided upon by the Secretary of War as the one for the construction of the Military road leading from Fort Walla Walla to Fort Steilacoom, for which an appropriation was granted by Congress of \$20,000---\$15,000 of which will be expended on it this year.

Mr. E. J. Allen of this place, to whose energy and the faithful discharge of duty of the men under him, the people of the territory are indebted for the prosecution of labor on the road thus far, started from Steilacoom yesterday with a party of thirty men, to complete, as far as possible, the work commenced, in time better to enable immigrants to cross the mountains with less difficulty, and more ease and comfort than has heretofore been enjoyed for admission into either this or Oregon Territory west of the mountains. Instructions from Washington with regard to the expenditure of the appropriation of Congress, have been so long delayed, and the season is so far advanced, that it will require all the energy of Mr. Allen and faithful labor of his party to be of material service for the benefit of the present immigration; but judging from the past we have reason to expect much as the result of the labor about to be undertaken.

It is not at all improbable that Nah Chess pass will be found to be a better grade than any other pass of the Cascades leading into this territory; and the better to decide the matter, Lieut. ARNOLD, attached to GOV. STEVENS' expedition is at present engaged with a small party in making a thorough examination of the pass to determine its practicability for the construction of the Pacific railroad through it, whenever that great national work is undertaken. At all events a good wagon road can be made in that direction, and we expect it will be done this season, as far as \$15,000 can make it.

In this connection we would refer to the fact that WHITFIELD KIRTLEY, ESQ., JAMES K. HURD, and many others of this place and vicinity, are entitled to no small praise for the part they performed in the competition of the road thus far. We understand that Mr. HURD starts for Ft. Boise on Monday, to apprise the immigrants of the road being opened.

August 19, 1854, Page 3, Column 1

Pioneer and Democrat

MESSRS. ENSIGN, KIRTLEY and BLANKENSHIP, of this place, returned on Saturday last from a gold prospecting tour on the eastern slope of the Cascade mountains and seem satisfied of the existence of gold in the country traversed by them, but express doubt as to its existence in sufficient quantities as to justify extensive operations being entered into in consideration of the present price paid for labor.

They report favorably of progress made on the immigrant road, upon which Mr. E. J. Allen and a party of men, are engaged in its more thorough construction, and express the belief that the expectations of the immigrant will not be disappointed in a transit across the mountains. The Indians reported the arrival of three wagons at Fort Walla Walla.

Sept 2, 1854, Page 3, Column

Pioneer and Democrat

MR. SILAS GALLIHER arrived at this place on Tuesday last, over the immigrant trail, being the first accession to our Territory from the Atlantic States over the plains during the present summer.

Mr. G. reports five wagons, in company with himself, which may be expected in the course of a few days. He reports the road over the mountains as being much improved from what it was represented to be last year, and that the party under Mr. E. J. Allen are within about 18 miles distant on the western slope of the summit, proceeding as rapidly as circumstances will warrant eastward.

The amount of the immigration which may be expected to arrive he had no definite means of ascertaining being considerably in the advance.

Sept 16, 1854, Page 2, Column 1

Pioneer and Democrat

...the **Nah Chess pass**, through which the road passes, has been adopted by the Secretary of War as the basis for construction of a military road, commencing at Fort Walla Walla and terminating at Fort Steilacoom; and the money appropriated by Congress for its completion will be spent thereon, under the direction of Lieut. Arnold U.S.A. We now have a very passable and practicable road leading directly into our Territory.

Sept 16, 1854, Page 3, Column

Pioneer and Democrat

Arrival of Immigrants.

On Thursday last, five immigrant wagons with three families arrived at this place. Messrs. W. M. Morrow, and James Kirtley, brother of Whitfield Kirtley, Esq., of this place, from Iowa, and Mr. W. N. Ayres, from Wisconsin. They crossed the Missouri river on the 27th of April, and report good grass, good health, and rather a pleasant transit across the plains---having met with but little loss of stock, or being subjected to any serious sickness on the way. Their cattle look remarkably well.

Mr. Morrow reports that the immigration, so far as he was able to be informed, would be but comparatively small, although he was aware of a number of wagons en route for Washington territory---a large proportion of the immigration having taken the direction of California, and the new route into Southern Oregon from Fort Boise, down the forks of the Willamette.

Oct 28, 1854, Page, Column

Pioneer and Democrat

NOTICE

The workmen upon the western portion of the Cascade Emigrant Road are hereby notified that the amount due them upon the contract with Capt. George B. McClellan, can be had by presenting certificates of time to EDWARD J. ALLEN

Olympia, April 8, 1854

December, 23, 1854

Pioneer and Democrat

Arrival of the Steamer Major Tompkins---The Major Tompkins, Capt. Hunt, arrived at the Port of Olympia, Wednesday evening from Victoria and intermediate ports, bringing mails and "Stuart's Express," together with a large number of passengers.

List of Passengers—Judge O. B. McFadden, A. Benton Moses, Joseph Miles, A. B. Stuart, E. J. Allen, Mr. Muse, Mrs. Darrow, Mr. McNeir, Capt. Knight, Mr. Dunn, Mr. Wilson and lady, Mrs. Webster and child, and 13 others.