

# Mid - Valley Genealogical Society

PO BOX 1511  
CORVALLIS OR 97339

NEWSLETTER

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PRESIDENT: DANIEL FROEHLICH

EDITOR: ED STRATTON

## TODAYS MEETING

If your editor is over the flu or whatever it was that put him in bed, we will have the program as advertised last month. If not there will be a video from our library.

I hope the program will be the capture of a photograph with my graphic set-up. It will then be converted to a graphics file so that it can be worked on. The graphic file will then be printed out. I will also use my digital camera to capture a picture of someone and print a picture of them. This is the coming way to include photos in your life stories. You can create a space for them and have them saved as digital files to insert and print with the document. We are still in the infancy of this procedure, but it is growing by leaps and bounds. Systems that were many thousands of dollars only a few years ago, are now in the hundreds of dollars.

## ODDS AND ENDS

The Library is open every Tuesday afternoon from 12:30 until 3:00 pm. Librarians are on hand to help you with your questions. You may return books on Tuesday, but no books may be checked out.

Remember our number at the OSU thriftshop is 492.

Don't forget to bring in your Flav-R-Pak and Santiam labels. There is a plastic box in the library to store them in.

If you don't already belong to the Benton County Historical Society, why not consider joining? Contact a board member to find out what it is about.

## CANADIAN INTEREST GROUP

Canadian Interest Group, for those searching for their roots in Canada. This group meets the third Tuesday of each month, from 12:30 to 3:30 pm at the Albany Public Library. If you have a specific area of Canada you are interested in, please let me know so we can have books and printed materials there for you to look at. We have resources available for Manitoba, Ontario, Nova Scotia, New Brunswick, and some Quebec, plus Canada in general. Car pooling can be arranged. Call Pat Rawlinson, 752-2243.

## MONTHLY SHARING

Each month we have a table to bring books or other artifacts to share with the other members, from the area we are specializing in. The items are used for that one day only, you take them home that night. Following is the listing for the ten months that we have meetings. If you have books or items to share, please bring them as shown below.

If we do not have your area of interest, please contact a board member and let's see if we can update the listing to satisfy your needs.

Jan	PA, OH
Feb	OR, WA, ID, MT
Mar	VA, WV
Apr	NC, KY, TN, and Germany
May	IL, MI, WI, Ireland and Scotland
Jun	IN, IA
Sep	NY, NJ, MD, DC
Oct	NH, VT, MA, ME
Nov	CT, RI, DE
Dec	Auction and Christmas Tea

## SUGGESTED READING

by Janice Barclay

Since we in Oregon are celebrating the sesquicentennial of the Oregon trail this year, it seems a good time to suggest two books which provided me with new insights into what the experience of travelling over vast and unknown distances in a covered wagon was like. Both books are very long and very dense, but are worth the effort to anyone interested in our history. They are:

**The Plains Across.** Chicago: The University of Illinois Press, 1979 by John D. Unright Jr.

The foreword says that Mr. Unright spent more than eight years researching this book and he certainly covered every aspect of the overland trail experience. He talks about episodes of the crossing that I have read little about before. For example, he tells about the pioneers who, due to illness or shortage of funds and supplies, wintered in Salt Lake City with the Mormons, finishing their journey the second year. The Mormons had jobs for these men and in return furnished them food and other help. No doubt the aid they furnished was crucial to some families but not all had good experiences in Salt Lake City.

By the time the overlanders came close to the end of the trail, many were in desperate straits having lost most or all of their animals and expended all of their supplies. Mr. Unright tells about the relief parties which were sent out to meet and bring them in. This happened to some extent on the Oregon section of the trail, but was especially necessary in California where the pioneers hit the terrible desert crossing when they had already expended all of their resources. If help had not been sent out to them, many would not have been able to finish the last terrible miles.

This book is not a romanticized Hollywood version of the pioneer experience but gives one a real feel for what our ancestors went through to settle the west.

**The Wake of the Prairie Schooner.** Gerald Missouri, The Patrice Press, 1985, by Irene D. Paden.

This book was originally published in 1943 and re-issued in 1985 as a paper back. It is the account of the re-tracing of the Oregon Trail by the author and members of her family in the 1930's. Mrs. Paden had apparently done extensive research, especially in reading trail journals, before they set out to literally put their car in the wheel tracks of the prairie schooners and trace out every aspect of the trail. The exploration was undertaken over a number of years. Each summer as many family members as were available would join the party at the exact spot where the exploration had ended on the last trip and away they would go across mountains, prairies and through ranch yards and pastures. Not only does she relate her family's experiences but through her research of trail diaries, she tries to put herself - and us - into the experience as told by pioneers.

She tells not only of searching out the ruts of the wagons but of finding bits of artifacts left by pioneers in remote areas, of seeing graves, and searching out the remains of trading posts. Her adventure took place in the late 1930's but it makes the history buff wonder if we could still find a piece of ox chain or a broken wheel or a bit of pottery as she did. One thinks of attempting to go look, but, if this is not possible, reading Mr. Paden's book is a good compromise.



## MORE STAR ROUTES

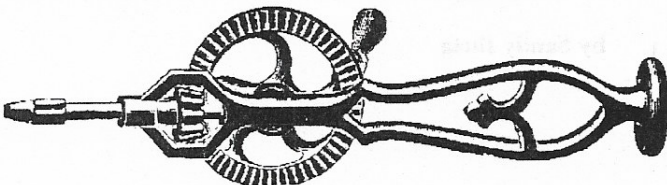
At the request of several members, Roland Crosiar dug into his records and came up with more information on Star Routes that were in or crossed Benton county.

The contract for Star route # 44137, Dallas to Alesa, was apparently re-let around 21 February 1885, as I find it listed again on that date with the same contract carrier, J.E. Grier. I do not know the reason for this but in another record which is for the same carrier over the same route, the route number is listed as being Route 74137. The only other difference I can spot is that this was from a Siting Record for the Syracuse post office. The date on this listing is January 22, 1885. This office, in Polk county, was moved into Falls City after a brief period of time.

A contract was awarded sometime between 1868 and 1875 for the transportation of mail via a stagecoach from either Spring Valley, or possibly Independence, in Polk county to Albany in Linn county. This would have necessitated crossing through a portion of Benton county between Independence and Albany. This would qualify as a Star route. The Stage line was started by James Shelly Cooper who resided in Spring Valley earlier but moved to Independence in 1875, where he served as Mayor until 1879. The driver of the stagecoach, and thus the "mail carrier" was George Boothby.

Star route number 12715 which was from Lafayette in Yamhill county to Corvallis in Benton county, made at least one stop in Polk county. This was at the Plum Valley post office. This route existed as of September 30, 1854. The contractor was James B. Jacobs, but he appears to have "assigned" the contract to an A. R. McConnel.

Star route number 44124 from Dallas to Albany was carried six times a week. The date of the Siting Record with this information was August 30, 1880. The carrier was Henry Mildrum. This route had to have covered a portion of Benton county between it's northern line and the Willamette river crossing into Linn county.

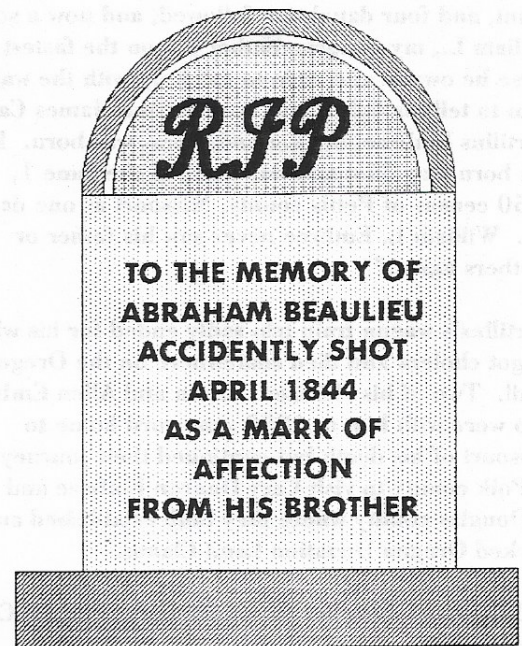


## COLONIAL OCCUPATIONS

From time to time as space permits, a column was started in September with the early occupations and todays equivalent.

This month we will list a few more.

Plumbum worker	Plumber
Tipstaff	Policeman
Whitewing	Street Sweeper
Peregrinator	Itenerant Wanderer
Duffer	Peddlar
Peruker	Wigmaker
Chiffonier	Rag Picker
Bluestocking	Female Writer
Rattlewatch	Town Watchman
Crowner	Coroner



## QUERIES

Elmer Elsworth Archerd and Ardella Ann Hale were married in Albany 2 July 1899. They had three children; Beulah A, Russell H. and Esther M. Esther died about 1910. At about this time they moved from Corvallis to Alesa.

Ardella Ann died 6 April 1912 in hospital at Corvallis, and was buried in the Odd Fellows Cemetery on 8 April 1912. E.E. was living in Alesa during Christmas of 1925. Sometime after this he may have gone to the Lacey, Washington area.

Ed Stratton, Editor.

## EMBREE OREGON TRAIL MIGRATION

by Sandy Ihrig

It was told to my Grandmother Embree and Aunt Jewell (Embree) Steinike that my g.g.g.grandfather Reverend Martillus Embree got "gold fever" in 1850 and left Cedilla, Missouri to seek his fortune. However it wasn't known for sure if that was his only purpose on catching the wagon train headed for Oregon in 1850. Rev. Martillus Embree already had a brother, Cary Duncan Embree and a sister, Lucinda (Embree) Ford who had come to Oregon in 1844 and they had settled in Polk county.

We know Martillus left Pettis county, Missouri in the spring of 1850, because of this family story:

"Soon after the wagon train was on its way my g.g.g.grandfather William L. Embree had great news, for he and Martha had a son. This was a really big event for their first born, William Jr. had died an infant, and four daughters followed, and now a son. William L., my g.g.grandfather got on the fastest horse he owned and rode to catch up with the wagon train to tell his father and brothers that James Calvin Martillus Embree, my g.grandfather, was born. He was born May 31st and was listed in the June 1, 1850 census of Pettis county, Missouri as one day old. William L. Embree never saw his father or brothers again."

Martillus's wagon train trip sadly ended for him when he got cholera and died somewhere on the Oregon Trail. Two of his children, Calvin and Allen Embree who were with him in 1850 sent word home to Missouri of his death but continued their journey on to Polk county to visit Cary Duncan Embree and on to Douglas county where they both established and worked Oregon Donation Land Claims.

As I mentioned earlier that Martillus's brother, Cary Duncan Embree and his wife Lucinda (Fowler) Embree had come to Oregon in 1844 on a wagon train from Missouri led by Colonel Nathaniel Ford, his brother-in-law.

It is reported that there were 55 married men and their wives, 83 boys and 85 girls and 80 single men for a total of 358. They traveled with 54 wagons, 500 head of cattle, 60 horses and 28 mules, according to "The Wagon Trains of '44" by Thomas A. Rumer.

Cary Duncan Embree started on April 18, 1844 with his wife and four children, three yoke of oxen, two cows, one horse and a new wagon and not over \$20. One child was born in route and caused only one day delay as they were anxious to complete their journey

before winter. The year of 1844 was to have been one of the rainiest in history. When they reached The Dalles, Oregon in November, Mr. Embree had but \$1 left. With this he bought a bushel of potatoes, sugar and tea from Dr. Whitman of the Hudson Bay Co. He also obtained some beef in credit.

Upon arriving at the Cascades the families had to be transferred six miles over land to the lower river. Mrs. Embree carried her baby, and the four little ones trudging at her skirts, walked the entire six miles through the blinding snow, while her husband on the Indian trail higher up the mountains, drove his exhausted cattle. His horse had been stolen by the Indians while at the Whitman station.

The family arrived at Oregon City, December 24, 1844 and remained there until February, 1845. While there they were again able to get some supplies from the Hudson Bay Company. Mr. McLoughlin extending Mr. Embree credit until such a time as he could raise a crop.

Colonel Nathaniel Ford, leader of the 1844 wagon train, was born 1795 in Virginia, reared in Kentucky and took pride in his French descent when his ancestors, as well as the Embree ancestors, were part of the Huguenot exodus.

Colonel Ford married Lucinda Embree in 1820 and ten children were born. Colonel Ford held public offices in Missouri and served several terms in both houses of the Legislature of Oregon. Colonel Ford died in 1870 and his wife in 1874.

It is interesting to me that a distant cousin, Rev Bernard Embree of British Columbia, Canada says that his grandfather, Melton Junius Embree, Martillus's grandson, left Missouri after the Civil War and came west by way of New Orleans, Panama and San Francisco, then inland to meet family in Oregon. Melton then rode back to Missouri on horseback and brought his mother, Phoebe Elvira Childers (Butler) Embree and his sister Lucy, west by covered wagon.

Melton worked for Calvin Embree on the Oregon DLC that I mentioned earlier. Rev. Bernard's people by 1878 settled in Klickitat county, Washington territory, then on to Canada.

All of this Oregon History eventually meshes together to tell our story...

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by Sandy Ihrig