

CITIZENS ROAD.

In 1853 it was again resolved to open the road for the immigrants to come into the new territory over the Cascade Mountains. A general meeting of citizens was held at Olympia, May 14, 1853, to discuss the subject in all its bearings, when G.N. McConaha, Whitfield Kirtley, Charles Eaton, John Edward and E. J. Allen were chosen road reviewers to report upon the practicability for the undertaken.

At the end of three weeks a report was made of the route from Olympia to the summit of the Cascade Range and by the middle of July volunteers were at work upon the survey which so far succeeded in their design as to cut a way by which thirty-five wagons reached the shores of Puget Sound that autumn bringing between one and two hundred men, women and children to populate the rich valleys of the White and Puyallup Rivers.

The men who labored for it were, besides those before mentioned, George Shazer, B. F. Yantis, William Packwood, B. F. Shaw, John Alexander, B. Close, A. W. Moore, E. Sylvester, James Hurd, and W. W. Plumb. The men who worked upon the eastern end of the road were Whitfield Kirtley, Edwin Marsh, Nelson Sargent, Paul Ruddell, Edward Miller, J. W. Fonts, John L. Perkins, Isaac M. Brown, James Alverson, Nathaniel C. Stewart, William Carpenter, E. L. Allen, A. C. Burge, Thomas Dixon, Ephraim Allyn, James H. Allyn, George Githers, John Walker, John H. Mills, H. S. More, B. Forman, Ed. Crofts, James Boise, Robert Patterson, Edward Miller, Edward Wallace, Lewis Wallace, James H. Smith, John Barrow, and James Meek.

Among the members of what came to be known as the Longmire Byles Wagon Train were John W. Lane and wife, Samuel Ray, William Ray, Henry Mitchell, H. Rockenfeld, James Barr, J. A. Sperry, William Claflin, Evan Watts, J. J. Ragan, William McCreary, G. Miller, John Nelson, J. Longmire, wife and 5 children, E. A. Light, wife and child, William M. Kincaid, wife and 6 children, Isaac Woolery, wife and 4 children, Abram H. Woolery, wife and 3 children, and Peter Judson, wife and 2 children, composing the first train of 47 persons.

This train had 62 work-oxen, 20 cows, and 7 mares. There were, besides, J. W. Woodward, John B. Moyer, Z. Gotzan, Aaron Rockenfeld, Norman Kilborn, Isaac Lemmon, H. A. Finnell, William H. Downey, wife and children, John James Downey and daughter, Abiel Morrison, Charlotte his wife, and family, George Haywood, James Bell, John Bell, W. H. Brannon and family, John Carson and wife, Israel Wright, Byrd Wright, Frank Wright, Van Ogle, and Addison S. Persham, most of whom crossed by the Naches pass. Many of them had families and friends who are not named here.

Other immigrants of this year were William H. Wallace, Elijah E. Baker, David C. Forbes, J. H. Cleale, John L. Clarke, Mason Guess (married Miss Downey), William H.

Williams, G. F. Whitworth and family, Mrs Sarah Thompson, J. Stillman, Peter Stiles (died in 1877, aged 91 years), W. B. Sinclair (married a daughter of J. N. Low), J. H. Roundtree, James H. Roundtree, William Ryan, A. H. Robie, E. G. Price, W. H. Pearson, William Newton, Mrs Rebecca Maddox and children (Joseph, Michael, Stephen, and 2 others), J. Mowerman, wife and children, H. Meter, Christopher Kennedy, Franklin Kennedy, W. Knee, B. F. Kendall, James Kymes, Joel Knight, Michael Luark and family, Joseph Lake, Donald Lake, Lenark, J. B. Ladee, Lambert, William Lane and family, Henry Ivens, Tyrus limes, James Biles, Martin V. Harper, Bailey Gatzert, Alonzo B. Dillenbaugh, J. O. Davis, Perry Dunfield, Simeon Cooper, E. Cooper, John Dickenson, W. C. Briggs, Joseph N. Baker, John E. Burns, Rev. C. Biles and family, P. Ahern, H. Patterson, M. Kirkland, and W. A. Cox.

Hubert Howe Bancroft, "A New Road," *The Works of Hubert Howe Bancroft. Volume XXXI. History of Washington, Idaho and Montana 1845-1889.* San Francisco: The History Company, publishers, 1890, p. 65-66.

http://en.wikipedia.org/wiki/Hubert_Howe_Bancroft