

HISTORY OF THE NORTHERN BLUE MOUNTAINS

by

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FOREWORD

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Signed G. J. Tucker

Chapter I

GEOLOGY OF THE NORTHERN BLUE MOUNTAINS

What type of country is the northern portion of the Umatilla National Forest? This forest includes the main range of the Blue Mountains all the way from their western terminus on the lower John Day River in Oregon to their northern terminus in Garfield and Asotin Counties, Washington. In a general way the Blue Mountains of the Umatilla National Forest are a high plateau, deeply cut by an intricate system of steep walled, rim rock, canyons. It has been said by many people who have visited the Blue Mountains that it would be more appropriate to call them the "Blue Holes." This impression is largely due to the fact that the forest roads are for the most part along the tops of ridges from which excellent views may be had of the canyons.

The Blue Mountains offer an interesting field for the study of geology, this is particularly true of the northern portion, which is included in the Asotin District.

An intensive geological study of this area has never been made. However, after doing considerable research along this line, I found in the Whitman College Library a geological report by Israel Cook Russell a geologist in the employ of the Geological Survey of the U. S. Government. This report was made in 1897 and is the result of four or five months field work in Southeastern Washington that year. The report is titled "A Reconnaissance in Southeastern Washington." I quote the following from this report:

"Of the ancient geological history of Washington little is known.

"The northern portion of the Cascade Mountains and the mountains encircling the Columbia River Basin and down the eastern side of Idaho are chiefly composed of metamorphic rock (that is greatly changed by heat and heated solutions from their original condition). Many of the metamorphic rocks composing these mountains were of sedimentary origin, but are now granite, schist, quartzite, etc. The place in the earth's history where these rocks belong is unknown but their crystalline condition suggests that they are very old and possibly belong to the series termed Archean.

"In comparatively recent geological times the mountains of northern Washington and eastern Idaho, although probably higher and more rugged than now, had their present general outlines, but the central and southern portions of the Cascades, as well as the Coast Range, were as yet unborn. The country south of the southward-facing semi circle of mountains, embracing the present great plains of the Columbia and southeastern Washington, was low and partially submerged at times beneath the sea. This vast low lying area, together with the surrounding mountains was covered with varied and beautiful forests resembling those of the South Atlantic States at the present day. In this valley region which extended far south there were lakes and swamps in which vegetable matter accumulated and was later changed to coal. The luxuriant vegetation, a part of which has been preserved as coal, furnished food and shelter for a variety of animals, no near relatives of which are living at the present day.

This age, when almost subtropical conditions prevailed, was in the early Tertiary. As time passed the lakes became filled with sediment and much of the region sank beneath the sea. Clays and sands were spread out which have since hardened into rock. Upheaval brought these once level sheets of rock above the sea and raised them into a mountain range – the Southern Cascade. In central Washington, these early tertiary rocks were eroded, and

outbreaks of volcanic energy caused lava sheets to be spread over them. Fissures opened in the earth's crust, and molten rock was poured forth in such wondrous abundance that thousands of square miles of valley lands were inundated by the firey floods. The molten rock was highly liquid, flowed rapidly, and spread out in sheets of broad extent. On cooling it formed dense black basalt now so familiar through central and southeastern Washington. This basalt may also be dark, gray, green, brown, red, etc.

"Vast outwellings of molten rock occurred at intervals throughout a period embracing many hundreds and probably many thousands of years. The time between the successive flows was sufficiently long, in numerous instances to allow the surface of the cooled and hardened lava to crumble under the action of the atmosphere and form soils on which forests of oak and pine took root and flourished.

"Lava flow succeeded lava flow until the vast valley region embraced in part by the mountains of northern Washington and Eastern Idaho, thousands of square miles in extent was covered with basalt to an average depth of probably 3,000 to 4,000 ft. The molten rock spread widely over the lowlands and about the bases of the bordering mountains and extended up the tributary valleys. As sheet after sheet was added the hills in the lowlands became buried; Outstanding spurs of the mountains became capes in the sea of molten rock; Isolated mountain peaks were surrounded by the firey flood and submerged, or left as islands rising above the surface.

"This vast inundation of lava is one of the most remarkable and one of the most dramatic incidents in the geological history of North America.

"Layers of fine, pure-white volcanic dust between the sheets of basalt show that distant volcanoes were in a state of violent eruption at the time these deposits were made, and the wind carried the dust far and wide over the land. That the dust did not come from the same eruptions that supplied the basalt is shown by a marked difference in the chemical and mineralogical composition. The dust is acid rock – that is, rich in silica – while the basalt is basic."

At length the volcanic energy ceased. Streams continued to cut their channels through the hard lavas. At an early stage in this epoch, stream-borne gravels were carried out onto the basaltic plateau and the most resistant of the stones thus deposited – the hard quartzite – may still be found in many places on the general plateau surface between deep canyons.

The canyons of the Snake, Grande Ronde, Wenaha, Asotin, Tucannon and other creeks have been carved out to a depth of from 2,000 to 4,000 ft. During the glacial epoch stream cutting was greatly excellerated because of the great change in climatic conditions. There was a colder and more humid climate than now. The streams flowing from the mountains were thus enlarged and more earth and stones were swept into the channels of the streams. The cutting action was speeded up. Vast gravel bars were deposited in some places. On the Snake River, gravel filled the channel near Lewiston to a depth of 360 feet.

"The sheets of Columbia lava were essentially horizontal when they were spread out, and so far as known, they were not disturbed until after the volcanic eruptions, to which they were due, came to an end.

"In southeastern Washington the basalt has suffered but little from the forces producing elevations and depressions, and over extensive areas the hardened lava is still horizontal. The portion of the lava forming the Blue Mountains has been elevated into a broad, low, flat-topped

dome, on the flanks of which, so far as has been learned, the beds of basalt dip gently in all directions. The Blue Mountains are in reality a large elevated plateau that has been deeply dissected by stream erosion.

“Rock disintegration and decay has kept pace with and in recent times exceeded, denudation, and every depression and every shelf on the canyon walls is filled and covered with soil. This soil is of the same character as that of the wheat land surrounding the Blue Mountains, except for the frequent occurrence of angular fragments in it. All portions of the intricate system of ridges composing the so called mountains, except the actual cliffs and precipices, are thus soil covered.”

The Columbia lava flow is very important from an economic standpoint, since by the comparatively easy disintegration and decay of its surface layers it has furnished the wonderfully rich soil on which a large portion of the grain of Washington, Oregon, and Idaho is raised.

Deep in the canyon fastnesses of the Blue Mountains are exposed some areas of quartzite and quart-schist some of which is said to be gold bearing. These are no doubt part of the original rock over which the lava flowed. This formation is exposed in Cummings Creek and some gold bearing quartz is found there in an old mine digging. This old mine was located and partly developed about 1898 but failed to pay returns on the investment.

A similar formation is found on Wenatchee Creek and some development work was done at about the same time.

It was here in this Wenatchee Creek mine about the year 1900 that Link Bower met his death as a result of a prematurely exploding charge of dynamite.

Due to the difficulty of transportation, these mines were not developed sufficiently to definitely determine whether or not there is a deposit of pay ore sufficient to warrant extensive development.

On the whole this portion of the Blue Mountains cannot be considered as a mineralized area. However, there are large deposits of lignite and coal on the bench lands lying on both sides of the Grande Ronde and Wenaha Rivers. Coal has been located in the Mountain View area, the Grouse Flat area, and the Lost Prairie area on privately owned land. In the Eden area on both private and National Forest lands and on National Forest lands in the Moore Flat area.

I quote the following from Judge E. V. Kuykendall's "Historic Glimpses of Asotin County:

“That there are immense deposits of lignite coal in the breaks of the Grande Ronde River no one can dispute. Whether the price of the commodity and transportation facilities will ever make it practicable and profitable to mine and market this product is a question as yet unanswered. The existence of these deposits had been known for many years, but little attention was given the matter until about 1900. In 1903 the following appeared in the Asotin County Sentinel:

“Over on the Grande Ronde River about twenty-five miles from its mouth lies a field of coal of nearly three thousand acres, according to scientific examination still in its dormant state, that will in the course of a few years at most prove to be a valuable resource to Asotin County . . . A tunnel has been run nearly three hundred feet and an excellent quality of lignite coal obtained . . .

That this wonderful coal field will be made to yield forth its black treasure before long is becoming more evident every day since circumstances and conditions are shaping themselves in such a manner that makes the opening up of these mines imperative."

"Newton Hibbs wrote in the Clarkston Republican as follows:

"Very few if any of the citizens of Asotin County have a definite idea of the importance of the Grande Ronde coal properties as a probable home industry."

"After a somewhat scientific discussion of the formation of these deposits,

Mr. Hibbs concludes:

"As the quartz miner would measure his ore, the coal measure of the Grande Ronde River are blocked out and there are in sight 100,000,000 tons. In the light of assay and expert reports the quality of the coal is better for domestic fuel or furnace coal than the present commercial coal supply of this district."

"In September, 1901, A Spokane paper referred to this coal field as 'The largest body of coal that has been discovered in the United States in twenty years.'"

"This article states that coal crops out on both sides of the Grande Ronde River for a distance of twelve miles and that thousands of acres had been filed upon. That the body of the coal is lignite of fine quality changing to bituminous with depth."

"That shafts had been sunk through twenty feet of solid coal. That there were indications of oil and gas though no prospecting has been done for either, and that the deposit was an unusually large one."

"This great coal deposit may some day prove a valuable asset to Asotin County. Similar deposits are also found across the Grande Ronde River in Wallowa County, Oregon."

It may be that at some future date these natural resources will be developed and the quiet, peaceful life of the canyon country will be changed. The canyon walls may echo to the blasts of steam whistles, the hum of the wheels of industry may replace the melancholy howl of the coyote, the peaceful hoot of the owl and the love call of the hooting blue grouse as they nest in the bunchgrass hills. The mountain bred cowpunchers may exchange their levis for the bib overalls of the coal miner and the wild freedom of the canyon country be replaced by the problems of capital and labor. Labor organizations may take the place of stockmen's associations and school bus drivers take the jobs of country school teachers. Such is progress.

No one knows how long the Indians have been in the Columbia Basin country. Students of archeology in this area have found evidence that this country has been inhabited either by the ancestors of the present day Indians or some other ancient people for many thousand years.

The legends of the tribes of the Columbia Basin all tell of happenings many many years ago, some of them may date back thousands of years. Many of these tales were of a very sacred religious nature and each generation felt duty bound to pass them on to the next generation without change.

The following legend is common throughout all the tribes of the Columbia Basin, there being very little variation in the telling of it. A careful perusal of the legend will show a marked similarity, insofar as the geographical changes are concerned, with the geologist's version given in the preceding chapter.

WISH-POOSH

"Each Indian narrates the story somewhat differently, but all agree that the country was once covered by water with the exception of a few high ridges and points extending down from the Cascade mountains. On these high points the Indians lived. Canoes were their only means of transportation and fish their main food."

"The water gradually receded, as time passed, and more and more country became bare until all of the higher lands and ridges were dry, leaving only separated lakes. One of these lakes was in the Kittitas valley, one in Selah, another in Mok-see and the Ahtanum. Another covered all of the country from the Pa-ho-ta-cute (Union Gap) to Tap-tat (Prosser)."

"At this time there dwelt in Lake Cle-Elum the terrible Wish-Poosh, the Big Beaver, an evil god. He had eyes of fiery red, claws that were long and sharp and a tail that was death to everything it struck."

"The lake and its surroundings became a place of terror, for the monster devoured every living thing that passed his way. He would not allow the people or the animals to take fish from the lake, even when they were very plentiful and famine was imminent for the Indians."

"The Speel-yi, the great coyote god, in his wanderings came to the spot, and found the people and the animals suffering from hunger. His heart was touched and he concluded to help them out. Having learned that many attempts had been made to destroy the monster, without avail, he went about his plans carefully. He armed himself with a long spear, having a strong handle, which he fastened securely to his wrist. Thus equipped, he started on the hunt for the destroying demon, which he soon found asleep on the shore of the lake. He drove the spear deep into the monster's body."

"Now began a trial of endurance between these two gods. The Wish-Poosh, wounded and enraged, plunged into the lake and down to the bottom. The spear handle was securely fastened to the Speel-yi's wrist, and he was dragged along by the infuriated monster. The two went plunging along through the lake. The battle now became fierce. They tore a gap through the mountain and came swimming through the lake that covered Kittitas valley. Then again they went breaking their way through the mountains, leaving a canyon behind, until they reached the smaller lake covering the Selah valley. They passed through the Nah-cheez, leaving a gap behind. Swimming through the lake that covered Mok-see and Ahtanum, then crashed through Ahtanum ridge. Thus was Union Gap formed. In this death struggle each was doing his best as they plowed their way along, making the channel of the Yakima river. The Speel-Yi was getting the worst of it and tried to check the rush of the terrible Wish-Poosh by catching hold of trees, which were quickly torn out by the roots. He clung to the rocks, but they slipped away. Nothing could stay the maddened course of the evil god. When he reached the great icy mountains he knocked a complete hole through, forming what we called the Cascade Falls. The coyote became unconscious, and when he revived found himself on the shore of the Great Salt Water (mouth of the Columbia river). The Wish-Poosh was dead."

"Weak and sore, speel-yi unfastened his arm from the handle of the spear, which bound him to the beaver god, and stood victor of the fierce struggle. He now proceeded to finish Wish-Poosh beyond any possibility of resurrection by cutting him into small pieces. The pieces he threw to the four cardinal points, saying:"

"You will be the last giant of your race. Your descendants will be small and helpless, scattered all over the continent, with no power to resist. Their skins will be much sought after by the people, who will pursue them in every clime until they are wiped from the face of the earth." Those descendants are the common beaver of today.

"Resting a few days to gather strength after his almost fatal experience, the Speel-Yi began the return journey to his home among the big snow mountains back of Lake Cle-Elum. He soon met a great stream of muddy water, and on his arrival at the present Cascade Falls of the Columbia River saw a mighty river flowing through the great tunnel which the Wish-Poosh had made on that downward struggle. Moving back, he found the waters from all sides flowing into this great channel. Land was visible everywhere as he moved on up. The lakes which had covered the valleys of the Yakima had disappeared, leaving the ground wet, while here and there were Indians wading in the mud."

"On reaching Lake Cle-Elum the people gave him a feast, showing gratitude for their deliverance from the monster "beaver god". They told the Speel-Yi that he should always be a wise god, from whom they would seek advice in time of great distress. For untold ages the men and women of this tribe, when in severe grief, would go to the tall snow mountain to consult the old Speel-Yi, and his advice they always followed."

"Among the many different versions of the Wish-Poosh, I have selected this one, for it has its corroboration in the legend of the Bridge of the Gods, which these two gods made when they tore through the mountains at Cascade falls. The tearing of the hole left a natural bridge, and resulted in the drainage of a vast territory in Eastern Washington and Oregon."

Chapter II

THE COMING OF LEWIS AND CLARK

At the time of the coming of the first white man, The Lewis and Clark Expedition, to the Columbia River Basin in 1805, the Indian tribes were distributed approximately as follows:

The Salishan family of tribes inhabited the northern part of Washington, including the Columbia River above the Saddle mountains, The Wenatchee, Methow, Oakanogan and Spokane Rivers. Also Northern Idaho north of the Spokane River.

The Shaphaptan family of tribes inhabited the southern portion of Washington, including the Yakima valley; the Columbia River from the Saddle mountains to the Columbia River Gorge; the Snake river country of Southeastern Washington, the Palouse River country to the summit of the Bitterroot mountains on the Idaho-Montana State line, all of the Clearwater river country in Idaho, all of the Salmon River country except the upper part in eastern Idaho, and all of the northeastern portion of Oregon from the John Day River to Burnt River and lower Powder River.

The Shoshonee family of tribes inhabited the area south of the Shaphaptan Indians in what is now Southeastern Oregon and Southern Idaho.

The history of the Blue Mountains of Southeastern Washington and Northeastern Oregon has been very closely interwoven with that of the Shaphaptan Indians. The principle tribes of the group are as follows: Nez Perces, inhabiting the Wallowa, Lower Grande Ronde, Salmon, Clearwater and Snake Rivers to the Tucannon and Palouse Rivers; The Palouses, inhabiting the Palouse country and lower Snake River country; The Upper and Lower Cayuse and the Walla Walla and Umatillas who had the country from the John Day River to Burnt River and north to the Columbia and Snake River, except the Wallowa, Imnaha, lower Grande Ronde country to Tucannon River, which was Nez Perce country. The Yakimas, Klickitats and some other smaller tribes lived north and west of the Columbia River in south central Washington.

For our purpose we are chiefly interested in the Nez Perce, Cayuse, Walla Walla and Umatilla tribes. The Nez Perce was the largest of these tribes with the Cayuse second, the Umatilla and Walla Walla were of about equal size but much smaller than the first two.

In the land of the Yakimas a very long time ago a generation before the coming of Lewis and Clark, there was a famous medicine man known as Wa-tum-nah. One day out from among the buffalo robes in the corner of his wigwam arose the old gray-headed medicine man and oracle of the tribe, Wa-tum-nah, whose tottering limbs and withered form told of great age. Thus he spoke:

"I am a very old man; so old that I have seen generations come and go. The playmates of my boyhood have all gone the long trail, and Wa-tum-nah alone is left, the last of his race. Many summers have I slept in peace for no voice called me, but today my Tam-man-a-was (the light) comes back to me after many years and I feel the fire of youth again. Memories of the past return as if of yesterday.

"Always have I been a great medicine man and prohet. When my Tam-man-a-was appears to me, I lie as asleep, and as in a dream I see the future. There is a vision before me now of things to come. Far to the east I see a pale-faced people, "The Paiyo-wit", pushing the red man

back towards the setting sun. The red men fight this onward march to no avail; they are driven away from the lands of their forefathers.



Their dead lie strewn along the trails, their bones dry on the sandhills, while the living move ever farther west, pursued by their relentless foes.

“You are now a happy people, but you will not always remain so. Ere many snows this same fate will come to you, for I now see those pale-faces with buffalo (oxen) hitched to large canoes on wheels moving towards us over the great plains. First they will pass through the country of the Cay-uses and the Walla Wallas and stop in the land of the Mult-no-mahs (Willamette Valley). Thousands will follow as the years roll by. Soon they will move back over the big mountains and begin to take from you your beautiful valley. This will be the beginning of the end.

“Warriors will fall in battle; old men and women, worn and weary, will die along the trail, and your head men be no more.

"The pale-face, "Paiyo-wit", will own your country and you will become a broken-hearted people, the war whoop no longer heard, your once great power gone amidst the wailing sounds of your old women. You will vanish as a race.

"The fire in my body is fast dying out. My race is run. What I have said will come to pass. Remember the last words of Wa-tum-nah."

The following paragraphs are quoted from Chester A. Fee's biography of Chief Joseph:

"When they first appear in the white man's records, shortly after the close of the 18th century, the Nez Perce inhabit in a scattered fashion a vast area in what is now north central Idaho, southeastern Washington and northeastern Oregon. They are mountain Indians, but possess horses. During the spring, summer and fall they roam about seeking pasturage for their herds, and hunting, fishing and gathering berries and roots. Once every year or so they cross the Bitter Root Mountains into what is now Montana to hunt buffalo. There they often clash with the Blackfeet. In the winter the Nez Perce pitch their teepees in sheltered river valleys and live on food gathered during the warmer months of the year.

"They are a tall, handsome, big boned people, dignified and erect. Religion plays a large part in their life, and it is a religion strongly ethical in nature. Their tongue belongs to the Shahaptan group."

"One day in 1805 hunters, returning from the country of the Flatheads, brought a dying squaw into a Nez Perce village. She was Wat-ku-ese, a Nez Perce maiden who had been captured by the Blackfeet years ago in a fight in the buffalo country. Later she had been passed among the tribes to the north and east of the Blackfeet and after going through many hands, still a captive, had reached the vicinity of the white settlements on the Red River. There she became the first of the Nez Perce to see a white man.

"Two years later Wat-ku-ese, with a papoose on her back, made her escape from her owners and journeyed westward towards her home. Part of the way she was helped by white settlers. But soon there were no more settlements, and then she found hunger and cold. The papoose died, and she buried it beside the trail. After much suffering Wat-ku-ese reached the country of the Flatheads, and there Nez Perce hunters found her and brought her home, dying of the hardships she had endured. She told her people wonderful stories of the So-yah-po (Crowned Ones – the name given to white men because of their hats), and how they had treated her kindly.

"In September of the same year Lewis and Clark, on their way to the Pacific, crossed the main chain of the Bitter Roots over the Lolo Trail, after undergoing much hardship, and descended upon the Oyiap, or Weippe Prairie. It was a place where the camas root, a staple article of the Nez Perce diet, grew thickest, and Nez Perce were encamped there. Word came to them of the approach of strangers. Wat-ku-ese, as she lay dying, said that these were the Crowned Ones who had been so kind to her on her escape. But some of the Indians feared that they were the "Paiyo-wit", who according to an ancient legend, were a strange, nameless people who some day would come to destroy the Nez Perce. Wat-ku-ese maintained that they were not the "Paiyo-wit", but friendly people, and finally persuaded the Nez Perce to believe her.

"Cautiously they went out to meet the white men, who took their hands, and shook them. This was something entirely new to the Indians, and they said to each other in surprise, "They dandle us".

"Late in the day that the Crowned Ones arrived, Wat-ku-ese died. But before dying she had succeeded in laying the foundation for the long friendship that was to exist between the Nez Perce and the whites.

"The Indians helped Lewis and Clark on their journey westward, giving them food and guidance. At the Koos-koos-ke, or Clearwater, the white men built canoes and, taking two Nez Perce chiefs with them as guides, floated down to the Ki-moo-conem, or Big Snake River, where the two chiefs took their leave at a place called Tacem-eni-cum, which is now Lewiston. The expedition left many articles unnecessary to its further journey in the care of the Nez Perce, to be picked up again on the return eastward. The saddles and horses were entrusted to Twisted Hair, a chief.

"During the long winter the Nez Perce thought much about the many new things to which the white men had introduced them. Never before had they seen guns, flint-and-tinder boxes, cloth and other things. But they little realized that the very horses they owned were old evidence of the coming of the white man."

Judge C. F. Miller tells of the return trip in the following words:

"On the night of May 1st, 1806, in their return from the mouth of the Columbia, where they had passed the winter, Lewis and Clark camped for the night near where Bolles Junction is now located, and on the morning of the second they traveled, as they describe it in their diary, for about three miles on a hilly road along the north bank of the creek, with a wide bottom on the south side, to where a creek comes in from the mountains to the south. This was undoubtedly the Coppei, which they named Cambler's Creek, and is the present site of the City of Waitsburg. There they entered a wide valley on the north side of the creek, containing about fifty acres of pine timber; four miles further on they crossed to the south side, evidently at Shiloh, and then traveled seven miles further on the south side of the next passing, where a small stream came in from the northeast, and the main stream bore to the south towards the mountains where it had its source. This is easily recognized as Dayton, where the Touchet from the south and the Patit from the northeast have their junction. They gave the name of White Stallion to the main Touchet at this point, because they had, a few days before, been presented with a beautiful white stallion, by the chief of the Walla Walla. They then say that they traveled up the small stream, north 45 degrees east, eight and three-quarter miles and camped in the bottom on the north side of the creek, at a point where the trail, or road as they call it, left the stream and turned into the high open plains. The entire distance traveled during the day was nineteen miles. The next day they traveled over the hills, north 15 degrees east, twelve miles to the Kinnocenim, or Tucannon where they camped for dinner. After dinner they crossed over the hills for three miles to a small stream, evidently the Pataha, and up that stream they met Chief Big Horn of the Nez Perce tribe at or near what is now the Pomeroy City Park. They then proceeded to Cottonwood grove where they camped, having made twenty-eight miles during the day. This was without question the Rigsby grove, just above Pataha City. They say that this was a cold day, and that it hailed and rained and snowed, and was very disagreeable.

"In passing up the Touchet, they describe the soil as improving and the hills more fertile and less sandy than those below. On May 2nd they saw two deer, many birds and evidence of beaver and otter along the streams, and say that the valleys were covered with camas, then in

bloom. I am inclined to take issue with the explorers at one point, and this is the distance traveled up the Patit. All the old settlers know that the Indian trails left the Patit at the present Broughton place, above Ingram's, where the road now leaves going toward Ronan. When a boy, I rode over the trails and know where they left the Patit, and I have just examined an old map made by Dan Miner in 1878, which shows the Nez Perce trails. They leave the Patit at the place where the road now leaves, but climb the hill and come into Johnson Hollow just below the Johnson residence, and then cross over the hills through the Eager place to Whetstone near the warehouses, and then run up Whetstone to Turner, then pass between the Vanice and Anderson places and down the gulch to the Allen Howard place on Tucannon, a mile below Marengo. Besides this proof, the explorers say that they traveled up the Patit north 45 degrees east. This would be the proper direction up the Broughton place, but from that on, the creek comes from a little south of east and the trails formerly leading from the Broughton place run north about 15 degrees east, which would be the direction traveled the next day toward the Tucannon.

"The distance traveled, the direction, the remembrance of the old settlers, and the first map made, all go to show Lewis and Clark made a clerical error in recording this distance, and that their one camp made in Columbia County was at the old crossing of the Patit on the east and the Broughton place. It is rather unfortunate that the original Indian name, Kinnocenim, was not retained instead of the rather harsh sounding Tucannon. Many people have the idea that Tucannon derived its name from the tradition that some early expedition buried two canons on its banks when pressed by the Indians, but the early expeditions, both explorers and Indian fighters, did not carry cannons. They did well if they got over the country with their muskets. The first cannons in this section, that we read about, were at Fort Taylor at the mouth of the Tucannon, built by Colonel Wright in 1858, which was some time after the creek had received its present name. I am inclined to adopt the theory that the name is derived from "Tukanin" Nez Perce name for cowse of Indian bread root, which was generally used by the Indians in making bread. I have some early recollections of trying to eat some Indian bread made from crushed cowse, flavored with grasshopper legs.

"The name Patit, called by Indians Pat-ti-ta is somewhat in doubt, one Indian having told me that it was Nez Perce word meaning bark creek and another that it was from the French and meant a small creek. The word Touchet has never been properly identified, but Ed Raboin thought it was from the French, and came from the exclamation "touché" used in fencing with foils, when one of the fencers touched the other over a vital spot."

Chapter III

THE NEZ PERCE AND CAPTAIN B. L. E. BONNEVILLE

A. J. Splawn in his book "Ka-mi-akin", the last hero of the Yakimas", tells the following story:

"Long before any missionaries of any denomination had reached the interior of the Northwest, an Indian evangelist had visited about every tribe, preaching the Catholic faith. The Yakimas tell of him and the vast throngs that gathered to listen to his sermons. He was the first to tell of the Great Father, the Creator of all things, and the white man's book, the Bible, that taught all people how to live, if they wished to reach the spirit land after death. His Indian name was Kah-pat. Some of the earlier explorers had noticed in their acts and ceremonies marks of religion. Bonneville, in 1834, says they are very devotional, and will not move their lodges or labor on Sunday. And while holding services, if an Indian should be passing by, he stops, dismounts and waits until after the ceremony. Wyeth, the fur trader, says: "I know not of their religion. I saw no images or objects or worship, and yet they do not hunt nor gamble, but mope around on Sunday. There certainly appeared among them honor and sense of justice." Townsend was equally struck with their religious character, and says: "I was never more gratified by an exhibition of worship in my life." In looking up the history to determine who this red evangelist, Kah-pat, was, I have concluded he was the Iroquois Indian, Ignace, mentioned in Bancroft's history of the Northwest coast, who came among the Flatheads in 1816. No doubt from that source originated the idea of the Nez Perce of sending four of their tribe to St. Louis, Missouri, in quest of missionaries and the white man's book, the Bible in 1831."

I quote the following from Chester a. Fee's biography of Chief Joseph: "They came, as George Catlin, the artist, then in St. Louis, expressed it, "to inquire for the truth of a representation which some white man had made among them, that our religion was better than theirs and that they would be lost if they did not embrace it."

"They saw General William Clark, who, since his expedition to the River of the West with Lewis, had become governor of Missouri and superintendent of Indian Affairs. Of him too they earnestly asked for teachers of the white man's "Book of Heaven".

"While in St. Louis, Speaking Eagle and Man of the Morning died and were buried by Catholic priests, after having been given the baptismal names of Narcissa and Paul. The remaining two Nez Perce prepared to start back to their home. General Clark as a Catholic could not, according to his doctrine, give them a Bible, but he did treat them to a final banquet and wish them "Godspeed."

"Rabbit Skin Leggings made an eloquent speech in reply. He said they had come, with "one eye partly opened for more light for our people who sit in darkness, to ask of the white men their "Book of Heaven". But it had been refused them, and now only two were left to return to their people, as blind as they had come – "with both arms empty and broken." The Nez Perce would "die in darkness."

"No Horns on His Head died on the journey back, and only Rabbit Skin Leggings was left to bring word to the Nez Perce that white men themselves would come with the Bible. Having delivered this message, he left his tribe and never lived among them again, oppressed by his failure to obtain the "Book of Heaven."

"In 1832 Captain Bonneville's expedition, made famous by Washington Irving, came into contact with the Nez Perce. They received Bonneville hospitably and aided him on his dangerous and difficult journey to the Columbia. He spent some time in the valley of the Imnaha in the land of Winding Water, where the Upper Nez Perce lived, and whose guest he was. They marveled at his bald head and named him the Bald Chief. There the people of old Wal-lam-wat-kin's band, now led by his son, Old Joseph, saw him.

"As Bonneville continued through Nez Perce country on his way to the Pacific, the Indians hailed his approach to their villages, by firing guns in salute. Knowing that he was short of ammunition, they would send powder to him beforehand so that he could acknowledge the salutes by firing his own guns. At each village, after many formalities, his party would be assigned to lodges and fed. In return Bonneville would have to tell the Nez Perce about his own people. Every sentence he spoke would be proclaimed to the whole village by a crier. Then all the ailing people would push forward to have him cure them, for he had by that time acquired fame among the Nez Perce as a doctor.

"On his return from the Pacific, Bonneville found the Nez Perce even more hospitable and friendly. Of all the tribes in the Northwest they were the only ones willing to trade with Americans. They asked Bonneville to have an American trading post established among them, as they wanted most to trade with the "Big Hearts of the East." The other tribes were too much under the pressure of the Hudson's Bay Company to consent to trading with Americans.

"This was but the first time among many that the Nez Perce showed their absolute trust and faith in the agreement of friendship and peace which had been made between them and the American nation in the persons of Lewis and Clark.

"Bonneville declared the Nez Perce to be "the least barbarous, most gentle, friendly and religious of all native tribes whom he encountered." He said further, "Simply to call these people religious would convey but a faint idea of the deep hue of piety and devotion which pervades their whole conduct. Their honesty is immaculate, and their purity of purpose and their observances of the rites of their religion are most uniform and remarkable. They are certainly more like a nation of saints than a horde of savages."

"This is a character the Nez Perce seem never to have lost altogether."

Bonneville and his party evidently skirted the mountains now included in the Umatilla Forest very closely but did not actually set foot on what is now the Umatilla Forest.

In the spring of 1836 a party consisting of Mr. and Mrs. Marcus Whitman, W. H. Gray and Mr. and Mrs. H. H. Spalding set out from St. Louis with a trapper train for the purpose of answering the call of the Nez Percés for instruction in the white man's religion.

They were met at Green River by ten Nez Percés led by Tak-en-su-ats and Lawyer, and continued forward with them to the Valley of the Columbia. The white party then descended the river to Fort Vancouver and visited Dr. John McLaughlin, the chief factor of the Hudson's Bay Company. The latter advised them to establish a mission among the Cayuse Indians.

Whitman took his advice and returned up the river to the Cayuse country, the Cayuse Indians proved to be friendly and readily granted Whitman permission to build his mission in the beautiful Walla Walla Valley at a place called waii-lat-pu.

Spalding, however, leaving his wife and goods with the main party went with Tak-en-su-ats, who had become his loyal friend, to the Nez Perce country. After looking over several locations, it was decided to settle at Lapwai Creek. This was on November 29, 1836.

Spalding then returned to Waii-lat-pu for his wife and goods and brought them to Lapwai, where they built a house and established the Spalding Mission. Thus Mrs. Spalding enjoyed the distinction of being the first white women to set foot on Columbia, Garfield and Asotin Counties.

These two missions prospered and did much to educate the Nez Perce, Cayuse, Umatilla and Walla Walla Indians until the Whitman massacre in 1847, when both the missions were abandoned.

Life in the vicinity of the Blue Mountains once again resumed its original tempo. The pastoral, semi-nomadic manner of living was resumed by the Indians. But there was an undercurrent of fear, suspicion and foreboding in the hearts of the wise men of the tribes as they observed the increasing numbers of whites passing through their lands headed down the Columbia River for the Willamette country.

Chapter IV

EARLY INDIAN TRAILS

The pioneers of Oregon; from the earliest day of the Hudson Bay Co. and American trappers, down through the explorer, missionary, early ox team caravan, pony express, stage coach, railroad and highway builders; have found the way blazed out before them by the Indians.

We have no authentic history of the travels of the early trappers, but they traded, trapped and lived with the Indians, followed them in their seasonal migrations, and left no permanent record of their passing. They were the advance contact men of the white man's civilization and their job was accomplished by their mere presence.

The history of the early explorers is for the most part well recorded. They almost invariably followed Indian guides over well established Indian trails and showed their common sense in so doing. One notable exception was Captain Bonneville who attempted to go down the Snake River Canyon against the advice of friendly Indians. The suffering and difficulties of his party are well known to students of history. Friendly Indians guided him out of the box canyon of the Imnaha River country over well established Indian trails and the lives of his party were saved.

Marcus Whitman and Spalding followed Indian guides over Indian trails when they came to the Walla Walla country by pack train to establish their mission.

Marcus Whitman usually received credit for piloting the first caravan of wagons to the Oregon country in 1843. This is not entirely true for Whitman as pilot and guide, was guided by his Indian friend, Isticcus. The most difficult part of this journey, from Grande Ronde Valley to the Umatilla River at Cayuse was even made without Dr. Whitman being with the wagon train. Dr. Whitman left the caravan at the Grande Ronde Valley and hurriedly rode to the Spalding Mission at Lapwai, to check the spread of an epidemic. Isticcus guided the caravan across the Blue Mountains by a route which modern highway engineers have been able to improve upon only in matter of detail and not as to principle.

The early caravan routes and later toll-roads were built without exception in northeastern Oregon and southeastern Washington along the general routes of well established Indian trails. A brief discussion of some of these early roads and trails follows.

The Old Oregon Trail: This road from Old's Ferry near Huntington, up the Burnt River Canyon to Baker Valley, follows almost exactly the old Indian trail. Across this valley to North Powder the route is the same. From North Powder to the Grande Ronde Valley the Indian Trail and the old Emigrant road are identical. The modern highway takes the route of another well used Indian trail via Telocaset and Union. The Old Emigrant Road from La Grande to Cayuse followed almost exactly the Indian trail. Our modern highway has made numerous minor changes in order to maintain a more even grade. The greatest change being from La Grande to Hilgard, the modern road going directly up the Grande Ronde River and the Old Emigrant Road and the Indian trail going over the hills.

The present day highways to Walla Walla and to Pilot Rock and Heppner join the Old Oregon Trail at Pendleton whereas the junction of the Old Indian Trails at Cayuse.

One of the routes of the emigrant caravans followed the Grande Ronde River from Hilgard to Starkey Valley then up McIntire Ridge and between the heads of McCoy Creek and Johnson Creek and down Rocky Ridge to Pilot Rock. One can drive today over highway and forest roads and follow this exact route, with only minor differences.

The Tollgate route or Weston-Elgin Highway was first made a wagon road in 1873 and followed very closely the Indian trail. The new highway varies some and joins the Pendleton-Walla Walla highway at Weston instead of Milton as the old road did and the trail. Also the new highway follows Little Phillips Creek near Elgin whereas the old road and trail followed the ridges.

Another trail across the Blue Mountains was up the Umatilla River and across the divide at Ruckle and down Willow Creek to the Grande Ronde Valley at Summerville. The Thomas and Ruckle Toll Road was built along this route in 1863-64 and carried a heavy traffic until it was largely washed out by high water in the spring of 1886 or 1887. This is the only main traveled road of pioneer days across the Blue Mountains which is unused today. A stretch of approximately 14 miles along the Umatilla River has never been rebuilt since being washed out. However, the comprehensive road plan of the Umatilla Forest provides that it shall some day be reconstructed, indeed the Squaw Creek CCC Camp is now doing construction work for a new road along this old route.

The Old Indian trails into the Ukiah and North Fork of John Day country were much the same as our present day roads. Several of the battles of the Bannock Indian War were fought along this route.

One of the heavily used summer trails was from Starkey via Chicken Hill to Granite and across the divide to Sumpter Valley. A road was built along this route during the sixties and freight was hauled to the Powder River mines for years over this route. One may travel this way today for the most part over well improved forest roads.

The present day roads into Wallowa County are along the routes of the old Indian Trails. The Boneville Route highway from Enterprise to Lewiston to be completed within the next two years will follow closely the Old Nez Perce trail into Wallowa Valley, the summer hunting grounds of Old Chief Joseph's clan of Nez Perce.

The modern highway from Pendleton through Walla Walla, Dayton, Pomeroy to Lewiston follows closely the main thoroughfare of the Indians which was known as the Nez Perce trail. The original wagon roads along this route followed almost exactly the old trails. Between Dayton and Pomeroy the old Nez Perce Trail and the first wagon road crossed the Tucannon River farther upstream than the highway.

So much for the comparison between our present day roads and the trails which are older than the memory of the oldest Indian's grandparents.

These old Indian Trails were not merely dim trails which could be followed only by an expert tracker. They were rather the Indians' highways and were made plain by the travel each year of hundreds of ponies. Each trail witnessed the semi-annual passage of caravans of pack animals, horses dragging trakas, saddle ponies and the remuda of extra ponies as the clans and tribes alternated between winter and summer grazing and hunting grounds. Men, women and children seeking ever the ideal of good hunting, good fishing, grass and relief from the torrid heat of midsummer and the icy blasts of winter.

These old Indian Trails followed where practicable the open country. However, through the timber they were well defined and most logs were removed by hand or were burned out. The junction of trails were signed by the use of poles and sticks arranged according to a code with which all the Indians were familiar. There was of course a network of less important trails throughout this region which were less frequently used and over which the Indians did not attempt to move their large caravans and herds of horses. Many of these lesser used trails were known only to the hunters and scouts of the tribes, just as today many trails are known only by the Forest Rangers and Stockmen.

I quote the following articles written by A. E. Nelson, The Roving Reporter, of the Walla Walla Bulletin. Mr. Nelson has made an intensive research of the Indian Trails of the Blue Mountains. The following is a description of one of the most important summer trails which was used a great deal by the Nez Perce. It was of great importance because it passed through what is no doubt the best huckleberry country in the Blue Mountains. It afforded wonderful deer hunting and touched at some of the best fishing streams. Old Chief Joseph insisted that the country through which it passed be included in the boundaries of the Nez Perce Reservation according to the treaty of 1855. Old Joseph and Young Joseph always considered this country as a part of their beloved Wallowa, "The Land of Winding Waters." I quote from Nelson:

Inland Empire history readers usually think first of the Nez Perce trail when Indian communication lines are mentioned. Important as the Nez Perce trail was to Oregon, Washington and Idaho tribes, it nevertheless had a contemporary arterial of importance. It penetrated the Blue Mountains north and south, while the Nez Perce trail kept to the open spaces, touching or approaching Walla Walla, Dayton and Pomeroy.

"It is significant that the better known of the two trails is of no transportation importance whatever at this late date, while the lesser known trail is in constant use in summer months by hunters, stockmen, fisherman and forest service agents. When the trail was laid out and first used, no man dares to guess.

"Forest Ranger, Albert Baker, of the Walla Walla District, is personally familiar with much of it. He relates that there was a great council ground exactly where the Clearwater Lookout tower now stands. At Indian Corrals the natives gathered often in great numbers.

"From the general vicinity of Indian Corrals the trail runs south to Oregon Buttes, reaching 6,401 foot elevation at one point. Tradition says, and old trails still in use prove, that the main trail divided at some point near Oregon Buttes, one running easterly into Asotin County via Mt. Misery, in a general sense. Baker thinks Indian used the trail now employed along the Grizzly Bear ridge, then northeastward toward Bear Wallow and then easterly into Asotin County.

"Following the branch that leads into Wallowa County from Oregon Buttes, one comes to Weller Butte and then down into the Wenaha (Little Salmon) River at a point near where Butte Creek flows into the river. From there to the mouth of the Wenaha where Troy now stands the trail then, and still does, follows the river closely.

"At the junction of the Butte Creek and Wenaha River is Grizzly Bear Rock and the totem pole on Sentinel Rock. Numerous legends attach themselves to the rock which possess an amazing likeness to a huge bear.

"Legend says Indians annually set up a village at that point while providing winter food. An evil spirit also lived there and would assume the form of a grizzly bear and then cause death and

misery to the tribe. To frustrate such action, chiefs posted a sentinel to stand guard against the evil spirit, but one such sentinel slept one night and the evil spirit slipped through the picket lines to cause endless distress.

"Friendly gods eventually conquered the evil spirit while in bear form and converted it into basalt rock. There the big, bad bear stands today, a perpetual symbol of what happens to evil spirits masquerading as bears.

"Many spots of legendary and historical importance touch the trail or may be observed from it. Between Pomeroy and Tollgate there are many of these.

"Lodgepole springs is one. Chief Joseph (the elder) often set up his tepees at that point when migrating to and from the lake which contained 'red fish of the Manitou', namely, Wallowa Lake. The skeletons of those temporary camps built by Joseph were subsequently seen by white men who proceeded to name the spot Lodgepole Springs.

"Far to the west from the trail is the flat rock known as Table Rock which stands guard over much of the Mill Creek watershed; also in that vicinity is the cone-shaped rock known as Milk Shakes.

"Farther on, and well off the old trail is Bone Springs, so named because Old Chief Bones of the Palouse tribe and at home in Walla Walla Valley much of his life, used that particular spot for his hunting grounds. It is at Bone Springs that the Skyline Road shoots off a branch to Troy.

"To the west of Joseph's Springs and immediately across the canyon of Butte Creek, are the pine-covered Twin Buttes, favorite hunting grounds of the noted Chief Hotas."

The section of Joseph Trail from Indian Corrals to the Indian village at Asotin or across to the villages along the Clearwater River has been definitely established according to Mr. Nelson, with the help of Arzy Kenworthy, who was Forest Ranger in that locality from 1931 to 1939. Mr. Nelson's account continues:

"That latter sector has now been established, conclusively. Arzy Kenworthy, boss man of the Clearwater Ranger Station, knows exactly where the old trail lay, and can prove it by more or less continuous trakas grooves—marks left by the dragging poles Indians used for transporting personal property and food supplies.

"It's all very simple. The Nez Perce did what Indians generally did, namely, followed the easiest grades in the shortest distances. In the vicinity of Lewiston the actual trail marks have been largely obliterated, but the course ranged southwesterly some 14 miles to the junction of North and South forks of Asotin Creek. There the trail becomes quite distinct at this late date. Those early migrating Indians began to climb Smoothing Iron Ridge at that point and kept to the ridge, as Indians did, to circumvent ambushes. The ridge runs westerly a distance of about 18 miles.

"From Smoothing Iron Ridge the trail led to Wickiup Springs, then westerly a few mile to Mt. Misery, and then on to Indian Corrals, not far distant. That route is much shorter than the Alpowa route; it is logical and over easy terrain for the most part and is another proof of the Indian's remarkable instinct in selecting the best and shortest route between two points. No modern roadbuilder could have improved on that historic route from Indian Corrals to the Clearwater River.

"At Elgin lives Charles Moore, whose boyhood, and much of his later years, were spent in the out-of-the-way places along the Grande Ronde River in the direction of Troy. He knows the long stretches there as well as any living man. Moore has traced the logical route from Troy for the Inland Empire page in such a way that all doubt about its authenticity seems to be removed.

"The Moore explanation possesses every requirement of an Indian trail save only that his location was not the shortest route. To have gone directly south from Troy via the Flora country to Wallowa Lake would, however, lead through rather barren, waterless areas generally shunned by Indian travelers.

"Evert Richman, now of Wallowa, but for many years a resident of the Grouse country, admits the logic of the Moore route.

"Briefly, the trail followed the Grande Ronde River in a southwesterly direction about 50 miles to Elgin, or near there; crossed Cricket Flat, employed Smith mountain, came down to the Wallowa River at the head of Wallowa Canyon, and then followed the Wallowa to its source.

"In many places the trail is more than two feet deep-most of the way it is as clear-cut as it ever was. It led through the finest game sections, the best fishing streams, with hip-deep grass in meadows only a few miles apart most of the way. These were essentials for Indians as a source of food for man and beast.

"The route Moore is so familiar with, hugs the river part of the way. It swings around Elk (Bald) Mountain; hugs the river again to what is now the Norman Sweikert Meadows: then turns sharply away from the river to the ridge at Fry Meadows where the Looking Glass-Salmon (Wenaha) River wagon road runs and where it crosses Sheep Creek. The route then touches Bear Wallow, swinging toward the Grande Ronde in an easy curve to where the Looking Glass reached the Grande Ronde. The trail then follows up the Looking Glass to the falls, moves Elgin-ward across Cabin Creek and shortly afterwards turns sharply back to the Grande Ronde, crossing about five miles below Elgin. From there through the Leonard Parsons place, the trail is very distinct, but dims after that.

"Said Moore last week, 'My Father, W. A. Moore, saw a great number of Indian migrations, as they crossed a part of his farm. There were many branch routes, cutting cross lots to other points, but to my mind, the main and parent route was the one I have explained. While it was longer than cutting through Flora from Troy, it had so many other favorable features deemed important by Indians.'"

It should be remembered that the trail above described was a trail used for the purpose of hunting deer and elk, gathering huckleberries and fishing. Deer and elk hides were tanned, meat was dried and smoked, fish was dried and huckleberries were dried. Provisions were laid up for the winter season. Each year it was necessary for the Indians to start putting aside food for the winter months early in the spring when the various roots were ready to dig. The process of harvesting then continued throughout the summer and into the fall when each section of the tribe would return to their winter village.

Chapter V

THE TREATY OF 1855

After the abandonment of the missions at Waii-lat-pu and Lapwai, the Blue Mountain region was strictly Indian territory for a number of years. Trappers of the great Hudson's Bay Company and a few American trappers continued to roam over the country trapping and trading with the Indians. Emigrant trains continued to pass through over the Old Oregon Trail, but no white man lived in the Blue Mountains except the trappers. Some of these trappers had more or less permanent headquarters and Judge E. V. Kuykendall in his *Historic Glimpses of Asotin County* tells of a trading post on Lost Prairie.

"There is convincing evidence that Hudson's Bay trappers caught fur bearing animals in the streams along the Snake and Grande Ronde Rivers prior to the earliest settlements in Asotin County (or Garfield and Columbia Counties). There was a Hudson's Bay trading post on Lost Prairie in Wallowa County, Oregon, across the line from Asotin County in the early days, and for many years the stone chimney of the old building remained standing after the house had been destroyed either by fire or decay.

"Old settlers relate that from 1873 to 1875 there lived in the vicinity of Hansen Ferry, (Mt. View) several old Indians who had a distinct recollection of the old store, and had made visits there with their parents and had seen the exchange of furs for supplies, consisting chiefly of gaudy blankets, beads and trinkets.

"The Indians also relate that this trading post had a large herd of horses, and that one winter the snow reached such a depth and remained on the ground so long that horses were compelled to subsist up on bark peeled from trees, and as a result many of them died.

"No evidence has been uncovered which would indicate the date of the establishment or of the abandonment of this trading post.

"Under our treaty with Spain in 1819, parallel 42 north latitude was fixed as the northern limit of that country's possessions in America. Between 42 degrees and 54 degrees 40 minutes lay the special 'Oregon Country' claimed by both England and the United States.

"English fur traders and trappers, particularly those affiliated with American settlers also were gradually entering and settling that area.

"In 1844, the slogan of the Democratic party was 'Fifty-four forty or fight'. For a time was seemed inevitable, but in 1846 a treaty was concluded fixing the boundary between the British and United States possessions at 49 degrees north latitude. After the confirmation of this treaty, the Hudson's Bay Company withdrew its posts and trappers and retired to British possessions. In the light of these facts it is probable that this Lost Prairie trading post was established not later than 1846, and that it was abandoned probably not later than 1850, as a reasonable time was granted for closing business of the trading posts and the removal of goods from American possessions.

"What a thrilling and fascinating document, a diary of the keeper of this isolated post would be."

It is very apparent that the Nez Perces did not forget all that the missionaries taught them. They continued to raise cattle and their herds slowly increased in the canyon country although they found that cattle could not live through the occasional hard winter as well as their horses.

The Nez Perce did not forget how to raise gardens. Some of their old men and women would remain at the winter village or camp and raise good gardens by irrigation, while the younger and more able-bodied would go on the annual summer migrations. I quote from Judge E. V. Kuykendall's book as follows:

"Before leaving the southern portion of the Asotin County some mention should be made of the Indian gardens located on the north side of the Grande Ronde River about half a miles below the mouth of the Rattlesnake Creek and on other favored spots extending on down the Grande Ronde to the mouth of Shoemaker Creek, on low benches along the river.

It appears that Nez Perce Indians maintained gardens in these places before white men came to the country, and made use of irrigation in growing corn and other vegetables.

"As there appears to be no record or tradition of the growing of vegetables by the Nez Perce Indians prior to the coming of missionary Spalding, it is safe to assume that the Indians who maintained these gardens in the early days learned their lessons in agriculture and irrigation from Rev. Spalding.

"These bars along the Grande Ronde River were favorite winter gathering places for the Indians and it was a common thing for powwows, dances, and ceremonials to be held there.

"Later, white men filed on these tracts and the Indians as usual were compelled to relinquish their rights, and retire to the reservation set aside for them."

In the great Indian Treaty of 1855 in which the Nez Perce, Cayuse, Umatilla and Walla Walla Indians gave up a large part of their country, the Nez Perce reservation is of particular interest to us as a large part of the Umatilla National Forest was included within the reservation. The Nez Perce ceded to the United States government a large area of rich farm land in Asotin, Garfield, Columbia and Whitman Counties of Washington, as well as large areas in Idaho and some in Oregon.

The description of the reservation boundaries was as follows:

"Commencing where the Moh-ha-na-she or southern tributary of the Palouse River flows from the spurs of the Bitter Root Mountains; thence down said river to the mouth of the Tit-nat-pan-up Creek; thence southerly to the crossing of the Snake River ten miles below the mouth of the Al-po-wa-wi River; thence to the source of the Al-po-wa-wi River in the Blue Mountains; thence along the crest of the Blue Mountains; thence to the crossing of the Grande Ronde River, midway between the Grande Ronde and the mouth of the Wall-low-how River; thence along the divide between the waters of the Wall-low-how and Powder Rivers; thence to the crossing of the Snake River above the crossing; thence by spurs of the Bitter Root Mountains to the place of beginning."

Kuykendall comments on the descriptions as follows:

"This description as will be seen was very loosely drawn. The part in which we are particularly interested begins with the Snake River crossing ten miles below the mouth of the Al-po-wa-wi

(Alpowa). The lines was doubtless intended to follow up Snake River to the mouth of the Alpowa to its source, thence south to a crossing on the Grande Ronde River, midway between the mouth of that River and the mouth of the Wallowa River, which would place the crossing approximately at Troy, Oregon at the mouth of the Wenaha River, which point has been an Indian crossing from time immemorial.

However, it is certainly a leap from that point to the divide between the Wallowa River and Powder River, the description is silent as to direction, distance, or point except the general designation of 'divide' between the two rivers mentioned. However the boundaries of the reservation were changed by the treaty of 1863, and there is no longer any purpose other than curiosity in trying to trace the description of the earlier treaty.

I feel sure that the crossing of the Grande Ronde River referred to in the reservation description is the crossing below Elgin and not the one at Troy. I base by opinion on several facts and on information secured from several sources. It is stated in the history of the great council that drew up the treaty of 1855, when Governor Stevens was drawing on a map the boundaries of the Nez Perce Reservation he started to draw the lines along the Wallowa River and Old Chief Joseph insisted that the line be moved back to the summit of the mountains.

The Wenaha River or Little Salmon was one of Old Chief Joseph's favorite hunting and fishing grounds, as was also the Looking Glass and Minam. It is not likely that he would have consented to give them up.

The crossing of the Grande Ronde just below Elgin was the line agreed upon in the Indian Council of the Grande Ronde in 1854 as the line between the Nez Perce and Cayuse. From all accounts of Old Joseph, he is represented as absolutely unwilling to sell any of his lands and indeed, never did.

From Gilbert Conners and Gilbert Minthorne of the Umatilla Reservation, I have heard the Indian interpretation of the reservation lines and they assure me that the Elgin crossing is the correct one.

The Nez Perce always called the present Grande Ronde River from its mouth to the mouth of the present Wallowa River, the Way-lee-way. They considered the Grande Ronde from its junction with the Wallowa up through Grande Ronde Valley as a tributary of the Way-lee-way. The present Wallowa River they called the Wall-low-how and considered it also a tributary of the Way-lee-way.

With this in mind the Elgin crossing is plainly the one referred to in the description, which states, "Thence along the crest of the Blue Mountains; thence to the crossing of the Grande Ronde River, midway between the Grande Ronde and the mouth of the Wall-low-how River."

It will be further noted that when this description mentions any river or creek by name it does not fail to call it a river or creek except where it states, "midway between the Grande Ronde and the mouth of the Wall-low-how River." I am confident that in this case the Grande Ronde Valley is what is intended, as even to this day when the "Grande Ronde" is mentioned it refers to the valley. See the map on the following page for the line of the Nez Perce Reservation according to the treaty of 1855.

Chapter VI

EARLY PIONEER ACCOUNTS

In the summer of 1860 Captain E. D. Pierce, a miner who had prospected in California and British Columbia made his epoch-making discovery of gold on Canal Gulch of Orofino Creek, a tributary of the Clearwater River.

Although the first pan of dirt mined by a member of his little prospecting party yielded only about three cents worth of gold, yet this discovery inaugurated the mining era which started the rapid development of the Columbia Basin.

Captain Pierce returned to Walla Walla in the autumn and organized a small party which proceeded to Canal Gulch in November 1860. His party was turned back at Lewiston by the Nez Perce who realized the probable serious consequences to them of a mining boom in their reservation. However, Pierce secured the services of Chief Timothy's daughter Jane as guide. She took the miners on a round-about course avoiding the Nez Perce and made it possible to continue their work.

Next spring in 1861, one of the miners went to Walla Walla and sold \$800 worth of gold dust. This started a stampede to the gold fields and in May of that year there were over a thousand miners in the area. Pierce City and Orofino sprang into existence almost over night. In June 1861 Lewiston, christened in honor of Meriwether Lewis, was founded at the confluence of the Snake and Clearwater Rivers. From its busy boat landing pack trains were soon supplying the miners.

All this activity was taking place on the Nez Perce Reservation and there were no valid land titles or mining claim titles. In fact, the miners were simon-pure trespassers and both the gold which was being mined and the land from which it was mined was the property of the Nez Perce Indians.

In 1861 gold was also discovered in Griffiths Gulch in the Blue Mountains of Eastern Oregon. This caused a large influx of prospectors and miners into the Blue Mountain area.

Other discoveries were made in 1862 including the famous Boise Basin in Idaho.

As more and more miners were attracted to the rich placer fields a market was created for products of the ranch and farm. Settlers began to establish themselves in the fertile valleys and herds of cattle and horses were brought in and ranged on the endless hills of bunchgrass.

One of the pioneer settlers of Garfield County was Barney Owsley who combined in his varied experiences that of miner, packer, guide and stockman. He tells of some of his experiences as follows:

"I was born March 29, 1847, in Cooper County, Missouri. In 1861 we started from Missouri, heading west to the Northwest Territory, as conditions were not favorable in Missouri due to the Civil War. We thought there would be better opportunities in the far west. We had four yoke of oxen when we started and reached here with three head. I walked all the way from South Pass. The last house I saw was on the Loop Fork of the Platte. The first one I saw on this side was

the Indian Agency at Umatilla. By the time we reached La Grande our food was gone and we waited there until our scouts went ahead to the agency and returned with supplies.

"I was 16 years old in the spring of 1863, my brother, Dick, was older. He killed a big elk in the Salmon River Valley, and we packed that to Florence and sold it for \$1.00 a pound. That kept us going for a while. The woods were full of huckleberries, so when they got ripe, we sold them for \$5.00 a gallon. I could pick two gallons a day.

"Two men whipsawed some lumber for father, and he made a skiff and we crossed the Salmon and went south. We drifted around, hearing of diggings here and there and finally returned to the Pataha.

"Two miles about the place where the trails crossed the creek, a man named Sunderland had located. I went up to the mountains and got out logs for him and helped build his log cabin, the first on the site of the present Pomeroy, but the town started a long time after that.

"I started packing to the mines and stayed with it six years. In 1863, Colonel Craig put his ferry on the Snake River between the present sites of Lewiston and Clarkston. The former was not long in becoming a tow, but Clarkston was only a horse pasture for a long time. A man named Greenfield had a horse ranch on that side of the river. John Silcott had a ferry on the Snake River. His wife was Chief Timothy's daughter, Jane. When I'd go to Montana with a pack train, I would stop there. She was a good friend of mine.

"By 1866 enough farmers had located in the Touchet Valley to call for a grist mill. It was built at Long's, now the site of Long's station. The method of threshing and winnowing wheat was primitive. I remember seeing Elisha Pink at his ranch on the Patti above Dayton, cleaning his grain in an old fanning mill, after tramping it out with horses.

"I took grain to Long's mill in 1866 and had it ground and packed a whole train to Boise and another to Orofino. My uncle, Jesse Day, lived on the Touchet, and raised a lot of hogs. He made bacon, which I packed and sold for a dollar a pound. Uncle Jesse too the money and bought the land of Schnebley where Dayton now stands. Schnebley had a log house where travelers stopped for meals and to spend the night.

"Archie and Frank McCrearty were here when we came. So was James Bower. He owned the site of Pataha City, "Parson' Quinn had a squatter's claim on Pataha Creek. Billy Freeman and 'Aunt Ellen" ran the stage station on Alpowa Creek. I stopped there many a time. Aunt Ellen was a famous cook.

"I knew Jerry MacQuire, said to be the first permanent settler on Asotin Creek. He was a gib Irishman, bandy with his fists. His wife was a squaw, yet Jerry had a lot of fights with Indians. The hills were full of Jerry's horses, at least a thousand of them. His brand was a horse's head.

"One day while in the hills, he ran into a band of hostile Indians. They were sixteen to one, but Jerry had the advantage. Beside him was a pile of rocks, apparently made to order. These he used with such unerring aim that the redskins fled.

"Indians wintered in the Asotin where it empties into the Snake, as well as at the mouth of the Alpowa. The apple trees planted for Red Wolf by the missionary, Rev. Spalding, were still there on Chief Timothy's ranch. Many a time I enjoyed their fruit. The trees grew from seedlings, so

the apples were small and of inferior quality, yet they were a treat in the early days, when fruit was scarce.

"In 1869 I settled in Pataha Creek, four and one-half miles from the present site of Pomeroy. I homesteaded and bought land and my farm covered three thousand acres, part of it being the 'Parson' Quinn place. I had loaned him some money and one day he appeared and insisted upon giving me a deed.

"In 1874 there was talk of dividing Walla Walla County. Elisha Ping was in the territorial legislature at that time and he used his influence to form a new county with Dayton as the county seat. He wanted the county named Ping, but Columbia seemed more suitable to the majority, so in 1875 the new county was sliced off. Some wanted Marengo for the county seat, but Dayton received the most votes.

"Returning from the war in 1877, I found that a grist mill was being built. Ben Day built a store, Carnahan had a saloon. The town of Pomeroy was starting.

"The skeleton of an old mill marks the site of the first town in what is now Garfield County. That was Columbia Center, a thriving little village of the 70's. A man named Simson, miller and mill wright, built the mill, and also building one on the Alpowa. In 1876 he and his family entered the Asotin Country, settling at Anatone. It was there I met his daughter, Harriet, when I went into the Grande Ronde Canyon to raise cattle in 1878. We were married in 1879, and spent a year on Joseph Creek right across from Old Chief Joseph's ranch.

"On the homestead on the Pataha, now known as the Wesley Steele place, we had a race track for training and race meet purposes. Some of the finest horseflesh of the period capered over that track. Of all the horses I owned, Bob Miller sired by Jim Miller, out of a strain of Kentucky runners, brought to Salem, was the favorite. Faster horses then, than now? Sure. More interest and better horses.

"For many years beginning in 1869 the Pataha homestead was headquarters for our family. When we came out of the Grande Ronde Canyon in 1884, my farm on the Pataha was in Garfield County, the new county out of Columbia County in 1881. I paid taxes on the same piece of land in three counties.

"In 1883, Asotin County was formed from the eastern end of Garfield. Each time there was a division I wondered whether the new county would ever 'stand alone' but the past fifty years have proved that no worry was necessary?

Mr. Daniel Williams of Pomeroy, Washington is one of the few remaining pioneers who witnessed most of the early settlement of the country along the north end of the Blue Mountains. He recalls some of his interesting experiences as follows:

"It was in 1873, back in Hardin County, Iowa, that my father decided to come to Washington Territory. Neighbors had made the journey, and sent back glowing accounts of the mild winters, the hills covered in bunch grass where stocked roamed the year round, making it unnecessary to provide winter food.

"The route my father chose was by train to San Francisco, then by boat to Wallula. I was a lad of sixteen years, and I found the trip most interesting. There was the ride of the steamer to Portland, then up the Columbia, portaging twice before reaching Wallula. At this place our

belongings were transferred to freight wagons and the long tedious ride to Waitsburg was begun.

"Dr. Baker's famous strap-iron road was being constructed, but was finished only as far as the Touchet. Stages were running between Walla Walla and Lewiston. Mines were active in central Idaho and stage travel was heavy. There were several stage stations; one of them being where Dayton now stands, one at Marengo, one on the Pataha and another on the Alpowa. Stages had no springs. The body swung on heavy straps as the cumbersome vehicle jolted along through clouds of dust.

"The only roads were the old Indian trails. some of them are still visible five miles east of Pomeroy; the same trails that Lewis and Clark followed when Indian guides led them through here in 1806 on their return from the mouth of the Columbia River.

"There was a lot of game in those days, although the Indians had killed off many of the deer. There were no elk. Prairie chickens and grouse were here by the thousands. The first elk were brought into the Blue Mountains by the Game Commission, which sent to Montana for two carloads, and turned them loose in the mountains.

"The first school east of the Tucannon was on Pataha Flats. It was built in 1874 by a man named Sharpneck, who had a little sawmill at the edge of the Blue Mountains. We met there for spelling school, literary and debating society, and the usual gatherings typical of the frontier days.

"I recall going to Marengo in 1876-76-77 to attend Fourth of July celebration. We had a picnic lunch, singing and speaking. Ernest Hopkins, a pioneer teacher, was the orator of the day. I knew Louis Raboin, the Hudson's Bay Company trapper. He lived with his Indian wife and children at Marengo, the place having been named for him.

"I was well acquainted with Jerry McGuire and the Hopwoods, who settled in what later became Asotin County. I knew Chief Timothy well, and heard him preach on Pataha Flat. The site of his village at the mouth of the Alpowa later became the home of David Mohler. I have stayed there over night and gathered apples from the trees planted by the Rev. Spalding.

"Where Pomeroy now stands were fields of wheat. The McCabe cabin stood near where Main Street is now. The first wheat was hauled to Wallula; then to Walla Walla. As soon as father raised enough wheat to sell, we hauled it twenty-five miles to New York Bar using four to six horses to a load. In 1878 a mill was built at Pataha by Mr. Houser. Garfield County was organized in 1881.

The country was full of peaceful, blanketed Indians. They wintered at the mouth of the Alpowa and the Asotin. Spring found them journeying to the Camas grounds. Over in the Wallowa Valley, Chief Joseph lived with his tribe on the land which his father, Old Chief Joseph, had demanded as part of the treaty grant in 1855. The treaty had been broken once by the whites, but in 1873 it was again restored to the Indians, but only for a short time.

"The valley was the hunters' paradise. There were deer, elk and mountain sheep; wild fowl by the thousands and a lake full of fish. There were berries and roots, everything the Indians desired, summer or winter. It was here that Chief Joseph was born. When an attempt was made to drive the Indians out, they fought to keep their home. Soldiers were ambushed on Whitebird Creek. I was at Lapwai when they brought in the wounded.

"When a company of volunteers was organized at Pomeroy, I joined and got the contract to haul military supplies for General Howard. I freighted as far as Mt. Idaho, fifteen miles from the Clearwater. From there, pack horses and mules were used."

Chapter VII

EARLY GARFIELD COUNTY HISTORY

The following are some notes of early Garfield County history quoted from a 1914 edition of the East Washingtonian, published at Pomeroy, Washington. This edition was dedicated to the pioneers and contains much information of historical interest not found elsewhere. This paper contains reproductions of photographs, a large number of which cannot be duplicated now. Mr. Alex McCabe, prominent attorney of Pomeroy has one of the few copies of this paper still in existence and very graciously loaned it to the author.

"One of the earliest actual settlers in Garfield County was Parson Quinn, who located on Pataha Creek 11 miles west of Pomeroy in 1860. James Bowers located on Pataha Creek in 1861, J. M. Pomeroy in 1864 and James and Walter Rigsby in 1865. In the spring of 1862 the stage road was built and stage service inaugurated from Walla Walla to Lewiston. In 1864 J. M. Pomeroy located at the present site of Pomeroy where he and his wife operated the stage station and a ranch. This place was bought from a man named Walter Sunderland. The Pomeroy place was known as the Pataha Stage station, stage service for a number of years was once a week each way.

"Mr. Pomeroy staked the road up Benjamin Gulch across Dutch Flat to the mountains. Wood and fencing material were hauled over this road. There was, at this time, scarcely enough brush along Pataha Creek to make camp fires as the Indians were burning grass every year along the Pataha thus killing the tender willows.

"Mr. Pomeroy brought to the country the first pure bred cattle, which were roan durhams. These cattle were known throughout the country for years.

"James F. Rose was the first settler in the area south of Pomeroy. He settled at the edge of the mountains above Pataha Prairie in 1869 and homesteaded on what was later known for years as the Yoeman place and is now owned by Mr. J. W. Summerville. Mr. Rose later filed a preemption on timber land near the edge of the mountains at a place that came to be known as Rose Springs. This beautiful spot is now located within the Umatilla National Forests and boasts of seven modern summer homes, where prosperous business men of Pomeroy find relief from the heat of summer and the cares of modern civilization.

"The Alpowa toll road was among the earliest constructed highways in the country. This road was incorporated by B. B. Howard and M. Fettis, November 9, 1872. On March 20, 1873, this road was sold to N. A. Wheeler and from that date until in May 1892 it was owned and operated by Mr. Wheeler who lived at the foot of the grade at the Alpowa Creek.

"In the early days of the Central Idaho and Southeastern Washington development such a thing as a good road as now known to the automobile traveler was a thing undreamed of. In dry weather the roads were terrible, and when the rains and snows came the wonder is that progress was ever made. A few stretches of road were operated as toll roads, and these were kept in fairly good condition. That is, they would compare favorably with the present day country dirt roads. And so, when it was announced in 1873 that the stage run from Walla Walla to Lewiston was to be made in one day the news created a sensation. The distance was nearly one hundred miles. The event was advertised for its beginning June 30, 1873. It was an epoch-making date in Northwest history, particularly as affecting Lewiston, Walla Walla, and

intermediate points. Prior to that time stages Lewiston-bound from Walla Walla would lie over enroute and the trip required most of the two days between the metropolis of eastern Washington and the metropolis-to-be of North Idaho – Lewiston.

“At 6 p.m. on that eventful day the Lewiston-Walla Walla stage pulled up at the ferry of John Silcott, operating from what is now the foot of Fifth Street, (Lewiston) with Vane Favor at the reins. The four horses were brought to a standstill and given a brief respite while waiting for the ferry to return to the north side of the Clearwater to transfer the cumbersome coach, horses, driver, and a fair-sized list of passengers to the Lewiston side of the stream.

“The trip started at Walla Walla at 2 a.m. the same day the stage reached Lewiston, with a brief stop to change horses at Pataha Stage Station. As the stage was safely ashore on the Lewiston side of the river, Favor cracked his whip, the horses responded and the next stop was at the stage depot on Montgomery Street (now Main) in Lewiston, Idaho.

“In May 1892 Mr. N. A. Wheeler sold the old Alpowa Toll Road to Garfield County for a consideration of \$1.00.

“The first attempts at cultivating land and raising crops in what is now Garfield County was in 1870. In that season, a few persons on the Alpowa Ridge and the Pataha Prairie raised crops of wheat which attracted the attention of others and induced them to locate farms in that fertile area. In the fall of 1872 this part of the country received quite a settlement of people.

“Henry Sharpnack built a saw mill in 1874 just above Columbia Center. This was the first saw mill in Garfield or Asotin County. The first town in Garfield County was established on the Pataha Creek at the edge of the mountains in 1876 and was known as Columbia Center.

“In 1877 the town of Pomeroy was founded with the construction of the flouring mill enterprise and the laying out of the town site. In 1878 Mr. J. M. Pomeroy filed the township plat for the town of Pomeroy. In March 1879, there were several businesses and residences already established in the town.

“It was in the year 1878 that the first Independence celebration was held. This celebration was held at the edge of the Blue Mountains approximately at the present National Forest boundary. Judge J. C. Potter read the Declaration of Independence.

“In 1879 the telegraph line was established between Dayton and Lewiston which extended through Pomeroy affording the new town its first daily news connections with the outside world.

“The first school in Garfield or Asotin Counties was established at the Owsley Ranch, now known as the Wesley Steele place, in 1873. This school was taught by W. W. McCauley. In 1878 the Catholics built the first church in Pomeroy.

“The town of Pataha City, three miles east of Pomeroy, was founded in 1878. The original town site was taken up by James Bowers who then sold it to his son-in-law, J. Benjamin Norton who obtained patent to the land September 14, 1872. Mr. Norton was the first victim of the Nez Perce Indian war in 1877. It was at first undecided what name to give the new town and Favorsburg, Watertown, and Pataha City were considered, Pataha City finally being adopted. In 1888 the town was legally incorporated.

"When the County of Garfield was taken from the eastern part of Columbia County in 1881, Pataha City was designated as temporary County Seat. In the first election after the forming of Garfield County, which was held in 1882, great rivalry existed between Pataha City and Pomeroy as to which would be the permanent seat of justice. There were four towns in the contest: Pomeroy received 411 votes, Asotin 287 votes, Pataha 259 votes, and Mentor 82 votes.

"The year 1883 was marked by the most rapid settlement of any year in the history of Garfield County, it being estimated that there was an increase of approximately 2,000 people during the year. By the end of 1883 there were 9 church organizations and 39 schools in the county.

"On the 23rd of January 1886, the railroad track reached Pomeroy and transportation by rail was a reality. It was originally intended to run the railroad to Pataha City but construction was never extended beyond Pomeroy."

Chaper VIII

PIONEER HISTORY OF COLUMBIA CENTER

The following is an account in part of the history of Columbia Center, prepared by Judge E. V. Kuykendall of Pomeroy, Washington:

"About eight miles south of the City of Pomeroy, Garfield County, Washington, at a point where the main Pataha Creek, the Dry Fork and Bosley Gulch come together, lies the site of a once bustling village bearing the somewhat imposing name of Columbia Center. The name still holds though about the only remaining evidence of the little town is the old flour mill building now used as a barn, located just below the bridge across Pataha Creek on the road leading from Pomeroy to the Peola country, which crosses the deep, narrow Pataha Valley over the old town site.

"Up to the early seventies few white men aside from trappers and occasional adventurers passed that way, as it was off the beaten path of through travel.

"Some interest was aroused in Columbia Center a few years ago when Mr. Sam R. Dixon was instrumental in bringing to Pomeroy one of the circular stones formerly used for grinding flour in the old mill. This stone attracted considerable interest, and awoke many memories in the minds of the few old timers who were here when the village was a reality. It still rests on the south-east corner of the concrete wall enclosing the Court House grounds.

"The pioneer association should see that it is kept as an interesting relic of a once thriving village, which has long since taken its place among the many 'ghost towns' of the early west.

"I was asked to prepare an inscription to be placed upon the old stone touching its historic significance. In searching out references to Columbia Center in local histories, I found to my disappointment that very little has been written concerning it.

"It was then that I decided to assemble and commit to writing such facts as could be gathered from early records, and from the recollections of early settlers regarding Columbia Center.

"In the office of the county auditor I found a transcript from the records of Columbia County, showing a plat of Columbia Center attached to which was a dedication to the public of the streets and alleys.

"This instrument was filed when Columbia County embraced all the territory now comprised in the counties of Columbia, Garfield and Asotin. This fact suggests the possible reason for the name, Columbia Center. A glance at the map discloses that the site of the village was very near the geographic center of what was then Columbia County.

"Columbia County was divided in 1881, and Garfield County, which then embraced Asotin County, was established by the Territorial legislature. A transcript of records pertaining to the new county was filed in Pomeroy, upon its establishment as a county seat. The certificate of dedication attached to the plat of Columbia Center reads as follows:

"Know all men by these presents that we, Thomas G. Bean, Sarah B. Bean, Andrew Blackman and Nancy A. Blackman, of the County of Columbia, Territory of Washington, proprietors of the tract of land platted in Blocks and Lots for town purposes to be hereafter known as 'Columbia

Center', do hereby dedicate and set apart to Public use the streets as delineated and named in this plat and said Blocks and Lots shall be know by number as platted, and we jointly and severally acknowledge and same by our signature and seals to be our own free, voluntary act for the uses and purposes set forth.'

"Done this 26th day of December, 1877.'

"Then follow the signatures as named in the dedication. The instrument was acknowledged December 26th, 1877, before J. P. Hastings and H. C. Seaton. The document was not filed for record until 'August 21, 1879, at 7 ½ o'clock a.m.' The filing was attested by O. C. White, County Auditor, by T. H. Depuy, Deputy. The townsite embraced proportions of the SW1/4 of the NE1/4, and the NW1/4 of the SE1/4 of Section 9, Township 10 N., R. 42 E. W.M.

"Blackman and Bean, founders of the town, also operated a lumber mill at Columbia Center with circular saw and steam power, about the years 1876 and 1877.

"It is related that while this mill was in operation an iron instrument was found imbedded in a large tree, which was supposed to have been an ox shoe. The mill men estimated by counting the concentric circles of the wood growth on top of the iron from the time it was evidently driven into the tree, that it must have been place there about the year 1800. They were evidently in error as that was about six years ahead of Lewis and Clark, who so far as known, were the first white men in this region, and there is no record of their having been closer than about 10 miles from Columbia Center, the nearest approach being while they were passing through the Pataha Valley on their return from the mouth of the Columbia in the Spring of 1806. Furthermore, they had no oxen. The first oxen came into the country in the early forties. If the woodsmen were substantially correct in their computation of the time the iron object found, was driven into the tree, it must have been some other implement placed there by Indians.

"Work seems to have started on the flour mill about 1878, though its location was evidently selected before the plat was filed. The ditch for carrying water from the Pataha Creek to furnish power was constructed by W. C. Cass Corus, long since deceased, but remembered by many old settlers.

"The old mill race can still be clearly traced along the hillside above the Peola road.

"The chief mechanic in the construction of the mill was Mr. Luther Stimson, who was the father of Mrs. Barney Owsley. Mr. Stimson died many years ago, but Mrs. Owsley is still living and has memories of Columbia Center in its boom days.

"The penstock of the mill, which remained intact for many years after the mill ceased operation, as well as the frame work of the building showed very skillful wood work. One can still see that the joists were well fitted and fastened together with wooden pins instead of nails, after the fashion of olden times.

"The mill began grinding flour about 1879 and did a thriving business for a short time, then rather suddenly ceased operations.

"Wheat was hauled to this mill from points as far distant as Anatone to be exchanged for flour. Many old settlers are still living who can remember obtaining flour at this mill.

"Jacob P. Hastings and son operated a store and post office at Columbia Center for several years beginning about 1878. The elder Hastings was also Justice of the peace.

"A man by the name of Drew, whose first name I have been unable to learn, operated a restaurant in the boom days of the village, and Hon. Charles M. Baldwin, who has represented Garfield County in the legislature several terms, remembers that as a small boy he accompanied his father, Zenus A. Baldwin, on numerous trips when the elder Baldwin sold vegetables to this restaurant, and to the mills and settlers along the Pataha Creek.

"Dick Trawl, a man who accompanied Edward Backenstose's animal circus to this region in the early days, operated a saloon in the village for a time. It appears that Blackenstose's circus got stranded or ceased its wanderings for some reason on arriving in what is now Garfield County. Backenstose took up land and farmed for a time in the northern portion of the county. Aside from his circus experience, Backenstose was reputed to have been a skilled veterinary, and after leaving this country was lucratively employed for several years treating and caring for the horses used by the street car systems of San Francisco and Oakland.

"James Gallagher, who later operated a shoe shop, and still later a saloon in Pomeroy, conducted a shoeshop, probably on his homestead which cornered near the townsite of Columbia Center. Moffat Williams now deceased, a brother of D. B. Williams, worked in this shop for a time to learn the trade. Gallagher had a good business making high heeled boots for the cowboys of the early days.

"Ed M. Pomeroy, now of Yakima, a son of J. M. Pomeroy, founder of the City of Pomeroy, tells of having several pairs of such boots made while he was riding the range in this vicinity, before the bunch-grass hills and plateaus were obstructed by fences.

"Ed, who is famous as a story teller, relates some anecdotes of Columbia Center, which may not be of historic dimensions, but which will relieve the monotony of history and portray the life and habits of the times. He and a young southerner, by the name of Tony Richards, went to Columbia Center to attend a dance, and Tony visited the saloon so often that even at the beginning of festivities he was unable to participate. His friends laid him out in a pile of shavings in a carpenter shop. He snored peacefully through the dance but in the 'gray dawn' as the dancers were coming forth to their horses, buggies and wagons for their homeward journey, Tony appeared on unsteady legs, covered with white shavings. Some one yelled, 'What's the matter, Tony?' He replied in his southern drawl, 'My feathea' bed busted'.

"At another time Ed and Tony were rounding up and branding cattle in a corral at the village. Tony carelessly failed to notice an angry cow making for him until he varelly had time to scale the fence. The cow's horn tore a large rent in his overalls. He turned to Ed with a broad grin and exclaimed, 'Brick' (which was Ed's nickname in those days) 'I sho' smelled hu' grassy breath that time.'

"James O'Conner operated a blacksmith shop in the town for a time and later moved to Pomeroy where he engaged in blacksmithing until his death several years ago. Many old settlers will recall Jimmy, the stout, genial Irishman, who proudly displayed in his shop, a black bottle, out of which he and John L. Sullivan, the famous pugilist, drank together.

"Ed Oliphant, a brother of Hon. W. S. Oliphant of this county, taught school there a year or so as did also Ernest Hopkins of Columbia County. There were about sixty students in attendance in those days.

"In its palmy days Columbia Center had two livery stables, two blacksmith shops, two butcher shops, two shoeshops, two restaurants and two saloons.

"It contained twelve to fifteen residences. Among the people who formerly resided there, aside from those mentioned as engaged in business, were William Long who recently died in Pomeroy, and the W. G. L. Ginger family. Mrs. Ginger operated a boarding house for a time which was famous for its good meals.

"George Bosley worked in the vicinity as a logger, and filed on the land through which the Bosley Gulch passes. It is said that he was induced to take up this land by the belief that Columbia Center would ultimately become a city thereby enhancing the value of adjacent real estate.

"Dick Graham at one time conducted a dairy in the valley a short distance below the town. Al Hutchens who recently passes away at Pomeroy, once ran a store there for a short period, and A. M. Harbin, was the village blacksmith for awhile.

"Mr. Matthew Scully, father of Mrs. E. V. Kuykendall, with George Beer operated a shingle mill about a mile above Columbia Center on the Pataha Creek about 1879 or 1880, and the Scully family resided there one winter when Mrs. Kuykendall was a little girl.

"Old timers relate that considerable boom talk and excitement was caused during the flush period of the village, by a railroad survey which contemplated a line up the Pataha Valley to a point near Columbia Center, with a tunnel through the narrow ridge which there separates the watershed of the Pataha from that of the Alpowa. The talk was that this road was to reach the Alpowa through the tunnel and down a gulch leading into that stream, thence down the Alpowa to Snake River, and up river to Lewiston. There is not much doubt that some such survey was actually made but no one was informed as to what railroad or company was back of it, and nothing every came of it.

"The field notes are probably pigeon-holed in the archives of some railroad company, and it was never made known whether the engineers considered the project feasible.

"Columbia Center began to wane during the early eighties, and finally collapsed as a business center with the construction of the branch line of the Union Pacific System from Starbuck, terminating at Pomeroy. Even prior to that time there was little left of the once lively village."

Chapter IX

PIONEER HISTORY OF THE ALPOWA REGION

Judge E. V. Kuykendall Superior Court Judge for Asotin and Garfield Counties has compiled a very complete and scholarly work entitled "Historic Glimpses of Asotin County." I quote excerpts from this work pertaining to the early settlement of Asotin County as follows:

"The first white man to actually settle in Asotin County, was Sam Smith. He erected a small store and sort of hotel for the accommodation of travelers passing to and from the Idaho mines, on a portion of what is now the Old Mission Orchard near the mouth of the Alpowa. He arrived there in June 10, 1861. He did not remain long in that region, but his establishment was the first business enterprise within the present limits of Asotin County.'

"The second settle in this region was D. S. King who squatted on the land later comprising the Lee place heretofore mentioned. He constructed a long house which was a famous hostelry for many years on the stage route between Walla Walla and Lewiston. As this place is not within the present limits of Asotin County we will make no further reference to it.

"One of the earliest of the early settlers of Asotin County, was Robert Bracken. His activities however were carried on chiefly in other sections of Asotin County, and will be related in our sketches pertaining to those localities. He had some experience in the Alpowa region however, which are worthy of notice here.

"Mr. Bracken left California in the autumn of 1861 in company with a number of prospectors, destined for the newly discovered Idaho gold fields. He arrived at the mouth of the Alpowa and wintered in that neighborhood. The winter if 1861-2 has gone down in history as the most severe the country has experienced since the coming of white man to the Inland Empire Region, or within the memory of the oldest Indians. Even on the lower Alpowa, snow fell to a depth of twenty-eight inches and remained for ninety days. Out of a band of 800 horses and mules Mr. Bracken lost 200 head.

"He proceeded to the mines and later settled in another portion of Asotin County.

"Among early settlers in the Alpowa Valley, most of whom are now deceased, were the following: John Henley, Otto Munch (who recently died at the age of ninety years), Columbus Walker, George and Charles Vinnegarholtz, Ed Whitman, Thomas Boggs, Dan Favor, Sidney Dresser, Joseph Harris, who later moved to Alpowa Ridge, William Holland, L. A. Porter, John Weiss, and Messrs. Alfrey and Martin."

"While dealing with the Alpowa region the former Alpowa City, later known as Silcott, should not be overlooked.

"Every country had its 'ghost towns' but perhaps nowhere are they more numerous than in Western United States. The first travel routes often stimulate the establishment of trading centers, soon to vanish when better transportation diverts the restless human stream through other channels. Gold strikes have induced the magic growth of cities whose decayed walls are now the habitations of bats and owls. Many a lone spot where coyotes sing to the moon, was once the site of bustling human activity, no evidence of which remains except the records left by local histories.

"To him who knew these silent places when they pulsed with life, there hovers over them the haunting memories of vanished years; the silent air seems vibrant with warnings of the evanescence of man and his works. The woods stirred by the breeze whisper the psalmist's ancient song: 'As for man his days are as grass, as a flower of the field so he flourisheth. For the wind passeth over it and it is gone; and the place thereof shall know it no more.'

"Today, Silcott, on the south bank of the Snake River, about a mile above the mouth of the Alpowa, is the deserted site of a once bustling village.

"It was in 1882, during the county seat fight in Garfield County that an effort was made to found a town to become an aspirant for County Seat honors. W. S. Newland then of Pomeroy, employed a surveyor by the name of E. D. Miner, to lay out a forty acre townsite of 20 blocks, the plat of which was filed in the office of the county auditor.

"Here was located White's ferry, the general merchandise store of R. P. Reynolds, a flouring mill, a saloon, a warehouse with a capacity of 100,000 bushels of grain and several residences.

"The townsite was given the name of Alpowa City. In front of the store and across the road was Chief Timothy's 160 acre homestead. On a number of occasions Timothy was offered tempting prices for his holdings but his government patent, like most patents issued to Indians contained restrictions against selling till after the lapse of several years. Adjoining the ranch of Timothy was a fine garden spot containing a neat cottage belonging to Ray Woodworth who operated the flour mill. The mill was a two and one-half story frame structure equipped with the most improved type of machinery. As before related, it was operated by water power from the Alpowa Creek. It was totally destroyed by fire, early in July, 1886. The structure and machinery were valued at \$20,000 upon which there was small insurance.

"During the eighties Alpowa City practically passed out of existence, and about 1885 or 1886, the post office of Silcott was established with Seth Reynolds as post master. Silcott was named for Jane Silcott, formerly Jane Timothy, who married John Silcott.

"For a number of years Cliff Wilson operated a small store and gas station in connection with the post office at Silcott.

"Mr. Wilson died a year or two ago, and shortly afterward his wife followed him. Since then the buildings they occupied have been removed, and Alpowa City and Silcott have joined the innumerable ghost towns of the vanished past.

Chapter X

PIONEER HISTORY OF THE ASOTIN SECTION

"The name Asotin, is derived from a Nez Perce word meaning the place of eels, and was applied because of the presence of this form of life in the Asotin Creek.

"In my sketches of the Alpowa region, I dwelt quite fully upon the Indian characters, traditions and legends pertaining to that section.

"One of the earliest settlers on the little flat where the town now stands was Jerry McQuire in 1867. In 1868 he moved up the Asotin Creek a short distance to the place which bears the name of 'Jerry'.

"At the time Mr. McQuire owned a band of about 300 horses, and during the mining activities he followed the business of packing to and from the numerous camps. He later devoted his attention almost inclusively to stock raising.

"In 1868 another settler names Thomas Broncho, who was generally known as Rebusco, located about six miles up Asotin Creek, on land later owned by James Thorton. He raised vegetables for which he found a ready market in Lewiston then the gateway and one of the trading centers of the Idaho mines.

"During this period the wheat lands south of the Asotin Creek were unsettled and unoccupied except in the summer time by Indians whose great herds of ponies grazed on the bunch grass from lower Asotin Flat to the Blue Mountains. The foot hill region was then a hunter's paradise abounding in all varieties of game, as well as great flocks of prairie chickens and grouse. The cattle of the valley settlers grazed side by side with wild deer and Indian ponies.

"In the winter of 1868-9 other settlers came to Asotin Creek; Noble Henry, Gad and William Hopwood and Samuel Warren. In 1874 Gad Hopwood sold out to James Hopwood and removed from the country.

"One of the picturesque characters in this region in those early days was an Indian, Tom Hi, better known as 'California Tom' or 'Indian Tom'. Previous to locating on Asotin Creek in the spring of 1869, he operated pack trains in different localities, but in that year settled down and became a farmer. For several years he kept ahead of his white neighbors in the progress of improvements on his place. He is credited with the distinction of erecting the first frame barn in Asotin County. This barn was built by a man named Garry who appears to have been a preacher as well as a carpenter.

"Between the years 1870 and 1873 Mr. T.M.E. Shank settled on the present site of Asotin. The exact date of his coming appears unsettled. Robert Bracken, who lived in various parts of Asotin County, finally settling on Asotin Creek at the 'forks', gives the date as 1870, while others fix the time as 1872 or 1873.

"Mr. Shank was born at Christiana, Norway and emigrated to this country about 1852. He engaged in the harness and saddlery business in New York City for a time, but in 1854 went to South America, locating at Buenaventura, Columbia, where he again embarked in business which he conducted for about a year. Hearing and reading glowing accounts of California, he

departed for that region where he engaged in mining with some degree of success. A few years later he drifted into the Puget Sound country where he conducted various businesses. During the mining excitement of 1860, Mr. Schank went to Lewiston, Idaho, where he opened a harness and saddle shop and did a thriving business.

"A ferry had been established between Idaho and Washington, above the present bridge in 1861 by Col. Craig and a man by the name of Robie who later sold out to a Mr. Thompson in 1865, operated it for several years, later removing to Asotin Bar.

"In 1870, other settlers come to the Asotin Creek Valley. Charles Lyon located at the mouth of Charley Fork, and that stream still bears his first name. In the fall of that year, Thomas P. Page also settled on Charley Fork. About the same time George B. Fancher and family came to this section, Mrs. Fancher being the first white woman to reside in Asotin County. The first white child born in Asotin County, was the son of Mr. & Mrs. James Hopwood, born in 1874. Lige Jones settled on Asotin Creek in the fall of 1874.

"Previous to the Nez Perce war, the Indians and the whites lived in perfect harmony, most of the Indians being held in high esteem for their honesty and friendliness. The Alpowa Indians, under Chief Timothy remained loyal to the whites throughout, but some of the Asotin Indians joined Chief Joseph and went on the war path. Great apprehension and excitement prevailed amount the Asotin County settlers during these troublous days. A few families in the Anatone region became panic stricken and fled. The settlers on and near Asotin Creek, decided to hold their homes, but made preparations to defend themselves in case of attack. The residences of Jerry McGuire and William Hopwood were converted into forts and loopholes were cut in the logs. Everything was kept in readiness for assembling the families at these houses for defense if occasion required.

"Fortunately for the pioneers of Asotin County the revolting savages never crossed Snake River, and as Joseph's band retreated across the Bitter Roots fear and anxiety subsided.

"The bar upon which the town of Asotin is built is almost all occupied by either business houses or residences, but in the early days was the site of two distinct towns; one on the upper end of the bar, and one at the lower portion. The older of these two villages was Assotin City spelled with the double s until the legislature changed the spelling to its present form. The townsite of Assotin City was laid out in April 1878 by Alexander Sumpter. No town made its appearance until 1880, and the plat was not filed until July 22nd of that year.

"The townsite consisted of six blocks along Snake River. The main thoroughfare paralleling the river was named Main Street. Four streets were dedicated at right angles with Main Street and designated as first, second, Third and Fourth Streets.

"The Post Office of Assotin was established in 1880 with Mr. Sumpter as Postmaster. In 1881 a flouring mill was built in the vicinity by L. O. Stimson and Frank Curtis; J. J. Kanawyer installed a ferry across Snake River in October, 1881; a warehouse was erected the same year by Alexander Sumpter and Jackson O'Keefe, the only shipping point in Asotin County. By the year, 1882, the town consisted of a flouring mill, general store, livery stable, blacksmith shop, warehouse, post office, and a school house where Miss Blanche Marsilliot taught about twenty-five pupils.

The town of Asotin was platted by Mr. Schank heretofore mentioned about the same time that Assotin City was placed on the map. Mr. Schank employed Mr. Beall, the county surveyor of

Columbia County, to lay out the town just after he had completed his survey of the road across the Blue Mountains to the Oregon line. The plat of Asotin was filed in the office of the auditor of Columbia County November 10, 1881, by T.M.E. Schank, William H. Reede, Louise D. Reed, and Alexander Reed. It comprised 15 blocks and is located on Section 16, Township 10 North, of Range 46, East of the Willamette Meridian.

"Additions to the townsite have been platted as follows: Schank & Reed's first addition, December 30, 1882, by T.M.E. Schank and William H. Reed; Baumeister's addition January 11, 1899; O'Keefe's addition June 26, 1899; W. J. Clamans' addition July 14, 1902.

"In the spring of 1882 the only structure on the townsite of Asotin was Mr. Schank's cabin. After Schank and Reed's first addition was platted in December, 1882, people began coming in anxious to engage in some line of business, so that it soon became evident that a town of importance was coming to life in this favored spot.

"All new businesses and enterprises following the year, 1882, were established in the town of Asotin, and Assotin City lagged behind.

"Agitation for the carving out of Asotin County from the then County of Garfield was now going strong, and culminated in the passage of a bill in the Territorial Legislature in October, 1883, creating the new county of Asotin. This bill took effect October 27, 1883, the day it was approved by the Governor. Hence October 27, 1883, was the birthday of Asotin County.

"This bill named J. D. Swain, John Weissenfels and William Critchfield as a board of county commissioners, with power to appoint the remaining county officers to serve until the next general election.

"Section 6 of the act contained the following":

"That the county seat of said county of Asotin is hereby temporarily located at Asotin, which in this connection shall mean the town of Asotin or Asotin City, at which place it shall remain until located permanently elsewhere in said county, etc.'

"The establishment of the county seat at the town of Asotin or Asotin City, caused considerable rivalry, but gave new life and impetus to the locale and it began to expand with still greater rapidity. The town of Asotin, however, was the chief beneficiary of the new growth.

"The new county of Asotin came into official existence on November 12, 1883, with the county commissioners named in the act assembled in the store of T.M.E. Schank, in Asotin and were sworn in and the board formally organized.

"The first meeting for the transaction of business was held November 14, 1883, and then followed a remarkable scramble in relation to the location of county offices, which will be covered in our next sketch.

"At the organization meeting of the new board, J. E. Bushell was made clerk protem. Naturally the scramble for the location of the county offices became tense with the sponsors of Asotin City bidding against the founder of the town of Asotin.

'Alexander Sumper of Assotin City, offered his store free of rent for one year, also fuel, light, tables, desks, and safe. D. G. Pettijohn offered his hall free of rent for one year. S. T. Jones

agreed to provide free fuel; T.M.E. Schank of the town of Asotin offered his dwelling free of rent to the county for one year. All offers were on condition that the buildings were used exclusively for county purposes.

"No awards were made the first day. Early the following morning Mr. Schank appeared with a new proposition offering his dwelling in the town of Asotin including fuel, lights, desks, table and safe free of charge to the county. Mr. Pettijohn stated that if the county offices were located in the new dwelling of Mr. Schank he would accept the appointment of treasurer and turn his salary of \$300 back to the county. W. H. Wood announced that if the county offices were placed in Mr. Schank's house he would accept the appointment of auditor, and turn his salary of \$400 back into the county treasury.

"Under such favorable inducements the offer of Mr. Schank was accepted. The various bids were motivated by the spirit of rivalry between the old town and the new. The town of Asotin won, though the offices were finally located about midway between the two villages.

"During the summer and fall of 1883 several new businesses were located in Asotin. Among these was the establishment of the first newspaper THE ASOTIN SPIRIT. Among the advertisements in this paper in the fall of 1883 the following concerns were named: Asotin Hotel, A. J. Allen proprietor; Pettijohn and McAlpin, general store; Assotin City saloon, Jacob Moser, proprietor; Dr. W. H. Wood; Asotin Flouring Mills, F. Curtis and L. G. Braden proprietors; S. S. Rogers, Real Estate; Wann & Mitchell, general merchandise; new buildings were added to the town in the fall of 1883 exceeding \$15,000 in value.

"Progress was retarded during the following winter by the prevalence of an epidemic of diphtheria. Several deaths occurred. Schools and all public places were closed, the town was isolated and business suffered.

"In the spring of 1884 Asotin took on new life and added growth. Several newspapers of Washington Territory, Oregon and even in the East commented upon the rapid growth of the town and predicted a prosperous future.

"The first fire of consequence occurred Saturday evening February 13, 1886. The Pioneer Hotel owned by Mrs. Lile, and the saloon of Justus and Clemans were destroyed by fire, and the law office of George W. Baily was torn down to prevent the spread of flames.

"The Loss from this fire was something over \$3,000 with no insurance. There were no adequate facilities for fighting fire, and it required a desperate struggle to save the remaining business section from destruction.

"During the year 1886, the warfare between the two towns began to subside. The residents of old Assotin City, (The spelling of which was changed by the legislature of that year to Asotin), decided to surrender to the inevitable, and in 1887 the last business house of old Assotin City was moved to the new town of Asotin and the dove of peace hovered over the friendly and united village."

Chapter XI

PIONEER HISTORY OF THE ANATONE SECTION

"Wayfarers passing through the present site of Anatone early in 1878 would have seen a lone settler probably assisted by his wife industriously building a log cabin. This man was Daniel Mclver. Later in the same years, travelers found that this lone cabin was stocked with the meagre goods of the early county store. Among the most important necessities of life in those pioneer days to be found in Mclver's establishment was a keg of whiskey and a butt of tobacco. With the exception of the Smith store at the mouth of the Alpowa, heretofore mentioned in these sketches, Mclver's store was the first business house established in Asotin County. There were then not more than twenty five or thirty families in the country and this little establishment made their trips to distant trading posts less frequent.

"In June 1878 Charles Isecke purchased Mclver's interests, consisting of the cabin, stock of goods, horses and wagons for \$800. As part consideration for the transfer, Mr. Isecke was to furnish transportation for Mclvor and his wife and daughter to Walla Walla.

"The first post office in Asotin County was established at Anatone in 1878 with Charles Isecke as post master.

"Mr. Isecke's business grew so rapidly that he was compelled to construct a larger building. When the goods were removed from the old cabin, it was used for a time as a warehouse. In 1901, it was torn down and the logs were hauled to Asotin by W. J. Clemens and there used in the construction of a corral.

"Anatone is entitled to the distinction of being the oldest real trading post in Asotin County. There were few settlers in the neighborhood when Mr. Isecke arrived. He hauled his own freight, bringing his merchandise from Dayton, a distance of about eighty miles.

"About 1883 settlers begin pouring into this section.

"In order to handle his increasing business Mr. Isecke was compelled to enlarge his establishment three different times, until it became a general store.

"After operating this business for eleven years, Mr. Isecke sold out to W. J. Clemans.

"There has been much speculation as to the origin and meaning of the name, Anatone. I have read and heard various views on this point and believe that the name is of Indian origin, though like many names both Indian and white, it may have no special meaning.

"Robert Bracken, who is a recognized authority on the early history of Asotin County, particularly with respect to its Indian phases, stated that Anatone was a Nez Perce word, and that prior to 1877, Ten Mile Creek was known among the Nez Percés as Anatone Creek, and continued to be called by that name for several years later by the Indians.

"Mr. Isecke always claimed that Anatone took its name from an Indian woman who lived in the vicinity, and who went by the name of Anatone. I have asked a number of Nez Perce Indians if the word Anatone, had any meaning the Nez Perce tongue and all of them that I have

interviewed have stated that it had no significance in other words it was merely a name without any meaning.”

Mr. Albert A. Wormell who settled near Anatone on May 22, 1880, has the following to say of early days there:

“I operated the Wormell grain warehouse at Asotin and in Cottonwood, Idaho. I was deputy sheriff of Asotin County from 1899 until 1903. I was elected Mayor of Asotin in 1912 and again in 1914. I resigned as Mayor in 1916 when I moved to Idaho to look after my warehouse business in that state.

“My brother served 28 years as sheriff of Asotin County, up until 1931, when he was shot to death by Herbert Nicholls, a youth thirteen year old. The boy was robbing the Claus store in Asotin.

“Most of our supplies were brought from Charles Isecke, the first and only merchant in Anatone at that time. His business, which included the postoffice, was conducted in a log building, which building was also used as his home. He hauled his supplies by wagon from Dayton, a distance of about 120 miles over hills and very rough roads. Wagon transportation of supplies, both in and out of the Anatone District, was the only kind of transportation until the recent arrival of auto trucks and good roads, as Asotin County has never had a railroad within its boundaries. Meats, vegetables and fruit were raised locally and were very cheap.

“The second school in the county was being built four miles west of Anatone in the Pine Grove district. This was a donation school of one room and built of rough lumber. In 1887, there were about 50 pupils attending this school. Today the homesteads on which about 40 of these children were raised, are combined in one farm, owned by the estate of the late W. C. Halsey. The first teacher in this school was Frank Eccles. The first school in the county was held in a log cabin built in about 1878 near Anatone post office. The games played by the scholars were town ball, black man, hop-scotch and happy miller.

“Amusements for the grown-ups were horse races down a quarter mile stretch on land near Anatone. These races were held on Saturdays, which was one of the days the mail arrived, and all the settlers came for their mail and supplies. There were also barn dances, picnics, church socials and singing schools. Violins, banjos and organs furnished the dance music.”

“Anatone in the early days had the unique experience of suffering from an ‘Indian Scare’ after the real danger of an outbreak had passed.

“As a result of the Bannock and Piute Indian war chiefly in southeastern Oregon, certain hostiles were driven north and committed depredations in Umatilla County, Oregon, not a great distance from the Town of Anatone. Rumors of these events spread abroad and by the time they had reach Anatone, they had grown into horrifying proportions.

“Various excitable persons would ride in at break-neck speed during the summer of 1878, and report some startling rumor that would terrify the settlement. One imaginative individual, hoping to write his name high in the scroll of fame as a second Paul Revere came racing into the village, and while his exhausted steed panted and wheezed, he told of seeing thirty painted savages riding toward the settlement. Investigation showed that these blood-thirsty warriors consisted of a band of thirty cayuses, being driven to water by a neighboring rancher.

"On another occasion a rider came tearing in at a terrific speed announcing that he had seen a great crowd of savages swimming in a lake near by. This report created consternation until some of the cooler heads called attention to the fact that here was no lake in the neighborhood.

"So many rumors were floating about however that many of the settlers began making plans to move to Walla Walla or Dayton with their families and movable goods, feeling that they would be more secure in a larger center of population. A few actually moved, but a great majority decided to erect a fort of stockade near by, and endeavor to protect themselves against any possible attack.

"The location selected was on the John Carter place about half a mile west of Anatone. This structure was completed in two days, all the settlers cheerfully joining in the task.

"The stockade was one hundred feet square. A trench enclosing the area was dug about four feet deep, and two rows of sixteen foot logs were set upright in this trench. Bastions were constructed at the four corners so that if necessary the walls could be protected by parallel firing.

"An old diagram of this stockade shows a spring in the southwest corner, and the interior divided into thirty-six compartments.

"Twenty stands of rifles and a supply of ammunition were secured, and the settlers spent several days in the stockade. As fear subsided, they returned to their homes and carried on their accustomed labors, always keeping a pack of provisions and necessities ready so that on a moment's notice they could assemble at the fort for protection against attack, taking with them a few days' supply of food.

"Fortunately the Indians made no hostile incursions in the vicinity of Anatone, and ranch life gradually resumed its normal course.

"At this late date we can look back and laugh at the grotesque rumors that were constantly afloat, and at what now appears to have been groundless fears.

"No doubt there are mothers still living who can recall the dread with which they listened to the reports of approaching hostiles – how they gathered their children together and sought refuge in the stockade – and how the screech of a night owl or the weird scream of a prowling cougar in a distant canyon, or any sound that might betray the approach of savages, sent chills of fear through their hearts.

"But it ill becomes us who live in this age of ease and comparative luxury to belittle or forget those early struggles, or the stalwart qualities that enabled our fathers and mothers to endure and to win."

Across the George Creek Canyon from the Asotin Flats on the upper end of which Anatone is located, lies the extensive and fertile district known as Cloverland.

"In 1901, a ditch was constructed under the supervision of Jackson O'Keefe leading from George Creek to the Cloverland Prairie. There were also two storage reservoirs on the upland for the purpose of storing water to increase the supply during the peak of the irrigation season. There were wild ducks in these ponds which attracted the attention of our hunters. This project

in which Mr. O'Keefe was the moving spirit was carried out by the Asotin Land and Irrigation Company.

"The original plan was to place about three thousand acres of the prairie under water. The soil was well adapted to irrigation, and fruits and vegetables of excellent quality were produced, some of the vegetables capturing prizes at local fairs.

"Unfortunately it was found that the supply of water in George Creek at the point of diversion was insufficient during the dry season to furnish the required quantity, and the expense of providing adequate storage or of increasing the supply by ditching from other streams was so great that it would be unprofitable. The expense of maintaining the ditch also proved to be greater than was anticipated so that the project was ultimately abandoned. There is a post office and store at Cloverland at present operated by Mrs. Sam Curry.

"Jackson O'Keefe who was the leader in this development, and many other movements designed for the advancement of Asotin County, was born of Irish parents, in Missouri, on March 17, 1851.

"In 1872 he went west and located for a time at Myrtle Creek, Oregon, where he worked as a farm hand for a time taught school, as did many of the western pioneers.

"He worked with Major Truax in 1878 in the government survey of a large portion of Eastern Washington, having traveled overland from Myrtle Creek to Pomeroy during the perilous days of the Nez Perce war, in 1877. In 1879 he took up a homestead on Montgomery Ridge. In 1880 he opened a warehouse on Snake River and for a number of years engaged in the grain business having control of all the warehouses above Lewiston. In 1886 he was elected county treasurer of Asotin County, and was reelected thereafter, each time on the Democratic ticket."

Chapter XII

PIONEER HISTORY OF THE CLARKSTON SECTION

"Ever since the coming of the white man to this region, men have dreamed dreams of establishing irrigation systems in this locality.

"The existence of a broad fertile bench lower than the general range of elevation along Snake River in this area, now known as the Vineland section, so situated that a gravity flow could be obtained from the ample waters of the Asotin Creek near by, would naturally inspire such dreams in the minds of intelligent and enterprising men.

"This dream appears to have been first entertained by a man by the name of Gillman who started a liquor business in Lewiston, Idaho, in 1863. Gillman tried to bring about the construction of a ditch from Asotin Creek, so as to place a large portion of the flat lying across Snake River from Lewiston, known as the Lewiston flat, under water. It is apparent that Gillman's chief objective was placer mining rather than irrigation. At least in his efforts to raise funds he held out the lure of placer gold. It is believed from the nature of his proposed system, that he also intended to use the water for irrigation purposes. In 1865 two surveys were made for a proposed ditch. Water was to be taken from Asotin Creek about thirteen miles above its mouth. Gillman sought to interest men of means in this enterprise, on the theory chiefly that it would prove profitable as a placer mining venture, but men with capital could not be induced to participate in the scheme.

In 1866-7 Gillman decided to make a beginning, and employed a man by the name of Jack Oliver to commence the construction of the ditch.

"At that time there were about nine hundred Indians camped along the creek, in the vicinity of the work. They were good natured and showed no disposition to interfere until an unfortunate incident occurred. Jack comes home one evening and found a couple of Indian dogs in possession of his tent fighting over a side of bacon. On a second visit he shot the dogs, and as a result received immediate and peremptory orders to leave.

"Realizing the truth of the old adage: 'If you want to start a fight, kick a dog,' Jack wasted no time in packing up and taking his departure.

"In the spring of 1867 Gillman furnished the means for another survey for a ditch which would cover the greater portion of Lewiston Flat. This survey placed the head of the ditch on Asotin Creek near the mouth of Lick Fork. The ditch line followed along the Asotin Creek bluffs and came out on the table land north of William Hopwood's place. The survey made the length of the ditch twenty-eight miles. Twice as much land would be placed under water, as could have been irrigated from the former ditch, and the cost would have not been much greater. This new layout would indicate that Gillman had irrigation in view as well as placer mining. but he was still unsuccessful in securing the aid of capital, and for nearly a quarter of a century no steps were taken to make the dream come true."

"The present site of Clarkston was originally known as Jawbone, taking its name from the barren, dry character of the soil. The land was homesteaded in 1862 by a man named 'Doctor' Simmons. He attempted farming without irrigation, but met with little success. Later he sold to

John Greenfield. This latter turned the place into a horse ranch, which he successfully conducted for 18 years.

"When Charles Francis Adams II was president of the Union Pacific Railroad he conceived the idea of building that railroad down the Snake River to Lewiston to replace the pioneer road over the mountains by way of the Old Oregon Trail. The river road was actually constructed for 40 miles to Homestead, Oregon, when it was abandoned through agreements tending to overcome the railroad warfare which prior to that time had made costly and useless much railroad construction. Prior to this time, possible with the nebulous idea that Lewiston was destined to be a metropolis, Mr. Adams had made many investments in its vicinity. He had constructed a three-story building in Lewiston proper, and on the north side of the Clearwater River had acquired a large ranch and built himself a commodious and, for that time, palatial residence.

"When railroad construction was actually begun on the Snake River line of the Union Pacific and it seemed certain that the road would be completed, Mr. Adams and associates acquired 2,500 acres of land on the flat across the Snake River from Lewiston, surveyed and marked out a townsite, and set aside ample acreage for the railroad yards. It was the expectation that this place would be a division point. The railroad failed to materialize but the land venture went ahead according to schedule, resulting in what is today the thriving and enterprising city of Clarkston, Washington."

"Mrs. J. A. Lathrup tells the story of the founding of Clarkston as follows:

"The place was first called Lewiston, then, in remembrance of the historic name of Concord, Massachusetts, dear to the New Englanders who were founding the enterprise, the name was changed to Concord.

"The first organization of the project at Concord was effected in 1896, under the name of the Lewiston Water & Power Co., of which Henry Adams II, son of Charles F. Adams, became the head. The initial incorporators of the company were: E. H. Libby, C. C. VanArsdol, Dr. J. B. Morris, G. W. Bailey and William Farrish. The company acquired 2,500 acres from the original entryman at a cost of ranging from \$10 to \$25 an acre. E. H. Libby became president of the company.

"Land secured, water was the next requisite. Asotin Creek had already been filed on and on July 18, 1896, water actually reached Concord. The system made provision for domestic and municipal consumption for 10,000 people and irrigation supply for 6,000 acres.

"Upon the opening of the Nez Perce Indian reservation and the Concord project, a great immigration comprising a mixed class of people came with the idea of working on the water project and buying land for farming purposes. Several small stores were started in Concord and in 1896 the mail was delivered from Lewiston to the store of Mr. Carter, and distributed by W. M. Clemonson, clerk.

"The first school was conducted in a shed opposite the present Whitman building, with one teacher and 20 pupils. Next year it was necessary to have larger quarters and more teachers, and the next school was held in the building where the Pottler Hotel now stands.

"The first church built in Concord was the Presbyterian and the trustees were E. H. Libby, E. T. Raberg, and C. T. Cowan. The church was dedicated in 1897 the first minister being the Rev. Sherman, and was located on 13th between Elm & Sycamore.

"The next move was to sell the land, and the company brought their own man for the job, a colonel Vernon. The land contracts read that no saloon could be conducted or liquor sold in any form in Concord. The land was divided into two and one-half, five and ten-acre tracts and sold at \$100 per acre. Payments of \$100 down were made and the balance was payable annually. Many people came to work on the ditches which were continually breaking and had to be watched day and night. Many paid for their land this way while the women and children were doing the gardening.

"The first person to acquire land after the townsite was placed upon the market was J. H. Clear, still an honored and active member of the community. This place had a building and well on it. Another newcomer, with a large family, needed the building to shelter his flock, and persuaded Mr. Clear to relinquish his claim and take an adjoining place.

"The first finished home was that of E. T. Raaberg, which in those days was quite a landmark. Before people built their homes, cisterns had to be made and filled with water from the ditches. The cisterns were very important as the water was often shut off for a week at a time.

"The first newspaper appeared in 1898, called the Vinelander, and was published by Messrs. Leach, Henshaw, and Lewis. The year following C. S. Florence of Asotin acquired the paper and published it under the name of Vineland Journal. On account of objections on the part of local residents, the name of Concord was changed by the county commissioners to Clarkston, and by special petition to federal authorities, the name of Clarkston was adopted for the town."

"The irrigation canal and flume is 18 miles long, and cost about \$300,000. The original flume and canal has been upland by a large wooden pipe line which is much more satisfactory as it gives very little trouble and prevents loss of water by evaporation.

"When the interstate bridge between Lewiston and Clarkston was built it was an event of more than passing interest. A big celebration was planned and the governors of Idaho and Washington were invited to attend. Speeches commemorating the event were in order, and when these were over it was on the program that the governors should proceed in a carriage at the head of the procession and be the first ones to cross the new structure. But William Jones didn't know about this arrangement. He was a prominent rancher in the Blue Mountains section. He had a sick wife at home and he was in a hurry to reach a Lewiston doctor. He knew the bridge had been completed and his only conception of a bridge was that it was made to travel over. There was a ferry south of the bridge, but in the emergency it was too slow. Dashing up the bridge on a lathered saddle horse, he pushed his way hurriedly through the staring gathering, threw down a ten dollar bill, calling out over his shoulder that on his return he would stop for the change. At the time the structure was built, it was a private enterprise and was for years a toll bridge. Later it was bought and taken over by the two States of Idaho and Washington, June 24, 1899."

"The above bridge was replaced by a new concrete bridge during the summer of 1939 and the old bridge torn down.

Chapter XIII

PIONEER EDEN & GROUSE FLAT HISTORY

In northern Wallowa County, between the Wenaha River and the Grande Ronde and terminating at their junction, is a wedge shaped country of perhaps 200 square miles. This is mostly covered with virgin forest of fir, tamarack and yellow pine and varies in altitude from 4500 feet to 1600 on the river bars. The soil being fertile, vegetation and grass thrive in abundance. Years ago it was a paradise for the sheep industry and cattle raising. Both the Indian and white man roamed these broad acres, the former seeking game such as elk, deer and bear which were plentiful, and the latter pasture for their flocks and herds. Among these early stockmen and working in the interests of John and Hector McDonald was William Adams popularly known as Bill.

In the latter 80's and early 90's Bill established his temporary camp at "Elk Horn" Springs nicely located on a bench with a south slope, good scenery and an abundance of water and within two miles of the Grande Ronde River, virtually master of all he surveyed, and his rights, there were none to dispute. As years slipped away, Bill decided to homestead and settle down; so he married a lady by the name of Lou Hickman; gathered together all of their goods and worldly possessions and moved the same to this camp at Elk Horn Springs in 1893. He established in an earthly paradise with no neighbors. It was a novel experience and situation resembling "Adam and Eve" in the "Garden of Eden". In Bill's contact with the outside world and the public, the facts concerning the young couple's isolation were soon known and as the word seemed appropriate, the public promptly called Bill's earthly paradise and country "Eden". The term is not misapplied as the soil, vegetation and climate is fine and unexcelled west of the Rockies.

There were no more settlers in the Eden country until 1899 when the George Courtney family homesteaded at the foot of what is now known as the Courtney Hill. This same year Sam P. Morrison, Frank Barnard, John Patterson and Charles Flening homesteaded in the Eden country. George Padon also filed on a homestead on the lower end of the Eden country just above where Troy is now located. He later put in the first sawmill in that part of the country.

In 1901 the Chadseys, Hafers, Tracy, Harringtons and Harrelsons settled in Eden. In 1903 the Russell family homesteaded at the head of Dry Gulch.

In 1904 Fred Day, Emil Schraner, Elmer Metzle and Charles Pheonix took up claims. These men were all bachelors and were known far and wide as the "Big Four". The Beecher brothers, and the Petersons also settled in Eden in 1904.

In 1905 the Puller brothers and the Baker family homesteaded in Eden.

The Fenton family, consisting of Mrs. annie N. Fenton and her three sons, George M., Erkie and Clark, emigrated from Ohio to Oregon in April, 1905. Their destination by rail was Elgin, but the family journeyed on by wagon and finally located in Northern Wallowa County in the Eden country, George M. and Erkie taking up homesteads. As the land was forested and in the virgin state, it was necessary to clear the timber, construct buildings, build fences and practically hew out a home under primitive conditions in a wilderness. Being 50 miles from the nearest railroad point, and without roads or bridges, the task of building a home seemed stupendous calling for youth, energy and the spirit of a pioneer. Also to make a living and meet ordinary expenses and obligations required money, and this the wilderness failed to provide. So the harvest field

offered the only way out of the problem. Every season late in July, with packs on their backs and grub in a sack, the two brothers, George M. and Clark would journey across the Blue Mountains afoot by way of the forks of the Wenaha and the Robinette to the harvest fields of Columbia County, Washington – about 60 miles – returning home over the same trails later in the fall. For five years this plan was carried out successfully.

In the summer of 1910, the two brothers with a gray, class-eyed saddle horse between them to carry the bedding, etc. started for the harvest field. This time they took a different route, going by Troy, The Saddle Butte, Teals Camp and the Tucannon to Dayton, Washington. In parting from his brother George said, "Now, Clark, I will leave the horse in your care so you can ride home, but don't travel that mountain trail over the Robinette that leads to the forks of the Wenaha."

George, being a sack sewer, obtained a job during harvest sewing for Clarence Stearns. Clark was employed by a heading outfit loading header boxes and working for Mr. Henchcliffe and later for Dave Webster. After the season's close, George started for home over the Eckler Mountain by the way of Swamp Creek and arrived home in safety. Clark was still working for Webster and a little later both attended a sale held by Steadman brothers at Dayton, Washington. Here, Clark bid on a gray horse of about 1400 lbs. and got it, thus making two horses in his possession. What happened later is partly a matter of conjecture. His folks at home expected his arrival at any times, but days slipped into weeks and passed into months, yet no word was received from him. Finally late in the all his brother George wrote to the Sheriff at Dayton to look him up. That official promptly did so, finding out Clark had got his saddle horse sharp shod, tied on his bed and grub and struck out with his two gray horses for home over the Robinette. He was seen late in the p.m. on the day he started at the old sawmill near the beginning of the trail by a rancher living on the mountain. This was the last time that he was ever seen (September 20). Late that fall a gray horse drifted into Dayton and was sold out of the pound. Dave Webster saw it and said he was certain that it was the Steadman horse Clark bought at the sale.

Two years later in 1912 a party of four fisherman from Elgin were camping and fishing at the Wenaha Forks working in pairs. Two of them discovered a saddle with the horn sawed off, rawhide covered, with hand holds in the back, lying on a pile of driftwood about five miles up the North Fork. They did not bring it out, but without doubt this was Clark Fenton's saddle. The McCallon or Sawtooth Ridge at five miles up is steep, rocky and full of humps and dangerous even for a sharp shod horse. Did Clark's old horse set its feet on some bad turn and precipitate both saddle horse and rider over the steep bluffs and canyon side into the depths below? Nearly 30 years have passed away since then and no trace of him, his horse, or the bones of either has ever been discovered.

The Chadsey brothers, Jim, Bill, and John together with their two sisters came west from Kansas with their parents Mr. and Mrs. Milton Chadsey in the early nineties and settled at Walla Walla, Washington. Two of the aforementioned brothers Bill and John, took up homesteads of 160 acres in Eden country, Jim buying a relinquishment with an already built cabin and several acres of cleared land, sharing his new found him with his two brothers. The three men worked together building cabins and clearing land on their homesteads and one day while busy at Jim's place, Bill and John sawed down a tree and in falling, it hit a snag which shot it backward striking Bill in the chest and pinning him to the ground where his life was crushed out, shortly after homesteading in the year of 1903. He was buried in a plot of ground on his homestead which later became the cemetery of the Eden country.

Among the early settlers of the Eden country were Ed Harrington, wife and family of Moscow, Idaho. Seeking a land of better opportunity, they arrived in Eden in the Fall of 1900. Mr. Harrington was a Civil war veteran serving in the Union cause under General W. T. Sherman and took part in the battle of Chattanooga and was with Sherman on his march from Atlanta to the sea. His pension from the government provided the necessities of life for his family in a new land. His only son, Arthur, grew to be a husky young man and his daughters married and moved to other places. Several years sped by and the clearing of land and the improvement of a home continued until one fatal day in the early part of September, 1905; when Arthur set fire to a clearing and left almost immediately for the promise land, which is across the Grande Ronde River from the Garden of Eden. The fire burned briskly then died down only to be revived by a high wind which scattered sparks and threatened neighbor's property. Mr. Harrington and his wife, being alone on this occasion, went out to fight the fire and in doing so, Mrs. Harrington's dress took fire, burning her so badly as to cause her death. Her burial took place on the homestead attended by several of her children, neighbors and friends.

Dry Gulch is a wing of the Eden country, and is situated on the tableland six miles above the mouth of the Wenaha River and three miles north of the Eden settlement. This section of Eden was homesteaded by settlers who liked the out-of-the-way places, and had hopes that the country would develop like other inhabited parts of the world. Among the early settlers of the Gulch was Ed Russell and sons, homesteading on the Gulch in the year of 1903. Mr. Russell erected his log cabin and his sons began to saw down the timber and clear the land. In the fall of 1903, Clifford Russell and a younger brother were working in the woods to open out the clearing, and in sawing down a tree, the sawed tree struck another large tree and broke off several limbs that hung in the other tree. The young man started to trim the fallen tree, and in so doing a lodged limb fell from the tree, striking his ax and sinking the bit into his head, killing him instantly. His remains were interred on the Russell homestead.

The early settlers of the Grouse Flat country packed everything in on pack horses, because there were absolutely no roads until the settlers were able to build them after first getting their homes built.

The Boston family was one of the first to make their home on the Flat, in the later '90's. Household goods were packed across Menatchee Canyon and even the children placed in alforjas lined with coal oil boxes and packed across the canyon on a trusted, sure-footed pack horse.

Evert Richman and Fred Richman were among the first of these pioneers. The Davis family and the Greenes were among the first. New comers continued to settle until about 1905 when most of the good land had been filed on.

There were four trails used by these first settlers. One came from Walla Walla up Mill Creek, down the Robinette and down the Wenaha River, which the pioneers called Little Salmon River. Another trail came in from Pomeroy over Mr. Misery and Saddle Butte. The third trail came in from Cloverland or Anatone through the Mt. View district and across the Menatchee Creek Canyon. The fourth trail came across the Grande Ronde River from Flora, Oregon crossing about a mile below Troy.

The first wagons were brought in over the Flora trail which had been widened slightly. This old road was known as the "Toboggan Slide". It was necessary to rough-lock both rear wheels of the wagons and often a tree was dragged behind to help check the wagons during the decent into the canyon. Many places were so sideling that it was necessary to secure long poles to the

wagon boxes in such a manner as to allow one end to extend 50 or 20 feet from the wagon on the upper side. All the men in the party would then ride these poles to keep the wagon from upsetting. It was necessary to ford the river as there was no bridge. Fording with a wagon was impossible during high water. It required 4 to 8 horses to pull light wagons with small loads up the hills on either side.

When the pioneers went after supplies, they would take only the running gears of their wagons. They would buy lumber and make wagon-boxes while in town, then when they got home they would use the lumber for cupboards, floors and doors in their cabins.

The mail was carried horse back from Flora to Grouse post office. When the river was too high to cross with a horse or when floating ice made it too dangerous, the mail carrier would cross in a boat and carry the mail on this back three miles to the post office.

Several lives have been claimed by the Grande Ronde River in the vicinity of Troy. Fred Day, Arthur Herrington and Fred Ables were drowned. Nick Webber was drowned while crossing sheep through Wenaha River and Frank Russell drowned in the Wenaha while fording. Most of these men were well mounted on good saddle horses but horse flesh cannot stand against the tremendous pressure of these icy currents during high water. One stumble or slip in the rocky stream bed is fatal as the horse cannot regain his feet once he is bowled over by the current. It is safer to seek the deep and slower sections of the river where the horse will be compelled to swim, but the rule of experienced river men in this locality is to stay out of these rivers during high water.

The first store was started in Troy in 1902 by Peter Ficker and T. A. Bartlett. The place gradually grew into a substantial little village. In 1912 a flouring mill was built which did a good business for several years, but with the improvements in modern means of transportation it became more practical to haul flour for local use from outside points. This mill was operated by water power from the Wenaha River. The old building was torn down in 1939 and lumber and machinery salvaged for other uses.

Troy is located at the confluence of the Wenaha and Grande Ronde Rivers at an altitude of 1608 feet. The buildings and homes are neat and clean looking. There is a general store operated by Mr. & Mrs. Sam P. Morrison in which the post office is located, a general store operated by Mr. & Mrs. Jimmie Fordice, a hotel operated by Mr. & Mrs. Fred Richman, and the telephone exchange presided over by Mrs. Jimmie Fordice. There is also a large hall where dances are given under the capable management of Mrs. Fred Richman and a one room school building.

There are 16 families living in Troy. When the down river highway is completed (probably early in 1940), Troy is going to become a much more important trading center and a place for people to come for winter schooling. It is bound to grow.

Chapter XIV

THE BEGINNING OF THE LIVESTOCK INDUSTRY IN THE BLUE MOUNTAIN AREA

The first cattle to reach the States of Oregon or Washington were brought in on ships to Fort Vancouver and were the property of the Hudson Bay Company. The next cattle to come into this part of the country were left near what later became Fort Walla Walla by Jason Lee in 1834. Lee traded the remaining cattle he had left after making the overland journey to the Cayuse Indians for supplies.

The first herd of cattle of any size brought into the old Oregon territory was driven from California by Eqing Young in 1837. They were about 700 head of wild Spanish cattle and the undertaking was one of great difficulty. The cattle were purchased in the Sacramento Valley and driven North over the Siskiyou Mountains through the Rogue River Valley and down the Willamette to the settlements near Oregon City.

About 1840 the great Yakima Chief Ka-mi-akin traded for some cattle at Fort Vancouver and drove them to the Yakima Valley. In 1842 a party of men built a ship near Portland called the "Star of Oregon," sailed her to San Francisco, sold the ship and bought cattle, sheep and horses. The next spring they drove to the Willamette Valley 1,250 head of cattle, 600 head of mules and horses, and 3,000 head of sheep.

The first emigrant train to arrive in the Oregon country was in 1843. This party was in charge of Jesse Applegate, Peter H. Barnett and J. W. Neemit and was let by Dr. Marcus Whitman and his Indian guide. Then brought with them altogether about 1,300 head of cattle. They were met at the Whitman mission by Chief Ka-mi-akin and some of the Nez Perce Chiefs who traded horses to the emigrants for a number of cattle. A few of these cattle were taken to Ka-mi-akin's people in the Yakima Valley and a few to the canyon country of the Nez Perce.

A number of cattle were left at the Whitman Mission when the emigrants left there for the Willamette Valley. However, the cattle herd at the mission did not increase very much for several years. This was due partly to the necessity of killing many of them for meat and also because later emigrants bought cattle to replace ones lost on the great trip across the planes and deserts.

The Nez Perce, Cayuse, Walla Walla, Umatilla and Yakima Indians realized that the cattle raising industry would be of assistance to them as an additional source of food when game was scarce and they also anticipated a good trade with the whites in supplying them with fresh cattle to replace those worn out from crossing the plains. However, because of their unfamiliarity with methods of handling cattle, and no doubt in some cases too hard winters, the herds of the Indians remained small. It is one thing to successfully raise horses which these Indians had learned to do, having had about a hundred years experience, and another thing to make a success of raising cattle without experience.

In 1846 Pe-peu-mox-mox Chief of the Walla Walla went to California with a party of warriors and returned with a small herd of cattle and about 2,000 head of horses. They secured the cattle by trading and the horses by rounding up wild horses and breaking them, also by capturing large bands from hostile Indians.

Beginning about 1861 after the discovery of gold in Idaho and in 1862 when gold was discovered in the Blue Mountains of Eastern Oregon, men began to bring cattle into Northeastern Oregon and Southeastern Washington. Each year more and more cattle were turned loose on the great bunch grass ranges. The cattle business was good. There was a great demand for beef at all the mining camps – Idaho, Eastern Oregon, Frazier River mines in British Columbia, and others. Great herds were driven hundreds of miles to supply these demands.

About 1869 the demand made it possible to drive cattle from Central Washington across the Snoqualmie and Nah-cheez passes to the Puget Sound country.

The cattle business began to decline about 1873 on account of over-production. The market after all was not large and cattle had increased under favorable conditions until the cattlemen and the settlers were up against it for a market. About this time the demand for beef from the mining camps decreased rapidly, which made matters worse.

In 1875 there was some encouragement. A few buyers from Wyoming came in and took stock out over the old emigrant trail to stock the ranges of Wyoming and Montana. During the next 10 years, tens and tens of thousands of head of cattle were driven east to the vast ranges of Wyoming and Montana and to the rail terminals of Omaha, Ogden, etc.

However, the country was so overstocked that prices continued low until after the extremely hard winter of 1880-81, which killed off at least 50% of the cattle in Eastern Washington and Oregon. After that prices revived.

I quote the following account written by J. O. Long of Pomeroy, Washington in 1914 in which he describes the early cattle industry along the northern fringes of the Blue Mountains:

“In '73 we found the western portion of what is now Garfield County well stocked with cattle and horses, but the eastern part was sparsely settled, and there were very few cattle and horses.

“At this time a few sheep were ranged, but in a few years the sheepman began to com in— Charles Seeley, the Logans, Charles McCabe and, a little later, J. H. Walker, but the sheep industry did not grow to any great extent in this country. Cattle was the main industry up to '90, when it began to decline.

“From 1873 to 1880 the hills began to settle rapidly. The '70s bringing such stockmen as Tom Burlingame, the Buchets, Williams, Pings, Johnny Lynn, Brown, and Wellers. Some of these men acquired large herds. I have no way of knowing the number of stock when the industry was at its zenith, but we had lots of cattle to drive and ship out.

The first buyer to come to Garfield County operated on the Tucannon, near Marengo, about '76 or '77, and the price paid was \$14 to \$16 for 2-year old steers and about \$18 to \$20 for threes. They drove them east, taking one or more years to make the trip.

“J. M. Pomeroy was the first to bring in good stock. In the bunch of 140 head was some of the best shorthorns, or Durhams, as they were then called that ever came to this country. People bought and sold “Pomeroy Durhams” for forty years. Perhaps a large portion of the readers will remember the roan shorthorns that Vannattan had on his place below town, when he sold his ranch to Campbell and Sanford in 1902. They were descendants of the Pomeroy roan

Durhams. Perhaps the majority of the people living here now do not realize what a stock country this was in the '70s.

"I remember in the summer of '75 or '76 Mr. William Cluster, my father, and myself, then a boy, came down the Benjamin Gulch to Pataha looking after our stock. We forded the creek about where the park is now, and a little log cabin, stood a little way from the creek and in the doorway then stood Charles McCabe, then a young man. We inquired after our brands and marks, and came on down the north side of the creek, my father and Mr. Cluster riding along the road and I galloping back and forth from bluff to creek, scaring the cattle out of the grass so we could see the brands and marks. We took dinner with Mr. & Mrs. Pomeroy in the old log cabin that stood for many years afterwards in the lower part of town, and while we partook of fried trout and other good things that the pioneer wives knew so well how to prepare, the men discussed the Roan Shorthorns.

"To illustrate what grass we had there in those days, I will repeat what Pearl Smith once said. He wanted to make a trip across the Snake River, and he had heard so much about the Alpowa he decided to go that way. He dropped down on the creek about where Vint Gilbert's place is now and went on down. When he returned he was asked what he thought of the Alpowa, and said 'Those hills reach from Hell to Heaven with bunch grass from top to bottom.'

"Garfield County never contained very large stock owners. Newt Estes was cattle king with something like 1,500 head. J. H. Walker owned the largest band of horses, and George Gibson was the largest sheep raiser. The Owsleys at one time owned 750 cattle and a good many horses. Mack Tatman at one time had 400 or 500 head of cattle, and Tom Burlingame 350.

"In 1888 Mat Dixon, Moffat Williams and Dave Dixon bought and drove to Pataha Flat 512 head of fine cattle. This was the first large importation of blooded cattle to this county.

"About this time, or a few years before, most of the large holders began to cut down their herds, and some quit entirely. Among them were Melton, Freeman, Estes and Tatman, and, after a few years, Rafferty and Bill Kelly practically quit.

"The horse industry of the country did not take much change from cow pony or cayuse till about 1880. A 1000-pound horse was considered a good one, and a horse that wore an 18-inch collar was a large one. Mr. Ford, who lived on the flat, bought a large Percheron, and a year later Tucker bought a grade Clyde, and our horses began to increase in size, and it wasn't long till the 1000-pound horse and the 18-inch collar were things of the past. The draft horse is here and as good as any county can boast of. We now have 6,581 taxable horses. (1914)

"We didn't raise many hogs till the railroad was built to Dayton. Prior to that a few put up bacon and hauled it to Lewiston. After the road reached Pomeroy people began to raise more hogs, and according to the assessor's roll we have 5,254. (1914)

"The sheep industry has held its own and we now have in the county 11,657 (1914) owned principally by Charles Dodge, Weller Live Stock Co., Clayton, Palmer and J. O. Long. Part of the Palmer herd was assessed in Asotin County. The farmers are now taking up sheep husbandry on their farms, and we look for sheep and hogs to increase, and horses to hold their own. The cattle industry is still on the decline, as the roll shows only 5,181 head, milk cows included, and a thousand or more were brought in to be fattened. As our pasture land increases in value the people will discard the cow for the ewe and mare."

Present numbers of livestock in Garfield County is as follows – Horses, 2,657; Cattle – 8,751; Sheep – 5,948; Hogs – 3,752. (January 17, 1940 G. J. Tucker)

For years the Grouse Flat country was known only as an excellent summer range for cattle. Large herds from Garfield and Asotin Counties were driven in each spring and left in charge of a few cowboys during the summer. In the fall they were brought out to the home ranches. The following is an account of the first drive of cattle into the Grouse Flat country:

About May 1, 1887 Dan Williams, Nereus Thornton, Matt Dixon and two other men took the first herd of cattle into the Grouse Flat country.

There were 400 head in the herd, belonging chiefly to N. C. Williams of Pomeroy. Dan Williams had made a trip into the Grouse Flat country the year before and was in charge of the outfit. However, he had gone over by the old Mt. Misery trail and had come back by way of Anatone. He was, therefore, not very familiar with the mountains at that time.

Dan Williams knew that it would be impossible to take the cattle over the Mt. Misery trail at that time of the year, because of the deep snow, so he decided on the Anatone route.

The cattle were taken off the Pataha Flat past Peola and the first night was spent at the Dick ranch (where Al Dick now lives). From there the drive proceeded down Dry Gulch to Asotin Creek and up the hill onto the Cloverland Flat where the second camp was made.

Next day instead of starting across the mountains up the ridge which lies between Asotin Creek and George Creek where the present Cloverland Road is located, the drive continued across George Creek to the Anatone Flat. None of the men knew of the Cloverland route across the mountains which even at that time was passable for wagons to the top of the mountains.

The third night was made at the edge of the timber near Anatone. A very severe spring thunderstorm occurred here that night and all hands were required to hold the cattle from stampeding.

Next morning the chuck wagon was left and the outfit proceeded to drive the cattle through the timber to the breaks of the Grande Ronde. All day was required as snow was deep and cattle had difficulty in breaking a trail through. The boys stayed with the cattle that night on the open breaks and the storm was still raging. Thornton and Dixon in trying to warm and dry their feet around the fire, burned their boots to such an extent that the soles came off the next spring.

The cattle were left to graze in the head of Rattlesnake Canyon while the men returned to the wagon and prepared a belated meal. They then packed their outfit on packhorses and returned to the head of the Rattlesnake where the cattle were feeding in the green grass.

They had only six horses and as it took four of these to pack their outfit only two were left to ride, so three of the boys had to walk from here on. This was rather difficult for Dixon and Thornton with no soles on their boots, but they took their turns.

The drive continued around the breaks, across the heads of the main Rattlesnake, the west branch of the Rattlesnake, and the head of the Cottonwood and Medicine Creek, three days after starting from the head of the Rattlesnake, the outfit arrived at the Ruchert ranch which at that time, was only a partly built log cabin. The Ruchert family had been in, the fall before and partly built their home which was completed later that summer.

The cattle were left for the summer just west of Grouse Creek and Nereus Thornton herded them that year.

When the cattle were taken out in the fall advantage was taken of the Cloverland route which was the route used for years in driving cattle to the Mountain View and Grouse Flat countries for summer pasture. Three or four hard days driving was saved by this shorter and easier way.

Some time during the summer of 1887 Nereus Thornton and a man named Renfroe who lived across the Grande Ronde River saw a band of 12 or 13 head of elk on the lower bench west of Bear Creek, probably on what is now either the William Moore or Fred Richman place. This band of elk was probably the last seen north of the Wenaha River until they began to increase from introduced stock in 1913.

Chapter XV

HISTORY OF THE LIVESTOCK INDUSTRY IN THE NATIONAL FOREST AREA OF THE NORTHERN BLUE MOUNTAINS

Sheep and cattle began to graze in what later became the Umatilla National Forest to a limited extent about 1875. The use of the forest area for summer grazing increased from year to year, particularly insofar as the sheep were concerned. In these earlier days the grazing of cattle in the mountains was confined to the outer edges of the timber and in the lower canyons along the fringes of the settlements. More and more sheepmen began to use the mountain ranges until there were so many sheep in the mountains that each band was confined to a small area. There would be a grand rush of the sheepmen to the mountains as soon as the high country was free of snow with the idea of being first on the ground and getting the pick of the range. This sometimes led to serious consequences both for the sheepmen and for the ranges. In 1900 or 1901 a whole band of sheep was lost in a storm at Pole Mangers. The owner had sheared early and started for the mountains to get the pick of the free range when a snowstorm came up and before the storm was over, there was several inches of snow on the ground. The sheep, deprived of the protection of their wool, all died. A good many people still recall seeing the great piles of bones there for several years after.

For a good many years prior to 1900 vast numbers of wild horses roamed the hills of the Asotin District. The favorite horse range was the Asotin Creek country. About the years 1885 to 1890, Al Dick, then a small boy, frequently observed bands of 100 head or more. On one ride to gather some of these horses he and some other riders started down from Elk Point and had a band of over 500 head by the time they had reached the foot of Cape Horn. He said he had frequently seen over 500 head on Smoothing Iron Ridge alone.

Perry Young says that about 1901 an epizudic of Mountain fever hit these bands of wild or semi-wild horses which lasted 3 years. Literally thousands of horses died in Garfield and Asotin Counties, not only the wild horses but ranch horses as well. After this epizudic there were never very many wild horses in the mountains. The last band was rounded up on the Smoothing Iron Ridge in 1910. Horses afflicted with the disease would lose the hair from their tails and manes and other parts of their bodies and where the hair came out, large scabs would form. The horses would become mere walking skeletons and cowboys shot hundreds of them to end their suffering.

The driveway used by early day sheep outfits in going from the Pomeroy country or the Alpowa to summer range in the high mountains was as follows:

Enter the timber at the head of the Alpowa Ridge near where the Iron Springs Ranger Station is now located; thence across the head of Charley Creek to the Big Mud Spring; thence around the head of Lick Creek to Pinkham Butte; thence across the North Fork of Asotin Creek at the Big Bend; up onto the Smoothing Iron Ridge at the Round Prairie, near the present lookout station; thence up the Smoothing Iron Ridge to Wickiup Spring; thence west along the divide to Mt. Misery. From the Round Prairie on Smoothing Iron Ridge to Mt. Misery was known as the "Len Henry Trail". South from Mt. Misery to Grouse Flat was the Saddle Butte Trail and west from Mt. Misery was the Oregon Butte Trail.

In the early days before the forest reserves were created the Peola cattlemen would not allow sheep to cross over their Pataha Creek range. That was the reason the sheep had to take the harder and longer route around by Asotin Creek.

A few years after the Forest Reserves were created, Rangers routed the sheep over the Iron Spring Road to Dodge Spring (present Clearwater Ranger Station water supply) thence along the Tucannon breaks to Mt. Misery. This route was not nearly so hard on the range, since a large part of it lay through timber and very little was on steep slopes.

Mr. Perry Waldrip of Pomeroy, Washington has given me a picture of the range as he knew it to be before and during the early days of the Forest Service administration of lands in this area. His story differs with the ideas of some of the present day stockmen as to the vegetative cover on the open glades within the timber and on some of the higher ridges that are so common in the Asotin District. Some present day permittees aver that there never was any vegetation on these areas in question, but Mr. Waldrip tells another story which I should like to quote:

"During the several years previous to and following 1905, I worked for the following sheep outfits: Berry and Phillipay of Walla Walla, Washington; Pomeroy Livestock Company of Pomeroy, Washington which was owned by Campbell Weller and Gibson; and for J. H. Walker and Palmer Brothers of Alpowa, Washington. During this period I served in the capacity of herder and camp tender.

"At that time all the open glades and some of the less exposed ridges were abundantly covered with grasses. White clover and peavine made up a good portion of the feed. Flat glades were fed off and sheep were not moved into the canyons for water, but were content with moisture which they derived from the succulent forage and early morning dew. A single open ridge or glade was used as a bed ground from ten to forty-five days, and thirty days was the rule rather than the exception of a single bed ground.

"About 1905 Palmer and Murphy brought in two or three hundred head of beef and put them on the Wenaha and Crooked Fork River bottoms, but this venture did not prove successful because the cattle were salted along the river bottoms and consequently they would not work out on top to the higher feed. The grazing period was generally June 1 to September 30."

I shall list the names of the men who operated sheep outfits, their approximate range boundaries, and an average number of ewes, not including the ewes' lambs which each outfit grazed over a period of years as Mr. Waldrip has stated them to me.

Ralph Milton	Abel's Ridge	1200 ewes
Lee Harvey	On top from Squaw Sprs. to Diamond Pk.	1200 ewes
Charley Dodge	Dodge Camp to across the Tucannon River and around Bear Creek	2000 ewes
Berry & Phillipay	Both sides of Tucannon Riv. from Bear Cr. to Cold Canyon & on Sheep Creek	2000 ewes
John Agee	Lower end of Willow Spr. road to Tucannon River & wheat field	2000 ewes
Campbell & Cook	On Smoothing Iron Ridge & in the Lick Fork of Asotin Creek	2000 ewes
Campbell, Weller & Gibson of Pomeroy Lvs. Co.	Saddle Butte to Third Fork of the Crooked Fork River to Weller Butte to the mouth of Crooked Fork River	4000 ewes
J. H. Walker & P Palamer Brothers	South side of the Wenaha River and south to road between Long Meadows and Elk Flat	4200 ewes
Ham Gill	Elbow Canyon & Eden country	2000 ewes
Dick Patterson	On breaks of the Grande Ronde River between Elbow Creek and Elk Flat.	2000 ewes
Mike & Hubbard Fleshinger	Vicinity of Elbow Creek	2000 ewes
Dan Wann	Rattlesnake & Mallory Ridge	1200 ewes
Burt Sherry	Cottonwood Canyon & breaks of Grande Ronde	1000 ewes
George Ausman	Breaks of Wenatchee & Hansen Ferry	2000 ewes
Lyons	Butte Creek	1000 ewes
	Total	29,800 ewes

Mr. Waldrip has given me the names of a few other outfits which I shall also list, but who did not graze their sheep within the present boundaries of the Asotin District. These are:

Ben Dickson	On Wenaha above Butte Creek	2000 ewes
Moose Ellis	Near Tollgate	2000 ewes
Frank Jackson	Head of Crooked Fork Riv., Indian Corral & Squaw Spring	2000 ewes
R. A. Jackson	Tucannon River, Oregon Butte, Little Tucannon River, McBain Spring Panjab, and Turkey Tail	9000 ewes

During these early days only few people grazed cattle and they were kept mostly on the edge of the timber. Mr. Waldrip states, Men who had between 50 and 75 head of cattle each and who grazed them on what is now the forest were: Richman, Hack, Moore, Highmerry, Dale Estes, Jim McCauley, and Herman Loman."

At the present time there are not nearly so many stock grazed on the Asotin District. Under the present stocking the range lands are slowly rebuilding. Grasses are coming in on the bare glades and browse is increasing in the timber and along the breaks. However, nature works slowly and it will be many years before there will be such wonderful stans of bunch grass as once clothed the hills with waving beauty.

The Asotin District which for years supported approximately 30,000 head of sheep and 3,000 head of cattle, now carries 4,600 head of sheep and 3,190 head of cattle. The grazing period for sheep has been cut from a four-month season to three months on an average. The grazing period for cattle which used to be about 8 months has been reduced to an average of 6 months.

The Wenaha Forest reserve was created on May 12, 1905 by a proclamation of the President, Theodore Roosevelt. In December of 1906 a meeting of all the stockmen that used the Wenaha Reserve for summer pasture was held in the court house at Walla Walla. The purpose of this meeting was to divide the range between the cattle and the sheep, and to place each band of sheep on an individual allotment. No attempt was made to reduce the stocking of the range, as all men having prior rights were to be granted a use of the reserve.

There were at least 300 stockmen and possibly as many as 500. Mr. J. M. Schmitz was in charge of the Wenaha Reserve with the title of Ranger in charge. Mr. D. B. Sheller from the Washington Office and a direct person representative of Gifford Pinchot, Chief Forester, was in charge of the meeting.

Mr. Sheller divided this large group of men by placing the cattlemen on one side of the room, the sheepman on the opposite side, and the men who owned both sheep and cattle in the center. There were seven counties represented and each county elected a committee of three, composed of a cattleman, a sheepman, and a man who owned both cattle and sheep. An additional representative was elected to represent the Grouse Flat country. When all the men had been selected, the committee consisted of 22 men from seven counties.

Mr. R. A. Jackson was probably the most widely known stockman in the north of the Wenaha Forest and his knowledge of the country enabled him to settle many disputes. Each man was required to make out an application for range and put down in detail the number of acres of land that he owned, acres in cultivation, acres of pasture land both leased and owned and the part of the year that his stock could be cared for on his own ranch, add the part of the year that it would be necessary to use the reserve.

These applications were then presented to the committee of 22 men who passed on them and allocated certain ranges to each individual sheepman and set aside certain areas for the cattlemen.

Mr. Sheller would call the meeting to order each day and read an application that had been filled out. Each stockman was asked to corroborate the statements in the application and it was found that several of them in the beginning undertook to misrepresent the facts and secure more range than their just share.

This meeting was in session for 10 days but all of the difficulties had been ironed out at the end of the fourth day with the exception of the Asotin County delegation. This was caused by a quarrel between the sheep and cattlemen of that county, and Mr. Sheller threatened to draw arbitrary lines to settle the dispute but the stockmen finally agreed on division lines. It was understood at this meeting that the lines were drawn in order to confine the sheep to certain allotments but that the cattle would be free to run at large over the sheep ranges but the sheep would be forbidden to range over the strictly cattle ranges.

Albert Cook represented the Peola district on the Garfield county committee. The boundary of the cattle range in Garfield County was approximately as follows: Along the east boundary of Garfield County across Charley Fork to the Big Mud Trail thence up this trail to within 200 yards of Big Mud Spring, thence south to Lick Creek, thence up this creek to Warner Spring, thence up the divide to the Peola road, thence across the head of Pataha Creek past Big Spring to Stentz Spring, thence across the head of Cummins Creek to Willow Spring, thence down the Willow Spring trail to the mouth of the Panjab, the area north of this line being cattle range.

At this time there was much more grass in the mountains than now. Tall bunch grass grew all over the open glades in the Pataha country, Able's Ridge and Cummins Creek.

Chapter XVI

WILDLIFE UPS AND DOWNS

The Asotin District has supported large populations of big game at various times during the past. Weather conditions during the winter is the main controlling factor of game population, and according to Indian history and tradition before the coming of the white man, there have been several times when the extremely severe winters would very nearly kill off all of the big game. At the time of the crossing of the Lewis and Clark expedition, it appears from the records that the game population was at a low ebb. Subsequent to that time, population of game increased considerably and during the time of the settlement of the country by the pioneers in the early 60's and 70's, big game was very numerous in the mountains and foothills.

However, there is no record at this time of elk inhabiting the mountains north of the Wenaha River, and in all of the accounts of the pioneers no mention is found of elk in the area north of the Wenaha River. So far as known there has always been a considerable population of elk south of the Wenaha River clear through to the Whitman Forest.

During the construction of the Elgin-Eden road which was done by donation labor of the settlers of the Eden country in 1904, these men subsisted principally on elk meat. Reports at that time indicate that elk were numerous in the Long Meadows, Elk Flat and Jarbeau Meadows.

In the area north of the Wenaha River from the time of the settlement of the pioneers until about 1900 or 1905 which was a period of unrestricted hunting, the population of big game was rapidly decreasing, the low point being reached in the years 1900 and 1905. There have been favorable climatic conditions since this time, and with the restrictions placed on hunting by State Laws, the population of deer has increased until at the present time, it is considered by most authorities to be somewhere near the carrying capacity of the winter range.

Elk were introduced into the Pataha Creek and Tualum Creek by shipment from Montana about 1913. They have since increased until it is estimated that they have somewhat exceed the carrying capacity of both the summer and winter range. The increase of elk is not due altogether to the herd that was introduced in 1913, the original elk stock from south of the Wenaha River have undoubtedly spread across the river and helped in the stocking of the north end of the district.

In 1924 Garfield County created the Crooked Fork Game Reserve from which all hunting was forbidden until it was opened in 1933. The Tucannon Game Reserve was created in 1924 and is still a game reserve. The Asotin Creek Game Reserve was created in 1927 and a large addition was made in 1933. This area is still a game reserve. The restriction of hunting on these large areas have played an important part in the rapid increase of both deer and elk in recent years.

The streams of the Asotin District were originally well stocked with rainbow trout and large numbers of steelheads and salmon used to come up the Wenaha and Crooked Fork Creeks. There are still considerable numbers of Steelheads in the Wenaha in early spring and a few salmon in the late summer and early fall. Residents of the Troy community claim that a larger run occurred in 1939 than had been known for several years.

The State Game Departments of Oregon and Washington have recently been planting considerable rainbow trout in the smaller streams. In 1937, 23,000 rainbow were placed in the Wenaha River. In 1938, 60,000 were placed in the Crooked Fork and in 1939, 60,000 in the Crooked Fork, 20,000 in the Wenatchee, 20,000 in the Asotin and 20,000 in the Pataha. A continuous program of planting should result in much better fishing in all of these streams.

During the pioneer days, there were large populations of blue and ruffed grouse in the mountains and sharp-tailed grouse in the foothills. There probably has never been any Franklin grouse in this part of the Blue Mountains. At the present time, the sharp-tailed grouse have disappeared entirely. There are very few ruffed grouse and there is no open season on this species. The blue grouse has apparently held its own for about the last 10 years and limited hunting is allowed. It is estimated that about 500 blue grouse is taken each year on the Asotin District.

Hungarian partridges, an introduced species, has multiplied considerably and may be found in large numbers on some of the open bunch grass hills at lower elevations in the mountains.

In 1912, there was organized in Pomeroy, The Wenaha Game Protective Association. Most of the members were residents of Garfield County, but some were from Columbia County and some from Asotin County. Chartered members paid \$10 dues.

The object of organizing this Association was primarily to secure funds to bring elk into the County and release them in the Blue Mountains. Arrangements were made with the officials of Yellowstone National Park for a number of elk, and on February 3, 1913 these elk were shipped from Gardner, Montana, there being 40 head in the shipment, all were young elk, either yearlings or two-year olds.

At this time, there were some severe storms and the train was delayed twice enroute to Pomeroy. On February 10 these elk arrived at the Pomeroy stock yards. Five were dead in the car on arrival. As there was a considerable amount of snow on the ground when the shipment came in, it was necessary to feed the elk in the stock yards for about 30 days. During this time, five more died and several calves were born prematurely probably as a result of injuries in the car or corrals.

It had been the intention to haul these elk to the edge of the mountains, but after snow began to leave and the roads were quite muddy, no one could be interested sufficiently to donate teams and wagons and their time to haul the elk to the mountains, and as the funds of the Game Protective Association were exhausted by this time and the hay supply was gone, it became necessary to take drastic action. Mr. Nereus Thorton, who had been in charge of the elk during the time that they were in the stock yards and had fed and watered them each day, talked with some of his friends. Mr. W. O. Long, known as Oscar, agreed to help him drive the elk to the mountains.

On Sunday evening at 8 o'clock Mr. Thorton and Mr. Long took out a 16-foot section of the corral to allow the elk to go free. However, most of them refused to be driven out of the corral and next morning 8 or 10 were still in the corral and others just outside. The men finally succeeded in getting the elk out of the corral and slowly drove them up Benjamin Gulch to the Williams ranch, then up the hill on the east side and following the ridge herded them back to the head of the gulch by night fall. The next morning they were all back at the corral.

This day, following about the same route, they succeeded in getting the elk back to the Patterson ranch. It was impossible to drive the elk in the lane, and they would not go through the gates; so it was necessary to drive them through the fields along the road and let down each fence as they came to it for a distance of several rods. The elk would then jump over the wire. The men stayed at the Patterson ranch that night and early the next morning took the elk from there up beyond Scoggins to the breaks of the Tumulum where they were released on some of Mr. Thornton's land. Five head of the elk came back almost to Pomeroy about a week later and grazed on hills within sight of the town for several days. When finally Mr. Thornton aided by Mr. Buchet (Claude Buchet's father) drove the elk back and placed them with the rest of the herd on the Tumulum.

About this time another one of the elk died leaving 29 head of which 4 were bulls. These elk were left on the Tumulum on March 11, 1913. This was the start of elk in the north part of the Blue Mountain range where conditions seemed to be ideal for them and they have increased rapidly since that time. In 1927 the season was first opened on the elk and there has been from 58 to 150 head killed in Garfield County each year since that time. The kill in 1939 was 120 head.

Mr. Perry E. Young of Pomeroy, Washington was employed by the Forest Service as Ranger during 1910 and 1911. He was detailed to the work of disposing of predatory animals destructive to domestic stock. Mr. Young recalls the wildlife situation at that time as follows:

Coyotes were plentiful both on and off the forest. A disease got amongst them in the winter of 1909 and 10. Some called it hydrophobia or rabies. My report on the disease at the time was that the disease was caused by poison, from the poisoned carcasses of cayuses. Apparently the afflicted coyotes would get just enough of the poison (strychnine) from the carcass to make them sick. Their hair would come off and most of them later died. But while in this stage the coyote was really dangerous and would go blind or partially blind.

"Bounties went to \$4.00 for the ears in Asotin County, but I think that more coyotes died from the disease or poison than were ever killed by hunters and stockmen. Cougars were very scarce. Bear were more plentiful than at present. Deer were scarce during this time. There were no elk until after the introduction of this species in 1913.

"Mink, martin, skunk and other fur bearing animals were very plentiful at that time. If, after hunting in the high country for several days, one was lucky enough to kill a deer (and it really was quite an event at the time), elaborate precautions were necessary to prevent the meat from being eaten by martins. Many a hunter who left the carcass of a deer over night without hanging it up returned to find that the martins had eaten nearly all of it. During the fall snows, the high mountains would be criss-crossed by martin trails beat down like rabbit trails".

There are still some martin, mink and other fur-bearing animals on the forest but they have been so reduced in numbers that men no longer go trapping to make a winter stake. Under proper management and protection these animals can once again be encouraged to multiply and to contribute their part to the support of a number of trappers who would merely harvest the surplus of fur-bearing animal population.

Chapter XVII

ROADS OF THE NORTHERN BLUE MOUNTAINS

The first roads to be built in the northern Blue Mountains, in or near what is now part of the Umatilla National Forest, were mere wagon trails. The purpose of these roads was to haul wood and rails out to the farms and ranches. The beginning of these roads corresponds exactly to the settlement of the earliest settlers, because these settlers needed the produce of the forest to make their farms liveable. Logs were needed for houses, poles for corrals and rails to fence in garden patches and the first small fields of grain. The creek bottoms out, in, or near the settlements produced very little timber that could be used by the pioneer homebuilders. Cottonwood was the principle species that grew along these creeks and it was poor material for such purposes as house logs and rails. Even for wood it served only when mountain timber could not be had.

The favorite timber of the early pioneer was tamarack usually call "tam-brack" (western larch), because it was durable, young trees furnished long straight poles and large trees split easily into the finest rails that ever enclosed a pig pen or fenced a large field.

The pioneers built roads back to where large stands of tamarack were available, just as soon as they began to fence in their fields.

The first road to penetrate the mountains east of the Tucannon was the road up Scoggins Ridge. This road tapped the tamarack stands in the canyon at Rose Spring and soon after at Government Spring and Alder Thicket. It is safe to assume that the road was back as far as Alder Thicket as early as 1870.

The Iron Spring-Clearwater Road

The road up the Iron Spring Ridge south of Peola was not much later in being built. All the fencing material, house logs, etc., for the Alpowa Creek and Alpowa Ridge section came from the Iron Springs Ridge. There were fine stands of tamarack poles and mature tamarack in the draws along this ridge. There were some wonderful stands of lodgepole pine poles here also and many of the settlers began to use them for fencing material. The road up this ridge was built back as far as the foot of the Big Spring Hill by 1875.

These roads were gradually extended back into the mountains as the years passed. Charles McCabe had a sawmill near Big Springs in 1878 where he sawed poles for fencing material and also sawed lumber. It is not know how long McCabe operated his mill there. However, wood and poles were hauled from that vicinity several years before that time.

The road up the Iron Spring Ridge was gradually improved from time to time by the residents of the Peola country and the county began to do improvement and maintenance work on the road about 1910.

As far as records show there was no work done on this road by the Forest Service until in 1929 an appropriation of \$600 was made to do some betterment work. \$300 was furnished by Garfield County and \$300 by the Forest Service. A county crew under Perry Waldrip built about two miles of new road to eliminate the steep hills and round about route past wildman's cabin.

In 1933 the CCC Camp while located at Iron Spring Ranger Station did some betterment work in a few places on the road.

For several years while doing maintenance work for the county on this road, Perry Waldrip would reconstruct portions of this road and in 1939 while foreman of the Forest Service crew he did considerable betterment work. The result is that now the road is a fair mountain road. The Forest Service has been doing the maintenance work on this road since 1933, prior to that time the county did the work.

The Scoggin Ridge Road

Mr. Nereus Thornton and Mr. J. O. Long, both of Pomeroy, Washington received a contract in 1911 from the State of Washington to build about 10 miles of road, known as highway No. 16, and which extended from 1 ½ miles outside the forest boundary to Dodge Spring, ½ mile south of Clearwater Ranger Station. Prior to this time, there was a very low-standard narrow wood road along this route. On April 17, Long and Thornton established camp and finished the job on September 8. They worked from 30 to 38 men and from 10 to 15 teams throughout the summer. There was also 5 men in the engineering or surveying crew. Thornton and Long received \$26,000 for their work and the engineering costs were about \$5,000. This road although built by the State of Washington was later taken over and maintained by Garfield County. No aid was received from the Bureau of Public Roads or the Forest Service for the construction of this road. Mr. Al Botcher was ranger at this time. At the time this road was completed, it was possible to travel as far as Hunter's Spring past the end of the construction, mostly through glades around breaks of the Tucannon.

Clearwater – Mt. Misery Road

There was a trail around the breaks of the Tucannon from the time stockmen took stock back in the mountains, that is a trail that was passable. No doubt the Indians used this route before white men entered the mountains.

A stock driveway was opened up along this route while Al Botcher was Ranger, probably about 1911. The purpose of this driveway was to keep the sheep from trailing along the steep slopes of the Tucannon where they did considerable damage. Mr. Perry Waldrip of Pomeroy, Washington was in charge of the first sheep to go over the new driveway, two bands of Palmer Brothers' sheep.

In 1911 Thornton and Long had constructed a high standard road from the Forest boundary to Dodge Spring and men began to want a connection over Mt. Misery to the Cloverland road.

In 1912 an appropriation of \$300 was made by Garfield County, and Al Jeffries received a contract to open up a right-of-way along the line blazed by the engineers who surveyed the road from Dodge Spring to the forest boundary. These engineers for the State had also surveyed a location from Dodge Spring to Mt. Misery. In fact they spent two entire summers surveying these roads, 1910 and 1911.

Al Jeffries did most of the slashing for a narrow right-of-way in 1912.

In 1913 Garfield County did more work on this road, the exact amount spent is not known but part of the work was done by a group of prisoners from the County jail. There were 8 or 10 of

these men who were doing time for violating the "local option" law in effect at that time. The prisoners road crew was on the job about six weeks.

Some more work was done in 1914 and on August 1 of that year W. J. "Bill" Houser, Elliot Richardson, and J. F. Burrows, all of Pomeroy, Washington, drove the first car over the road. They has been fishing on the Grande Ronde River at the Shoemaker Grade and decided to come back to Pomeroy by way of Anatone, Big Butte, Seven Sisters, Mt. Misery and Clearwater. There was considerable time lost on the trip over the new section of the road, prying the car over high centers, etc. At some point Mr. Houser laid a new automatic .22 caliber pistol down and forgot to pick it up. It was late at night when they stopped at Alex McCabe's camp at Teal to be refreshed by a hot cup of coffee and supper.

The road was improved a little each year from that time until the present. First by small assistance from the county and donation work by interested parties, particularly residents of the Grouse Flat country.

The contractors working on the Mt. Misery-Grouse Flat road did some betterment work on the road in 1923 in order to move heavy equipment over the road.

The Forest Service began to do maintenance and betterment work on this road about 1923.

In 1933 the CCC Camp at Mt. Misery did some extra heavy maintenance work on the road to facilitate travel over it by their trucks.

Each year since that time some improvements have been made until at the present time, this is a very fair mountain road.

Anatone-Mt. Misery Road

This road which follows the divide from the rich Anatone country all the way to Mt. Misery also follows one of the old Indian trails. Light wagons were able to get over the road from Anatone as far as Wickiup Springs in 1890.

This road was built by settlers on Grouse Flat, Mountain View and Mallory Ridge, also by stockmen from Anatone and Cloverland. The exact years that work was done is not known but there was a passable wagon road in existence from the Mountain View road to Anatone about 1890. The Mountain View road comes to the top of the mountains at the Indian Tom corral and connects there with the Cloverland road, which was also in existence as a wagon road as early as 1885.

First record of Forest Service expenditures on this road is that in 1929 an agreement was made with the Board of County Commissioners of Asotin County to spend \$600 for betterment on the 11 miles of this road from Big Butte to west boundary of Asotin County near Mt. Misery. Forest Service to pay half of the costs and Asotin County half of the costs.

The project was completed under the supervision of William Kendall, then Forest Ranger in charge of roads.

In 1933 the Mt. Misery CCC Camp reconstructed the road from Mt. Misery to Wickiup Springs.

In 1936 and 1937 the Forest Service reconstructed the road from Wickiup Springs to the Little Butte Ridge. Andy McQuire was road foreman.

In 1939 Perry E. Waldrip reconstructed the road from Little Butte Ridge to Big Butte for the Forest Service. Some work remains yet to be done before the road is satisfactory and plans are to complete this road in 1940 at a cost of about \$2,000.

The Cloverland Road

The road from the Cloverland Flat to the top of the mountains at Indian Tom was built by the early settlers on the Cloverland Flat. This road was constructed gradually or piece-a-meal. Wood, house logs, fence rails and posts were hauled from the mountains to the farms and ranches; as the supply was exhausted near the edge of the timber, the road would be extended back. Some of this road was too narrow for loaded sleds or wagons to pass the empty outfits which would be coming up the hill, so it was the custom to wait at a large glade near the head of Smiley Ridge for all the outfits to get there before the loaded vehicles started down. It was not uncommon for from 30 to 50 teams to be at this place at one time. This glade was named "The Turntable" and is so called to this day by the residents of Cloverland Flat.

It is now known at what time this road finally reached the summit of the mountains, but at the time the Rucherts settled in the Mountain View District in 1888, there was a good wagon road from the Cloverland Flat to the head of Indian Tom Creek. Light wagons were able to get to the summit over this road in 1885.

The Mountain View Road

There was not road into the Mountain View District when the Ruchert family and the Henry Hansen family settled there in 1888. At that time the District was known as the Hansen Ferry community because there was a rowboat and cable crossing of the Grande Ronde River at the old Henry Hansen ranch.

The Rucherts took in cattle from the Pomeroy, Peola and Cloverland countries for summer pasture. They would have several hundred each summer and took care of them for a fee of one dollar per head. The cattle did well as there was wonderful grass and brouse and under the watchful care of the Ruchert boys losses were very small.

In 1893 and 1894 several more families settled in this area and soon there was not enough free range to carry on the business of taking cattle for summer pasture.

The settlers needed a road and about the year 1896 a passable wagon road was built up the Mountain View Ridge to connect with the Cloverland road at Indian Tom.

Several years later one of the influential residents of this section, Mr. Bert Yoeman, succeeded in getting elected as County Commissioner of Asotin County. During his term of office, he persuaded the County Commissioners to do a considerable amount of improvement on the roads of southeastern Asotin County. The Mountain View road was improved and the road from the head of Indian Tom easterly along the summit of the Blue Mountains past Anatone Butte to connect with the roads leading into Anatone was also improved. The Mallory Ridge road was also improved at this time. Mr. Yoeman was County Commissioner from 1900 to 1904.

The Menatchee Creek Grade

This grade which crosses the Menatchee Creek from the Mountain View settlement to the Grouse Flat settlement is known throughout southeastern Washington as the most dangerous road in that part of the state. There is no question about its terrors for the tenderfoot and many are the automobiles that have driven up to the edge of the canyon and whose drivers after observing the windings of the road through the great cliffs and almost perpendicular walls of this immense canyon, have turned away with a sinking feeling and slowly retraced their route. However, no serious accident has ever occurred on this road and with good equipment and a steady hand no one need fear to drive over the road, which is kept in first class condition by Joe Mace, the local road supervisor for Asotin County.

The road was built entirely by donation labor of the settlers of the Mountain View and Grouse Flat districts. Each man was allotted an equal amount of the road and all worked on their parts until the grade was finished about 1902. This grade speaks volumes for the industry, resourcefulness and natural engineering ability of these pioneers. No level or transit was ever used to locate the road, only the eye of the pioneer accustomed to sighting down the sights of a rifle barrel, and yet trained engineers agree that the road is in the best location possible considering the allowable grade percentage. Of course, the road was designed to travel by wagon and team and was not intended for automobile travel.

Smoothing Iron Road

This road from the Horak ranch to Asotin Creek was built about 1890 by a Mr. Snyder who homesteaded a part of the Horak ranch. There was only a trail from the Horak ranch to Wickiup Spring until 1913. This trail was one of the principle Indian trails leading from their village at Asotin to the Wenaha River country. It was later known as the Lon Henry Trail. In 1913 a road was built from Wickiup Springs to the Horak ranch under the direction of Ranger Al Bottcher.

Mt. Misery – Grouse Flat Road

Ever since the days of the early settlers in the Grouse Flat country, men had talked of a road directly from Grouse Flat to Mt. Misery to connect with the Forest roads and offer an outlet to Pomeroy and Lewiston.

Judge E. V. Kuykendall of Pomeroy, Washington, worked diligently for several years and spent much of his time and money without thought of personal reward, to promote this project. He succeeded in gaining the support of Congressman Summers and the Governor of the State. In this work, Kuykendall was ably assisted by the Pomeroy Commercial Club and the residents of Grouse Flat.

During the winter of 1920 and 21 a meeting was held of the interested people of Grouse Flat and pledged labor and money to start work in the Grouse Flat end of the project. The Commercial Club of Pomeroy pledged work and money to start the project from the Mt. Misery end.

During the summer of 1921 the Grouse Flat people built the lower end of the road from the flat to within a mile of Bucket Spring. This job was under the foremanship of Buck Nichelson and George Kuhn, and about 3 miles of road was built.

Another crew from Pomeroy worked on the upper end and built the road down to what is known as the Little Saddle about 2 miles from the top.

On September 26, 1921 there was obligated for the Mt. Misery – Grouse Road \$20,000 Federal Funds; \$5,300 Garfield County Funds and \$1,500 Asotin County funds.

During the summer of 1922 three contractors were working on the road under the direction of Federal engineers of the Bureau of Public Roads. The chief engineer was known as Pop Myers.

Construction continued in 1923 and the road was opened to travel that summer. In the fall of 1924 the Umatilla National Forest sent a crew to widen and straighten the lower part of the project that had been built by donation labor of the Grouse Flat people. Jesse Mann, Superintendent of Construction for the Umatilla National Forest, was in charge of the work. He fixed these lower three miles of road to approximately their present condition. This work was done late in the fall and the crew had to move out by way of Wallowa as the other roads were blocked by snow.

The road was then in pretty good condition except for sharp turns between corral camp and Saddle Springs. In 1934 a crew under the Bureau of Public Roads shot off the sharp points and widened the narrow places. This work was all done by hand and with dump trucks.

The following statement is the final cost of the project, insofar as County and Bureau of Public Roads expenditures are concerned:

Surveys, Plan and Estimates	1,197.48
Construction	52,256.63
Construction Engineer	2,854.84
Extra-ordinary repairs	<u>872.82</u>
	\$57,181.77

Between 1921 and March 18, 1938 Garfield County has spent \$10,905.11 for the maintenance of this road.

Just how many money was contributed by individuals in Garfield County to get the work started in 1921, I do not know, but it was considerable, many businesses in Pomeroy giving as high as \$50.

Likewise the value of the contributed labor and cash contributions of the Grouse Flat residents while not known, was quite a sizeable amount.

The work done by the Umatilla Forest in the fall of 1924 is also in addition to the expenses included in the above statement.

The Eden-Elgin Road

This road from the Eden settlement to Palmer junction on the Grande Ronde River at the mount of the Looking Glass was built by donation labor from the Eden country. The road is about 40 miles long and its construction was a huge job for the small number of settlers. Mr. A. G. Courtney of Troy, Oregon tells of the building of this road as follows:

"The Eden-Elgin road was built and opened for travel in 1904. The town of Elgin furnished the groceries and the Eden men did the work. They built the first grade down to the mouth of the Looking Glass in 1905 and 1906, but went down the ridge with their wagons before the grade was built. That took four horses to pull the empty wagons back up the hill.

"Jim Chadsey was overseer of the road and was the one that got the people interested in opening up the road. He had a homestead about 11 miles from Troy in Eden. He had moved his family to Walla Walla for school and was coming in to Eden in March 1919 across the mountains by Elgin and Palmer Junction afoot and sat down to rest near Bear Wallow and died with heart trouble. One of his boys was with him, age about 12 or 13 years. The boy covered his father's body carefully with a couple of blankets they had with them and hiked back to Elgin and secured help."

Ike Madison of Bartlett, Oregon tells of the reconstruction of this road in 1931 as follows:

"The Eden ridge road from the Courtney ranch to Lookout Mountain was reconstructed in 1931 under Don Cameron, Superintendent of Construction at that time. A road which I always felt I had no little part in its building. After trying to haul a truck load of lumber to Long Meadows and a few days later moving the equipment for the Diamond Peak tower over that road, I tipped over both trips at the same place crossing the head of Squaw Creek, I challenged Mr. Cameron to the mat in the back room of the Pendleton Forest Office – no holds barred. Although only a truck driver, I had Fire Chief, John Clouston in my corner and Supervisor J. F. Irwin as Referee. Two days later Mr. Cameron and Mr. Irwin made a trip to Eden country to look it over and a few days later started a crew to work on the road."

The Troy-Eden Road

This road from Troy to the Eden settlement was built entirely by donation labor of the pioneers of the Eden country. It was opened to travel in 1904 although at that time it wasn't much of a road. It followed straight down the ridge from the top for about ½ mile without any grading but was passable for wagons. It was improved from time to time but is still one of the most difficult roads in the country for automobile travel.

Diamond Peak Road

This road was built in 1933 by the CCC Camp which was located a short way east of Mt. Misery at the head of Supply Camp Ridge. The road was unfinished when the camp moved out in the fall and has never been completed. A few hundred dollars would finish the road to the Diamond Peak Lookout Station but there should also be considerable work done all along the road, widening and building turnouts.

There are also a number of other short or less important roads throughout the north end of the mountains. Many of these roads were built for the sole purpose of getting out wood. All of these roads have been carefully platted and most of them are maintained each year as they serve a very useful purpose in the quick suppression of fires.

Chapter XVIII

TIMBER CUTTINGS IN THE NORTHERN BLUE MOUNTAINS

The first saw mill in the northern Blue Mountains was built just about a mile above Columbia Center in 1874 by Henry Sharpnack. This mill was operated by water power and had an upright saw, sawing lumber after the fashion of a whipsaw. This mill was constructed almost entirely without the use of nails or metal parts, most of the pulleys being hand made from wood and timber fastened together with wooden pins. This mill operated for about two years. The production of lumber from this type of mill was very slow and in 1877 Blackman and Bean constructed a circle saw mill in the town of Columbia Center.

This mill produced lumber much faster than the Sharpnack mill, also better lumber. Consequently, the Sharpnack went out of business. The Blackman and Bean mill was moved in 1878 to the Anatone section and was operated at numerous sites in that locality by Bean and Farrish, working in partnership.

Better equipment was brought from time to time until eventually the Bean and Farrish saw mill became a very moderate and up-to-date mill. It was operated from about 1900 until 1937 by the Farrish brothers who incorporated a company known as the Farrish Lumber Company.

Mr. A. O. Graham purchased the interest of the Farrish Lumber Company in the fall of 1938, operated themill in 1939 and will finish cutting nearly all of the available virgin timber in the Anatone section in 1940.

In 1878 a Mr. Harris put in a mill on Stevens Ridge about ½ mile inside the present forest boundary. This was a circle saw mill and put out very good lumber. Mr. Harris operated the mill one season, and then sold to Eb Stevens in 1879. Mr. Stevens then operated the mill for five or six years and cut all of the available yellow pine on Stevens Ridge, also considerable fir and larch.

In 1877 Sam Ellis installed a mill on the old Travis place which is about one-half mile south of the junction of the Peola and Iron Springs road. Jay Lynch bought this mill in 1878 and operated a mill at that location two years. Bell Henley started working this sawmill for Jay Lynch in 1878. Lynch moved the mill to Iron Springs in the fall of 1879 and operated at that location for two years then moved to Dry Gulch about a mile above the Al Dick ranch. This mill operated at the location on Dry Gulch until 1885.

At this time, the Henley brothers bought the mill from Lynch and moved it to Pataha Creek where the present Pataha Forest Camp is located. The mill was operated at this location one year.

Jay Lynch after selling his mill to the Henley brothers joined his brother, Frank Lynch in business in San Diego, California. The Lynch brothers have controlling interest in the Benson Lumber Company which has achieved world fame by rafting logs from the Columbia river down the Pacific Coast to San Diego, California where the saw mill is located.

In December, 1886, a serious complication arose concerning the timber land in that county. Nearly all of this land was unsurveyed, and a portion of it had been occupied for years by actual settlers. They had built houses on the land and many of them had repeatedly made application

to have the land surveyed so that they could obtain title to their claims. From these unsurveyed lands nearly all the woods, rails and other timber used in the country had been taken; until a comparatively recent period there had been no objection to this by government officials. In 1885, a surveying party had been at work in Garfield County, but the survey had been summarily stopped before much was accomplished. Without timber it was impossible to improve the country; the district was open neither to settlers nor purchaser, and the action of the government came as a severe blow to the prosperity of a large scope of country. Oregon parties interested in supplying Garfield County with lumber were, of course, largely benefited. About this time a large quantity of timber that had been cut by the Henley brothers was seized by government officers. The latter, in fact, had no discretion in the matter but was compelled to enforce the law whenever complaint was made.

The case of the United States vs. Henley Brothers for cutting government timber was tried at Pomeroy in March, 1887. The court ruled that the plaintiff should have all logs and lumber on hand; the defendant paying \$1.00 damages without cost.

In the fall of 1886, Henleys moved their mill to the Wolf place which was just south of the Peola School house. It was there one year. Next it was moved to France Gulch about one mile east of the Wolf saw mill setting. The Henley mill operated in the France Gulch from 1887 to 1898 at two different sites.

In 1898 Henley brothers sold the mill to Charles McCabe who moved it to the vicinity of Orofino, Idaho.

A mill was installed on the Tumulum Creek about a mile inside the forest boundary. This was about the year 1882. Mr. Shunkweiler installed this mill and operated it for about one year. He then sold to Andy Hurt who operated at this location until 1886. There was also a small shingle mill in connection with this saw mill.

In addition to the mills mentioned there were other small mills operated with portable engines, in various locations, some of which will be mentioned.

Han Sheffler on the John Dick place – 1893 and 1894
Fred Harford on the Ranch place on Scoggins Ridge 1888 and 1889
Frank Johnson on the Scoggins Ridge – 1890

Charles McCabe had a small pole mill near Big Springs about 1883, 1884 and 1885. This mill was equipped to split black pine poles once through the middle, and they were sold for fencing purposes.

Mr. N. C. Williams also had a pole mill in 1883 at the Government Springs. The Henley brothers' mill was the last one to operate in Garfield County with the exception of the Baldwin mill put in, years later, which still operates. Millions of feet of lumber were sawed by these various mills, mostly for local use, very little lumber having been shipped to outside points. At the present time, there is very little merchantable saw timber left outside of the National Forest.

The pioneer settlers of the grouse Flat and Eden country had to build their homes at first without the aid of lumber. Floors were made from puncheon. Doors were made from hand-split logs and roofs were shaken. However, these early home builders soon felt the need of a saw mill and in about 1895 Lon Silvers built a water power mill on Grouse Creek which operated an

upright saw of the whipsaw type. The mill ran two or three years and supplied many home builders with the necessary lumber.

The next mill was erected in the Eden country in 1902 by George Paden. This mill operated two years during which time many of the homes in the Eden country were built.

The next mill was brought into the country by Joe, Bob and Art Friddles. It was set up on the Norm Beam place in 1903. It was operated off and on by the Friddles, Lon Silvers, N. B. Beam, Buck and Lee Mallory, and is now owned and operated by Jim Jones.

In 1915 a group of farmers organized a company and bought a mill that was operating near Minam Oregon and moved it on the Fred Richman place where they sawed lumber with it for three years. It then burned up.

Lester Harding put in a mill on the Grande Ronde River about 1925 and operated this mill until the present time with two mill sites on the Eden country, one on Bear Creek and one on the Porter Place. Then moved it to the Smoothing Iron Ridge, where it is now located. Harding's mill burned up while located on Bear Creek and was replaced by another mill.

Very little lumber was sold to outside markets from the Eden or Grouse Flat country until Buck and Lee Mallory started hauling lumber over the Mt. Misery grade about 1930. Since that time, a small amount has been sold outside the Grouse Flat country each year.

Chapter XIX

FOREST FIRES OF THE NORTHERN BLUE MOUNTAINS

Fire scars on trees and stumps indicate that nearly all of the Asotin Ranger District has been burned over by forest fires at least once during the last hundred and fifty years. The Tumulum, Pataha and Charley Creek drainages for the most part support a fairly even aged stand of timber. Large areas of this timber appear to be about 140 years old. No doubt a very severe forest fire raged through this locality about the beginning of the 19th century.

The "Big burn" so called by old timers in the north end of the Blue Mountains and which extends from north of Big Springs and includes the head of the forks of Pataha Creek and Charley Creek was burned over sometime between 1890 and 1895. In 1902 when Perry Young of Pomeroy Washington made his first trip across the mountains, he states that the lodgepole reproduction was from 3 to 7 feet tall at that time and very dense. The area now supplies large quantities of fencing poles to Garfield and Asotin County farmers.

The following excerpts from "An Illustrated History of Union and Wallowa Counties" will give an idea of the extremely bad burning conditions about this time:

"During the summer of 1889, which was unusually dry, forest fires started in the mountains west of the Wallowa Valley and swept the entire range, destroying millions of dollars worth of timber and at times endangering property at the base of the foothills. The settlers made many attempts to stay the flames, but such headway had they obtained and so dry was the timber that their efforts were unsuccessful and it required the most diligent work to save property lying within the danger line. Great clouds hung over the valley, hiding the sun by day and the stars by night, and when darkness enshrouded everything as with a pall, the gloom was lit up by the blazing, flashing furnaces of fire high up on the mountain sides. Not until the fall rains and snows fell upon the mountains were the last vestings of these fires removed, and when the atmosphere became again clear there was universal rejoicing."

"To add to the distress of the Citizens of eastern Oregon, the crops were short in 1895, owing to the long continued dry weather. In Union County as elsewhere there was a partial failure of wheat, yet the yield from the orchards was so abundant the demand for fruit so great that those engaged in diversified farming were fairly well remunerated for the season's work, and there was nothing like the distress that was visited upon other localities where fruits were not grown and where entire dependence was placed upon the yield of the grain field. The rainfall for the twelve months ending August 15, 1895, was about twelve inches less than average. Besides the bad effects on crops this shortage had another baneful result in that it occasioned many disastrous forest fires. These fires were so continuous and passed through such densely wooded areas that heavy, impenetrable banks of clouds hung for weeks like a pall between earth and sky, shutting out the light of sun by day and stars by night. Such gloomy skies had never before canopied this section. The atmosphere both day and night was heavy and oppressive and those who passed through this period will long remember the final advent of cloud dispelling rain and the spontaneous, soulful expressions of thankfulness from joyous gladdened hearts for purified atmosphere and cloudless sky."

Some people believe that the Indians used to set fire each year to the mountains but I have come to the conclusion that fires set by Indians during the dry period have been extremely rare. Later in the fall in certain areas it undoubtedly was the custom to fire the brush and grass in

timbered country. This has been stated by good authority many times, but the practice was not indulged in until after a substantial fall rain had fallen.

Lightning was no doubt responsible for setting almost all of these early day mid-summer fires. Even today, with many more people in the mountains as a result of good roads, lightning sets over half of the fires in the Blue Mountains.

We have very little information about fires before 1907. Since that time more detailed records have been kept.

In 1905 Perry Waldrip of Pomeroy was tending camp for sheep in the Crooked Fork country. A fire started by lightning, whipped by a hard wind and feeding on the tall dry bunch grass, raced up those canyons one hot August day. It was impossible to get the sheep out of the way of the fire and two bands burned up. Waldrip and one herder by heroic effort saved the saddle and pack stock by driving them into some rimrocks and backfiring, the other herds escaped safely.

There were very few forest fires in the northern Blue Mountains during the early years of the Forest Service administration. This was partly due to the fact that few people visited the mountains and also because there was considerably more rainfall during this period. At any rate nearly all fires were kept to a small size, and comparatively few men were needed for the job.

This condition prevailed until 1919 with the exception of one year, 1910. The year 1910 was a very bad fire year but as far as available, records indicate the Northern Blue Mountains escaped with no serious fires. In 1919 there were several fires that attained considerable size. Albert Baker was ranger at that time.

He had a fire that burned over 400 acres near Mud Spring on the Charley Creek, and one that burned over 200 acres near Hugh McEachan's ranch on Grouse Flat. There was also a fire in grass and timber near the mouth of Menatchee Creek that covered over 1,000 acres and burned up one dwelling house.

There were few fires of any size after the terribly dry year of 1919, until 1925. Ranger L. W. Armstrong was in charge of the Asotin District that year. A fire started on the Tucannon River breaks above the Bear Creek trail. It was trenched and the trail crew of about six men were mopping it up when a hard dust storm came up the Tucannon River and the fire was blown out of control lines and in 30 minutes grew from a one-acre fire to a 100-acre fire. Only by valiant efforts on the part of the small crew of six men under the capable direction of Art Bott, the foreman, was it possible to save a band of sheep owned by Foredyce. The herder abandoned the sheep when he saw the fire approaching and was later brought back by Art Bott when convinced that the danger was over. Quite a number of sheep had scorched wool, but so far as known, none were lost. This fire advanced by throwing spot fires ahead which later burned together and the sheep were divided into several bunches sometimes completely surrounded by fire. It was a remarkable and heroic deed which this trail crew accomplished in saving these sheep. When this was accomplished, they continued work on the fire and by next morning had the fire nearly under control when help arrived. With the help of the reinforcements of 10 men the fire was made safe before the heat of the second day.

1926 was a year of many serious fires on the Asotin District. Ranger John G. Clouston was in charge. The first large fire was on July 21 when 623 acres burned over on the flats east of

Menatchee Creek. About 600 acres were timber and 23 acres of ripe wheat on the Bert Yoeman ranch.

On August 7 occurred a very severe lightning storm which was not accompanied by rain. This storm set 53 fires in the Asotin District, 19 of these fires were south of the Wenaha River and 34 were north of it. Five of the fires attained a size of over 10 acres. The balance were put out before they reached that size. The five large fires burned over a total of 150 acres. Only by the splendid cooperation and willing work of the farmers, stockmen and others living near the forest was it possible to make this fire record. Individual heroism and hardships endured for the sake of saving the mountains from a major catastrophe, were the order of the day and treated as a matter of course by the hardy mountaineers, stockmen and Forest Guards. Ranger Clouston is entitled to a special word of praise for his calm organization and supervision of efforts.

In 1928 while Grover C. Blake was Ranger on the Asotin District, 320 acres of timber burned near Sparber Spring, west of Anatone Washington. About 150 men worked on this fire, including all of the Farrish Lumber Company employees. In 1929 a fire occurred in Menatchee Creek which burned 150 acres and very nearly cost 15 lives. A sudden shift of wind almost trapped 15 men in a small timbered draw. Art Bott and Chas. Davis were with this crew and, taking the only way out which was up through some high cliffs, they brought the men to safety. Several of the men were severely scorched and of course were compelled to leave their tools. There were several other fires at the same time although not so large. Ike Madison had charge of four fires on Grouse Flat at the same time. These fires were the result of a lightning storm.

There were no large or unusual fires on the Asotin District from 1929 until 1935, when there were 12 fires started by a lightning storm one day. They were quickly put out by CCC boys from the Tucannon Camp, under the supervision of William Tyler. A fire of about one hundred acres burned from the Grande Ronde River to Claude Hueston's ranch on the Eden bench this same year and one of 35 acres on Grouse Flat near the Hammond ranch. Ellis Carlson was dispatcher and handled the action on these fires.

In 1939, another extremely dry year, there were a few fires larger than usual. The fire on Tumulum Creek of 87 acres was quickly controlled by stockmen and local cooperators under the direction of Ranger G. J. Tucker. Art Bott the fire fighting expert from Grouse Flat, took charge of the mop up work on this fire. Assistant Ranger H. Robert Mansfield and Forest Guard William Tyler acted very creditably as foreman. Ike Madison was a very efficient camp boss.

Tucker, Bott, Madison and Tyler also teamed up on the Shafer fire on Grouse Flat. This was a very hot and fierce fire although it covered only about 20 acres. Arthur Courtney, Forest Guard, did good work as one of the foreman on this fire. In both cases most of the men on the fires were experienced in fire fighting which is a great help. Ellis Carlson handled the dispatching work very well.

The Madison Point fire which burned $\frac{1}{4}$ acre of Ray Ridge, southwest of Saddle Springs was unusual because it was so hard to reach. This fire was started by lightning on top of a large island of rock, the top of which contained about $\frac{1}{2}$ acres of grass, brush and scrub timber. On all sides were sheer cliffs from 75 to 150 feet high, except for a narrow backbone of rock extending down to the ridge and up which it was possible to climb. Water was packed in on horses and then passed up this backbone of rock to help extinguish the fire.

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The dwellings of Erce! Richman and Wayne Bartlett in the Grouse Flat country burned on the same day in 1939, and our Forest Service fire truck and pumper were sent to the fires and helped prevent the spread of fire.

Chapter XX

FOREST SERVICE IMPROVEMENTS IN THE NORTHERN BLUE MOUNTAINS

The first improvements built by the Forest Service in the northern Blue Mountains were cabins for the rangers and pasture fences for the control of their horses.

A cabin was built on the Tucannon River in the late fall of 1907.

In 1908 a cabin was built at the Iron Springs by Al Jeffries and J. T. McCarty. Ranger William Kendall supervised the construction of this cabin.

An old trappers cabin at Clearwater Ranger Station was converted into a ranger station as also was one at Mt. Misery and one on the Little Tucannon. The open glade at Clearwater was fenced in 1909 for a ranger station pasture.

The old original trails and roads were blazed out and improved but no new ones were built for several years. A trail from Pinkham Butte across Asotin Creek, up Horse Thief Gulch to Smoothing Iron Ridge was built in 1912 by a crew working under Ranger William Kendall.

In 1912 a telephone line was built from the Tucannon Ranger Station to Clearwater R. S. and down to Iron Spring R. S. This was the first Forest Service telephone line in the northern part of the Wenaha Forest.

Counting and separating corrals for sheep were built at Clearwater R. S. and Wenatchee G. S. sometime about 1909 or 1910.

A lumber house was built at Dry Gulch on the Wenaha River 3 miles above Troy in 1912 while G. L. Smith was ranger there. The old log cabin at Long Meadows was built about this time. Telephone lines were built to connect Dry Gulch with Long Meadows and Troy soon after the Dry Gulch house was built.

In 1920 a telephone line was built up the Wenaha River over Weller Butte to Oregon Butte making the first telephone connection from Troy to Dayton and Pomeroy.

Roy Madison while Forest Guard at Wenatchee Guard Station built a new log cabin in 1927 which was used as the Guard Station for several years.

Ranger Grover Blake in 1928 and 1929 built a nice three-room house at Clearwater out of scrap lumber and lumber donated by some of the stockmen and game department. It is used now as the Assistant Ranger's quarters. Blake also moved a one-room summer home cabin from Teal Spring to Clearwater and fixed it up for the Forest Guard's quarters. This summer home cabin had belonged to Charles Dodge but he had allowed it to revert to government ownership.

The first lookout tower built on the Asotin District was the Big Butte tower which was built in 1929. Lester Moncrief, Assistant Supervisor, John Clouston, fire Assistant and Ranger Grover Blake did the job. This tower was built of poles and is about 65 feet high. The Big Butte house was built in 1930 by Ross Kind, Carpenter.

In 1927 a telephone line was built from Wenatchee G. S. to Big Butte and in 1928 a line was built from Mt. Misery to Diamond Peak. This line was extended to Oregon Butte in 1932. In 1931 a telephone line was built from Mt. Misery to Saddle Butte and extended to Bucket Spring in 1933.

The Diamond Peak house was built in 1931 by Fire Assistant John Clouston, Assistant Supervisor Lester Moncrief, Junior Forester Fred Monroe and Ranger Blake. George Bosley of Bartlett, Oregon packed the lumber in on pack horses. Ernie Colwell finished the house in 1932 while on duty there as lookout-dispatcher. The garage at Diamond Peak was built in 1934.

In 1932 the lookout house of Saddle Butte was built. Dick Shafer who was the Lookout there that year packed the lumber in on pack horses and assisted in the construction. Wilbur Colwell and Curtis Davenport helped on the job.

In 1933 there was a very extensive building program on the Asotin District. A CCC Camp of 200 men were on the District for about four months putting in about a month at Iron Springs and three months at Mt. Misery. Besides this camp there was also a small CCC crew at Long Meadows working out of their main camp at Tollgate. The following building was done by CCC in that year:

Barn, warehouse, oil house, garage and steel tower at Clearwater Ranger Station.

Also water system installed.

Saddle Spring Guard Station and garage.

Telephone line from Saddle Butte to Bucket Spring

Wenatchee Guard Station House, garage and cooler

Smoothing Iron emergency lookout house.

Reconstructed telephone line from Iron Springs to Clearwater, Clearwater to Tucannon, Clearwater to Mt. Misery and put in a new line from Wickiup Spring to Smoothing Iron emergency station.

The Willow Springs Drift Fence

Hoodoo steel tower, house and garage

Long Meadows house, garage, tool house, barn and new floor in old log cabin. Water system installed at this station.

Melton Fork trail started from top and about one mile built by CCC under Charles Eggart. Finished by Art Bott with regular crew late in the fall.

In 1934 the boundary fence from Asotin Creek along the Forest boundary across George Creek by Big Butte to the bottom of the West Fork of Rattlesnake was built. Heber Nuby in charge of the crew. The Ranger's dwelling at Clearwater was built in 1934 by a detached crew of six CCC boys and Denver Edison, carpenter foreman. The office at Clearwater was also built at the

same time. The office was remodeled in 1937 by an ERA crew. Mosier Camp Ground was developed by CCC crew from Tollgate in 1935.

In 1935 a camp of about 50 CCC boys was stationed at Big Spring under the foremanship of Wm. Tyler. The campground at Big Spring was fixed up that year and also the campground at Spruce Springs.

In 1936 the lower pasture at Long Meadows was finished. A new pasture fence was built around Dry Gulch, and a five-acre plot on Able's Ridge fenced.

In 1937 Teal Forest Camp was improved by an ERA crew. The Pomeroy-Peola cattlemen built the Pinkham Butte drift fence from the boundary to North Fork Asotin Creek. They also helped work on the Mud Flat road which was improved that year. The Pomeroy-Peola cattlemen built their new cow camp near Clearwater in 1937.

In 1938 Big Spring and Teal campgrounds were fenced. Pataha Creek Forest Camp was under construction. A telephone line from Hoodoo to Wenaha River, 3 miles, was built and line from Hoodoo to Midway taken up. One line from Dry Gulch to Troy taken out.

The Eden cattlemen built boundary fence and Squaw Creek drift fence, Foest Service furnishing the wire.

The Asotin Livestock Association built a cabin at Seven Sisters Spring for a headquarters cow camp.

In 1939 the Asotin Livestock Association built a barn at Seven Sisters and completed their cow camp.

The Hostetler Spring was opened up and a road built in to it. Storage space was provided for enough water to fill a fire truck tank.

Pataha Creek Forest Camp was under construction and almost finished.

Clearwater Ranger Station was made the Protective Assistant's headquarters instead of Diamond Peak. All new telephone wiring was installed, including a double switchboard system.

A lumber tent frame was built near the Clearwater tower for use of the Lookout. Big Spring and Teal Forest Camps were greatly improved with new toilets, tables, etc.

A discussion of the improvement work done on the Asotin District would be very incomplete without special mention of the work done under the direction of Arthur E. Bott, of Bartlett, Oregon.

Art Bott has worked for 17 years on the Asotin District on roads, trails, telephone lines, fires, etc. Usually he has acted as a foreman. Many of these jobs were in remote corners of the District where supplies might be brought in only one a month. His decisions had to be made on the spot for he was pretty much on his own. His good judgement, native ability, industry and good humor coupled with native western mountaineer philosophy has enabled him to successfully complete all jobs to which he has been assigned. The following trails which he has built stand out as monuments in his honor:

Charlie Fork	Tucannon
Short Ridge	Saddle Butte – Bucket Spring Milton Fork
West Fork Menatchee	Crooked Fork from Milton Fork to Third Fork
Bear Creek	Third Fork
Diamond Peak	Cross Canyon
Hoodoo	Lookout Mt. – Elbow
South Rim	Tripple Ridge
Elk Creek	Hideaway
South Fork Asotin	
Wenaha River Trail (Several miles in different spots)	

In addition he has built the following telephone lines:

Wenatchee – Big Butte	8 miles
Smoothing Iron	7 miles
Mt. Misery – Saddle Butte	6 miles
Saddle Butte – Bucket Spring	3 miles
Mt. Misery – Diamond Peak	5 miles
Elk Flat – Wenaha River	5 miles
Elk Flat – Long Meadows	10 miles
Aro Richman – Dry Gulch	3 miles

He reconstructed the line from Iron Spring to Wenatchee via Mt. Misery 25 mil.

Art Bott built the Bear Creek trail on the Meacham Ranger District, Umatilla National Forest, in 1928 and worked one year on the Wallowa National Forest.

He tells the following story as a parallel of the growth and development of the Forest Service.

“In the early days the Asotin District was very poor. The Ranger would go from camp to camp gathering up old cans, spoons and whatever he would find to take back to this station to cook in and work with. Finally he thought he had a pretty good outfit. Then the other Districts got to getting a little new stuff to work with and commenced sending their old stuff to the Asotin District using it as a kind of dumping ground. Then the Ranger did get swelled up and knew he had a good outfit. In later years the Asotin District got a few roads and a telephone line. One day a big Inspector Man from Portland was traveling through the country and wandered up to a log shanty and asked the fellow if he could tell him where he was, as he noticed a little U.S.F.S. pin on the fellows' shirt. ‘Asotin District’, replied the man of the shanty. ‘Well, well, w-e-l-l, So this is it, is it?’

“So when he left and got back to his headquarters, he got to studying about that poor fellow on the Asotin and sent him a few new tools. But the Ranger was so proud of them that he would not allow any of the boys to touch them for fear the paint would come off.

“Today Asotin has a good outfit, as that fellow just kept sending new tools every year and got to claiming the Asotin District as part of the Umatilla Forest. So naturally all of us that had a hand in the Asotin District and its developments are proud of our work.”

Chapter XXI

FOREST SERVICE PERSONNEL OF THE NORTHERN BLUE MOUNTAINS

The Wenaha Forest was created on May 12, 1905 by proclamation of President Theodore Roosevelt from lands that had been withdrawn from homestead entry on November 5, 1902 and August 3, 1903. There has been only a few minor changes in the boundaries of the Wenaha Reserve from 1905 to the present time. Small areas were released from the reserve in 1907 and 1910. In 1907 the term Forest Reserve was changed to National Forest to more nearly described these areas which were not really reserves but rather forest areas set aside for the use of the public.

On November 5, 1920 the Wenaha National Forest and the Umatilla National Forest were combined. At that time the Supervisor's Office was moved from Walla Walla to Pendleton, where it has remained.

1903 and 1904

In 1903 Mr. J. M. Schmitz received an appointment as Forest Ranger under the Department of Interior. He spent the field season of 1903 and 1904 examining and preparing reports on the lands of the Blue Mountains which later became the Wenaha Reserve. No attempt was made during these two years to place these lands under formal management. However, cutting of timber for lumber production was prohibited.

1905

Soon after the presidential proclamation of May 12, 1905 by President Theodore Roosevelt which created the Wenaha Forest Reserve and placed it under the Department of Agriculture, Mr. J. M. Schmitz received an appointment from the Department of Agriculture as Forest Ranger and was put in charge of the Wenaha Reserve. His headquarters and office at this time was in Walla Walla and his working title was Ranger in Charge.

Mr. Schmitz undertook a difficult job at that time, for he was expected to place this immense area of rough mountain land under systematic management. He had none of the modern conveniences and improvements at his disposal. There was not a telephone line or instrument on the Reserve. Not a house or cabin that belonged to the government. Only a few miles of rough wagon roads penetrated the Reserve and trails were few and poor. Moreover, he had no authority to hire any help the first year. Therefore, the year 1905 was spent in checking the cutting of timber by saw mills along the Reserve boundary, determining where the boundaries of the Reserve ran, checking on the numbers of sheep and cattle using the Reserve for summer range and selecting sites for establishment of future ranger stations. Travel was with saddle and pack horse.

Mr. Schmitz decided that the proper way to administer the Reserve was to divide its vast extent into eight Ranger Districts, with a man in charge of each. As a result of his planning therefore, the Reserve was divided into districts as follows for 1906.

1906

- District No. 1 – Headquarters at La Grande, Oregon
- District No. 2 – Headquarters at Weston, Oregon
- District No. 3 – Headquarters at Tollgate, Oregon
- District No. 4 – Headquarters at Walla Walla, Washington
- District No. 5 – Headquarters at Troy, Oregon
- District No. 6 – Headquarters at Tucannon River
- District No. 7 – Headquarters at Peola, Washington
- District No. 8 – Headquarters at Cloverland, Washington

The boundaries of the districts at this time were more or less elastic and men were frequently working outside the boundaries of their assigned districts.

For the season of 1906 Mr. Schmitz was unable to secure sufficient funds to man each of the Ranger Districts. The personnel for that year was as follows:

- District No. 1 – La Grande, Oregon – Otto T. Green, Assistant Ranger
- District No. 2 – Weston, Oregon – Moses Kinneer, Forest Guard
- District No. 3 – Tollgate, Oregon – (vacant)
- District No. 4 – Walla Walla, Wn. – (vacant)
- District No. 5 – Troy, Oregon – Albert Baker, Forest Guard
- District No. 6 – Tucannon (McGill Ranch) – T. P. McKinzie, Forest Guard,
(appointed April 13, 1906)
- District No. 7 – Peola, Washington – (vacant)
- District No. 8 – Cloverland, Wn. – S. A. Blankenship, Asst. Ranger

During this year Otto Green had charge of Districts 1, and 2; S. A. Blankenship had charge of Districts 7 and 8. Albert Baker and T. P. McKinzie as Forest Guards each had charge of his own district and Districts 3 and 4 were handled by Mr. Schmitz and his headquarters at Walla Walla.

T. P. McKinzie took the Forest Ranger examination at Spokane on May 14, 15, and 16, 1906 and was appointed as Assistant Ranger at the beginning of the field season of 1907.

1907

Mr. Schmitz was promoted from Ranger in Charge to Forest Supervisor early in 1907, and the organization for 1907 was as follows:

- District No. 1 – La Grande, Oregon – Otto T. Green, Asst. Ranger
- District No. 2 – Weston, Oregon – Ray Moss, Forest Guard
- District No. 3 – Tollgate, Oregon – (vacant)

These three districts in charge of Asst. Ranger Green. Albert Baker and Earl Park, Forest Guards worked for Green on these districts from April 1 to May 15.

- District No. 4 – Walla Walla, Wn. – Arlie Birdsell, Forest Guard
- District No. 5 – Troy, Oregon – Dry Gulch – Earl Park, Forest Guard
Long Meadows - Albert Baker, Forest Guard

Albert Baker was in charge of District No. 5 during this year. He had taken the Ranger examination in June 1906 and received appointment in December 1907 as Assistant Ranger in Charge of District No. 2

District No. 6 – Tucannon – Wm. Kendall, Forest Guard,
District No. 7 – Peola, - Francis X Drachbar, Forest Guard (resigned 12/22/07)
District No. 8 – Cloverland (vacant)

T. P. McKinzie was in charge of Districts No. 6, 7 and 8 during 1907, with title of Assistant Ranger.

During the year 1907 Log Cabin stations were built at Summit Ranger Station, District No. 1, Corporation Ranger Station, District No. 2, and Tucannon Ranger Station, District No. 6.

On District No. 7, Peola, a homestead claim by E. V. Kuykendall of Pomeroy, Washington was contested and Francis X Drachbar used the cabin on this claim as a Ranger Station. This was the present site of the Iron Spring Ranger Station.

E. V. Kuykendall was prevented from proving up on this claim on the grounds that the area was needed for the administration of the Reserve.

1908

During 1908 there was little change in the general system of organization. Ranger District boundary lines were becoming somewhat more fixed. The organization was as follows:

J. M. Schmitz – Supervisor at Walla Walla, Washington
T. P. McKinzie – Assistant Supervisor at Walla Walla, Washington
District No. 1 – La Grande, Oregon – Earl Storm, Forest Guard
District No. 2 – Corporation R.S. – Albert Baker, Assistant Ranger
Lee Morelock, Forest Guard
G. L. Smith, Forest Guard

District No. 4 – Walla Walla, Wn. – (vacant)
District No. 5 – Troy, Oregon – Earl Park, Assistant Ranger
District No. 6 – Tucannon – Wm. Kendall Assistant Ranger
District No. 7 – Peola, - J. H. Russell Assistant Ranger
District No. 8 – Cloverland – (vacant)

1909

For the purposes of this work, I will confine the changes in personnel to the northern portion of the Blue Mountains. It appears that about this time there was a change in Ranger District boundaries and the Cloverland district was added to the eastern part of the Peola District with headquarters now established at Iron Springs. The Tucannon District took the western part of the Peola District and also expanded towards Dayton. The Troy District was also enlarged.

The personnel on these three northern districts for 1909 was as follows:

Peola District – J. H. Russell, Assistant Ranger

Tucannon District – W. H. Kendall, Assistant Ranger
Troy District – Earl Park, Assistant Ranger

1910

For 1910 the personnel was as follows:

Peola District – R. A. Bottcher, Assistant Ranger
Al Jeffries, Forest Guard
Tucannon District – Wm. H. Kendall, Forest Ranger
J. H. Russell, Assistant Ranger
Troy District – G. L. Smith, Assistant Ranger

In addition Perry Young was appointed as an Assistant Ranger and detailed to trapping and killing predatory animals, particularly coyotes, cougar and bear. He covered the entire country north of the Wenaha River.

1911

For 1911 the personnel was the same as for 1910 on the above three Ranger Dist.

1912

For the year 1912 the personnel was as follows:

Peola District – R. A. Bottcher, Forest Ranger
Al Jeffries, Assistant Ranger
Tucannon District – Wm. H. Kendall, Forest Ranger
Troy District – G. L. Smith, Forest Ranger

Perry Young and J. H. Russell did not work this year, having quit the Forest Service to embark on different work, Perry Young to operate the general store at Peola and J. H. Russell to take up ranching on the Tucannon. No successor was appointed to the trapping position which Perry Young vacated.

1913

No changes in personnel in 1913

1914

No changes in personnel in 1914

1915

Personnel for this year as follows:

Peola District – A. J. Graden, Forest Ranger
Tucannon Dist. – Wm. H. Kendall, Forest Ranger

Troy District – G. L. Smith, Forest Ranger

R. A. Bottcher was transferred to Duncan, Oregon as Forest Ranger. He was stationed there until 1920 when he was promoted to Assistant Supervisor.

1916

It seems that in 1916 another change in Ranger District boundaries was made. Wm. H. Kendall was moved to Dayton and placed in charge of what was known as the Touchet District. A. J. Graden was move to Tucannon Ranger Station and Iron Springs Ranger Station was abandoned as a Ranger Station.

A district was created out of the northeastern corner of the Forest, with headquarters at Asotin, Washington. Reid Davis was Assistant Ranger in Charge of this District.

G. L. Smith, Forest Ranger in Charge of Troy District.

1917

A. J. Graden resigned in the spring and Albert Baker was transferred to Tucannon Ranger Station. He took charge April 6, 1917. The northeastern corner of the Forest was again added to the Tucannon District and Reid Davis acted as Assistant Ranger, working under Albert Baker but making his headquarters at Asotin. Baker had one guard also, a man named Ed Pierce of Dayton.

1918

Tucannon District – Albert Baker, Forest Ranger in Charge. Herbert Stewart, Forest Guard. Len Jennings, Forest Guard. Reid Davis resigned and worked for the Cloverland C&H Association as rider.

The headquarters for the District was moved from Tucannon Ranger Station to Pomeroy, Washington in October, 1918.

Troy District – G. L. Smith, Forest Ranger in Charge.

1919

Troy District divided between Tucannon District and a new district created with headquarters at Elgin Oregon. G. L. Smith transferred to take charge of the Elgin District.

Albert Baker in charge of enlarged Tucannon District now called Asotin District. This District then extended south of the Wenaha River to include all of the Eden country. Forest Guards on the District this year included:

Chas. Davis, Forest Guard
Laurance Bartlett, Forest Guard
Len Jennings, Forest Guard

1920

Same personnel as for 1919 on the Asotin District. John Kuhns took over Supervisor from J. M. Schmitz. **** (See end of Chapter for note)

1921

Same personnel as for 1920.

The area around the Tucannon Ranger Station was added to the Touchet District as the Asotin was too large. Roy Madison added to Forest Guard force and Laurance Bartlett quit.

1922

Asotin District	Albert Baker, District Ranger Roy Madison, Forest Guard Chas. Davis, Forest Guard Laurance Autrey, Forest Guard Len Jennings, Forest Guard
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1923

No changes on Asotin District.

1924

No changes on Asotin District.

Supervisor Kuhns left Forest. K. P. Cecil acted as Supervisor a few months and J. F. Irwin took charge in fall.

1925

Albert Baker was transferred to the Walla Walla District in May 1925 and Forest Ranger L. W. Armstrong took charge of the Asotin District.

Forest Guards were Chas. Davis, Roy Madison and Len Jennings. Trail construction foreman, Art Bott.

1926

Ranger L. W. Armstrong was transferred to the Mt. Hood Forest late in the year of 1925 and Ranger John G. Clouston took charge of the Asotin District.

Forest Guards were: Chas. Davis, Roy Madison, Ernie Colwell and Vance Morrison.

1927 to 1930

Ranger John G. Clouston was transferred to the position of Fire Assistant in the Supervisor's Office at Pendleton early in the year 1927 and Ranger Grover C. Blake took charge of the Asotin District, and remained until the end of 1930.

Fire guards during this period were: Ernie Colwell, Chas. Davis, Roy Madison, Heber Nuby, Vance Morrison and Ed Madison.

1931 to 1938

Ranger Arzy Kenworthy was placed in charge of the Asotin District in the spring of 1931. G. L. Smith acted as Assistant Ranger working under Kenworthy during 1931 and 1932 when he resigned. Mr. Smith was stationed at Troy and Long Mdws.

In 1933 Fred Ramsey was assigned as Assistant Ranger with headquarters at Troy and Long Meadows. While on the District he married Esther Moore, daughter of Wm. Moore of Troy, Oregon. Mr. Ramsey was promoted to a Forest Ranger position on the Wenatchee Forest.

From 1934 to 1937, Orlo E. Tharp acted as Assistant Ranger for Kenworthy and his duties were mostly confined to the administration of the large volume of small timber sales. Mr. Tharp resigned in the fall of 1937 and moved to Iowa to make his home.

In February 1937 Supervisor J. F. Irwin was transferred to Supervisor job on the Wallowa Forest.

A. D. Moir transferred from the Colville Forest to take charge of the Umatilla Forest and remained about 3 months when he was promoted to the Regional Forest headquarters at Denver, Colorado.

Ralph Crawford then took charge of the Umatilla Forest for the summer, when he was promoted to the Supervisor job on the Snoqualmie Forest at Seattle, Washington.

Supervisor Carl Eqing transferred from the Malheur Forest to Supervisor of the Umatilla in the fall of 1937.

In 1938 H. Robert Mansfield was Assistant Ranger for Ranger Kenworthy.

Forest Guards during this period included: Ernie Colwell, Heber Nuby, Lance Warmington, Arlie Hersey, Curtis Davenport, Charles Eggart, Lester Sherrill, Wilbur Colwell, Ellis Carlson, Wm. Tyler, Arthur Courtney, Estel Brown, Don Peters, Dick Shafer, Gene Shafer, Robert H. McCoy, Oscar Hensen.

On February 15, 1939, Arzy Kenworthy was transferred to the Whitman National Forest as Forest Ranger at North Powder, Oregon.

1939

Forest Ranger G. J. Tucker was transferred from La Grande, Oregon on March 1, 1939 to take charge of the Asotin District. H. Robert Mansfield acted as Assistant Ranger. Guards for 1939 were as follows: Ellis Carlson, Wm. Tyler, Arthur Courtney, Lester Sherrill, Oscar Hansen, Estel Brown, Gene Shafer and Ike Madison.

****J. M. Schmitz resigned 6-30-18 L. E. McDaniels replaced him. McDaniels served from 7-1-18 to 10-13-18. John C. Kuhns replaced McDaniels 12-1-18 and served to 7-19-24 (S. R. Nagel 8-3-66)

Chapter XXII

GEOGRAPHIC NAMES

TEAL FOREST CAMP:

This named after Mr. & Mrs. Teale who kept a summer resort at this place for years, probably 1890 to 1915. Meals were served and some rooms provided, but most people furnished their tents. This business was well patronized and offered a means of resting up on the mountains that was much appreciated by the residents of Pomeroy and other towns. Stockmen frequented the place and travelers from Grouse Flat to Pomeroy appreciated the accommodations.

DODGE SPRING: (present water supply for Clearwater Ranger Station)

Named after Mr. Charles Dodge who was a large sheep operator with headquarters ranch on the lower Pataha Creek where the Spokane highway leaves the Walla Walla-Lewiston Highway. Lives in Pomeroy at present time.

MT. MISERY & MT. HORRIBLE

These mountains got their names because of the difficulty of crossing them. The settlers on Grouse Flat in traveling to Pomeroy before the road was built experienced many hardships in crossing the mountains. Travel was either by foot or horseback and the trail crossed over the tops of these mountains and was very rough and difficult. In the spring and fall storms would frequently make travel almost impossible. All this led to giving these mountains their present names.

ELK FLAT

Abundance of elk in this vicinity during the time of the construction of the Eden-Elgin road by the settlers of the Eden country led to the naming of these large meadows Elk Flat.

HARDY RIDGE

This ridge was known to early day stockmen as "Hard-to-get-to-Ridge". It received this name because the lower portion was a succession of rim rocks or cliffs, through which travel by saddle horse was very difficult and the upper portion was difficult to find because of the dense timber and undergrowth. When maps of the area were made by the Forest Service, the name was shortened to Hardy Ridge, probably because the other name was considered too long to print on the maps. Many people still use the original name and because of its descriptive appropriations, it should be universally adopted.

DEVILS RIDGE

Originally known as the Devil's Tail Bone because of many rims or cliffs on the lower portion. Name shortened to Devil's Ridge by the map makers.

WENATCHEE CREEK

The original name of this creek was Menatchee Creek. Menatchee is a Nez Perce word which, so far as known, has no special meaning. Many Nez Perce names had no special meaning even as many English names have no meaning. The name was given to the creek by the Chief Joseph section of the Nez Perce Tribe. Placed on the first Forest Service maps as Wenatchee Creek through an error or misunderstanding of the true name, it has never been corrected. This name should be changed back to the name originally used and still in common use throughout the locality.

SPRUCE SPRING

This spring was called Seeping Spring before the construction of the Clearwater-Mt. Misery road which was opened to travel in 1914. It became a favorite place for watering teams and began to be known as Spruce Spring because of the many large and bountiful spruce trees there.

WELLER BUTTE

This butte was named after Mr. Pete Weller of Pomeroy, Washington who used to have sheep in the neighborhood of the butte for years before and after the Wenaha Reserve was created. Mr. Weller was a stockholder in the firm of Campbell, Weller and Gibson Co. which was later known as the Pomeroy Livestock Co. Mr. George Campbell and Mr. George Gibson of Pomeroy were the other owners. Later Mr. Bert Brady was a large shareholder in the company until he was drowned in the disaster of the Titanic. His sister inherited his estate and she and Mr. Weller bought out the other stockholders. Bert Brady's sister later married Joe Tucker and the Campbell and Weller ranch was sold to Beales. Mr. and Mrs. Joe Tucker buying their present ranch near Central Ferry.

INDIAN TOM CREEK

A small tributary of the Menatchee Creek. This creek was named after Indian Tom Hi, a California Indian who took a homestead on Asotin Creek about 3 miles above the town of Asotin in the early days. He was one of the first settlers in that locality and was a man who was respected by all who knew him. He and his Nez Perce wife lived there many years and were well known as successful breeders of good grade cattle and horses. His summer range was in the vicinity of the creek that now bears his name.

ALPOWA CREEK

This creek heads just outside of the forest boundary within a half mile of Iron Spring R. S. and flows northeasterly about 25 miles to the Snake River at what is now known as Silcott. There is a beautiful valley at the junction of the Alpowa Creek and Snake River which was a favorite wintering place for a part of the Nez Perce Indians. Snow seldom falls here and the valley is surrounded by high hills that break the cold winter winds. Excellent pasturage for the Indian's horses was available on all sides. The advantages were such that each winter a large village of the Nez Perce would be encamped here. This was the winter home of the famous Chief Timothy or "Tumutsu".

It is claimed that the Alpowa was named by Tima, the wife of Chief Timothy. It means Sabbath or a "Place of Rest".

The first farming in southeastern Washington is what is now Asotin, Garfield and Columbia Counties was carried out by Indians under the guidance of H. H. Spalding, the missionary, in the lower Alpowa Valley. Dry farming and irrigation farming were both carried on successfully as early as 1837. During that year an orchard of apples was planted from seed by Missionary Spalding. This orchard was on Red Wolf's land and under irrigation and faithful care, the trees grew and thrived. One of them in 1884 measured six feet eight inches in circumference at a point two feet above the ground and was fully sixty feet high.

In the fall of that year it produced 66 boxes of apples of good quality. The trees finally died and were grubbed out except for one shoot that is now growing from some of the old roots. Frank Angelo who now operates the place is tenderly caring for the shoot and hopes that it will ultimately develop into a sturdy tree which will have the distinction of being the off spring of historic ancestry.

GOVERNMENT SPRINGS

In Section 9, Township 9 N., Range 42 East in the head of a small draw of the Tualum Creek in the early days there used to be an area of approximately 40 acres of dead lodgepole pine. This was known to pioneers as the pole patch. A number of the pioneers had hauled poles from here for fencing purposes. Then in 1875 before the Nez Perce war, the U. S. Government decided to construct a telegraph line from Ft. Walla Walla to Lapwai. A company of soldiers was detailed to this work. While they were constructing the telephone line through Garfield County, they secured the poles from this pole patch, using dead poles because they were much lighter than the green ones.

The soldiers had a large camp at this place and because of this fact the name of the place was changed from the pole patch to Government Spring. The telegraph line was not finished until the next year. Later on, either in the year 1883 or 1884, Mr. N. C. Williams and his two sons, one of whom – Dan Williams – lives in Pomeroy, established a small pole mill at the Government Spring. This mill was powered by a steam engine and these small dead lodgepole pinepoles were sawed once through the middle and old to farmers for fencing material. Later on, some lumber was made out of the large lodgepole pine. This same steam engine was later used to run a thrashing machine, being the first steam engine used for that purpose in Garfield County.

SHERIFF SPRING

So named because while a Forest Service trail crew was camped there about 1926, the sheriff of Asotin County happened by looking for moonshine stills and thinking this camp was a moonshiner's outfit he made a thorough search. The crew came in from work while he was searching and had a hearty laugh over the Sheriff's mistake.

PINKHAM BUTTE & PINKHAM SPRING

In 1875 a young Nez Perce Indian who had been christened "Pin kham" by a white preacher, but whose Indian name is unknown, lived in the vicinity of Anatone. He fell deeply in love with a petty Nez Perce maiden who lived near Asotin. Pinkham offered the maiden's father all his

worldly possessions for the maiden's hand in marriage, but was refused. It is said that Pinkham offered 50 head of horses, 10 cattle and numerous personal effects but the old Nez Perce father held out for more.

One night in early June, Pinkham and his true love eloped and fled to the mountains. The maiden's father offered a large reward for Pinkham, dead or alive, and parties of warriors searched for several months for the young couple without avail.

Pinkham and his bride spent the summer at the spring that now bears his name. This spring is in a very beautiful location, far from any route of travel. Few white men know where it is located. Many have passed within a few yards of the spring and failed to find it. Pinkham knew that none of the searching tribesmen knew of this spring, so the young couple spent the summer in peace and quiet. Late in the fall they returned to their people and all was forgiven, even the greedy father repented of his actions and was happy to see his daughter well and happy.

STEVENS RIDGE:

Named after Eb Stevens who operated a sawmill on this ridge from 1879 to 1885. This mill was located on government land and most of the timber was out from government land.

THE END