

Stage Lines

As an evidence of the self-reliance of the ladies of Washington Territory we note the fact that a short time since Miss Clara Frush of Yakima was on the stage bound from here to The Dalles and the attention of the driver being necessarily devoted to a crazy man who became frantic en route, Miss Clara took the lines and whip and drove the coach to The Dalles over the mountain road, proving herself equal to the emergency--The Washington Farmer, April 11, 1885.

Stage lines

Passenger for Portland. Persons leaving Yakima by the daily stage line that runs from Ellensburg via Goldendale to The Dalles depart from Yakima at 6 a.m. and reach Portland the second evening thereafter on the new schedule. Wm. Dixon, proprietor. Goldendale, Wash. Ty.

New outlet for travelers and stockmen via Bickleton and Alkali on the Columbia river. There there is a new steam ferry with corrals for ferrying stock and shipping on the train. The best and shortest route from Yakima and Kittitas counties. To all points in Eastern Oregon between John Day's river on the west and Walla Walla on the east. Ferriage at legal rates. Leroy Weaver, proprietor.

Shortest and quickest route to Portland and the East. Daily Stage Line to Prosser. Making close connection with the cars of the Cascade division of the N.P.R.R. and with the main trunk line of the Northern Pacific at Ainsworth. For East and West. Passengers leaving Yakima at 7 6 o'clock in the morning reach Portland by this route, to breakfast the next morning, making the time only 24 hours. Cummings & Darland, proprietors, Yakima Stage Lines. The Washington Farmer, Nov. 22, 1884.

Stages

The stage line of Cummings & Darland running between the end of track and Makima is now owned by L.S. Darland, who has purchased the interest of F.J. Cummings-Washington Farmer, Dec. 6, 1884.

Stages

A stout looking three seated backboard of the old California pattern with the wheels painted yellow and the regulation boot for baggage was one of the features of Yakima's streets early this week.

It was drawn by a spanking and spirited team of bays and the Jehu was Phil Stanton, well known to every citizen of Yakima and one of the future mining kings of the Fish Lake district.

The rig was not an old one but came fresh from the shop of Thos. Harvey and looked as it was guaranteed, as though it would keep on running whether it was top or bottom side up.

Oak, hickory, iron and steel are its component parts and it was especially built for Mr. Stanton's stage line from Cle-Elum to Fish Lake. It is one of those vehicles which a passenger can safely trust himself to and still know that he springs of the seats are insurance to comfort in traveling--Yakima Herald, June 10, 1897.

Stage Lines

..William Ish, John Hailey and a man named King who had formed themselves into a copartnership to cut wild hay from the Columbia plains near the mouth of the Yakima and ship it down the former river.

Mr. Hailey later entered into the stage business and became very widely known throughout the Northwest.

He was one of the organizers of the celebrated Northwest Stage company, whose operations extended from Washington to Utah.

There was J.T. Hicklin, to whom on January 13, 1863 the legislature granted the right to operate a ferry across the Yakima at a location somewhere between the mouth of the Wenatchee river and a point three miles below the debouchment of the Naches, the tolls fixed by the act being:

For a wagon drawn by two animals \$2; hack or sulky, one horse, \$1.50; man and horse 75 cents; animal packed, 50 cents; footman 25 cents each; sheep, goats or hogs 8 cents.

Stages

Fred W. Thiel, a pioneer resident of the Walla Walla valley and a freighter between Walla Walla and Fort Simcoe when Gen. Nelson A. Miles had his headquarters there during the Indian uprisings in Yakima and Klickitat around 1875 is xdead at the age of 70. He was born in Germany and came to this country when he was 20 years old, getting west by way of Milwaukee and Stillwater--The Yakima Herald, Feb. 15, 1913.

Bibliographical
Stages--Railways

Two very old ^Rand McNally & Co. maps dealing with stagelines and railines from Omaha to the Pacific coast as of 1879 for the Union Pacific archives in Omaha, are en route to Omaha.

History behind the maps aside from the maps themselves is of special interest around Walla Walla. They were brought from New York to Reno Nev. the reporter is informed, by the late Ward Emigh, who came to Walla Walla in the late 1890's.

Mrs. Emigh recently offered them to the Union Pacific company through J. Harry Cunningham, district freight and passenger agent. He gratefully accepted them and channeled the a tiques toward the company headquarters in Omaha.

Both maps are corrected up to 1879. The one dealing with stagelines as of that day is of particular interest to anyone who is history minded.

The document shows that one stage road from the east headed for Boise. From that point a tri weekly service extended through Canyon City and Central Oregon to the mouth of the Des Chutes.

One route indicated to have been daily service fed into Walla Walla from Boise valley. It served Baker, Union and La Grande before crossing the Blue Mountains to reach the Umatilla river at a point which the map says is "Marshall."

That point is approximately where Bingham springs is. At Marshall on Mc^Kay creek below Pendleton, at one time there was the station by the name of Marshall. It is where the first seat of Umatilla county was instituted. The map is apparently in error on this designation.

From Walla Walla one route led north, another swung northwest to Lewiston where it branches. One headed southeast to Florence and on to a point designated as Lemhi also in the Bitter root mountains gold fields.

The other Lewiston branch pointed east on a tri-weekly basis, through Pierce City and Orofino to "Missoula Mills."

Judging by the map there was a branch stageline from Union through Cove, Summerville and on to Wallowa town where it terminated.

A route of more than unusual interest concerns lines west of Pendleton. From that point one swung to Umatilla, but instead of following the Columbia toward the Dalles it headed southwest to a point indicated to be Scotts on the John Day river. There it formed junction with a line from Pendleton, and as a consolidated route, proceeded across the state far south of The Dalles, crossing the Cascades south of Mt Hood, extravagantly indicated to be 14,000 feet elevation.

Terminus of this stageline was Oregon City, not Portland.

There is nothing to indicate that stage service was provided for points in Washington west of Wallula.

No railroad minded persons themore interesting of the two maps will probably be the one dealing with the Union Pacific and Central Pacific lines from Omaha to San Francisco with Ogden at the division point between the two lines.

Omaha officials who have been the map were intrigued by its great publicity stress on the "miller platforms" and air brakes ~~and~~ with which passenger trains were then equipped.

Advertising carried played up the advantage in time and distance ~~offered~~ offered the rail line over water routes.

"It avoids the sickness danger and delays of the Panama route" says one streamer.

Timetables reveal that two through freight trains left Omaha for Ogden daily and two left Ogden for Omaha. There were two passenger trains each way, one being a first and second class affair, the other an "emigrant" service.

To the novice at reading antiquated timetables it would appear that the time lapse between Omaha and Ogden on the emigrant train was five days--actually "incredible" speed for that period.

Pen and ink sketches of historical and scenic spots along the main line and the branch running north from Ogden to a point near Virginia City in Montana, are given prominently.

Drawing rooms in "silver palace cars" between Omaha and San Francisco cost \$24 but double berths over the same distance were available at \$6 in currency.

One might go on for hours finding interesting slants to advertising and quaint manner of getting facts of interest to patrons--
Walla Walla Union Bulletin, December 19, 1948.

Walla Walla Packers and Teamsters 1876

Frank McMahon, the well-known packer, has sold his train of mules with all their rigging to Mr. U. Nelson of British Columbia.

--Walla Walla Union, April 1, 1876

LONG PROCESSION--The line of teams daily going down Main Street to the railroad depot hauling tons of wheat resemble large funeral processions...Last Wednesday over 300 tons of grain were delivered at the depot.

--Union, Sept. 9, 1876

Pack Trains 1877

Christopher Wills, better known as "Bosen", was kicked in the mouth by a mule the other morning but was not seriously injured (Lewiston Teller, Jan. 27)

--Walla Walla Union, Feb. 3, 1877

(From the Lewiston Teller, Apr. 7)

A. Benson is preparing the first load of the season at the Big Shed for packing to Oro Fino.

--Union, April 14, 1877

(From the Lewiston Teller, May 12)

More than 200 animals are en route for Warrens with an average each of 350 pounds of freight, equalling 35 tons of supplies.

--Union, May 19, 1877

PACKERS WANTED--There is a great demand of competent packers at "the front." Lt. Bomus, who has charge of the transportation, is offering \$85 coin per month for good hands...

--Union, July 28, 1877

Packers and Teamsters 1875-6

On last Thursday morning Mr. Frank McMahon started with his pack train for Kootenai with a cargo of assorted merchandise. It takes him about 40 days to make the round trip and he expects to make two more trips between now and the time for suspending in order to give the Winter a chance.

--Walla Walla Union, Aug. 28, 1875

During the week we noticed quite a number of wagons on our streets loaded with apples for Idaho. ~~Montana~~ Most of them are for the mining camps of Boise Basin, or Silver City and South Mountain...

--Union, Oct. 16, 1875

Last week the roads across the Blue Mountains became very muddy and were badly cut up. Some of the teams that started from here for Idaho, heavily loaded, had a rough time getting through the mountains. Mr. Bassett's team went as far as the edge of the timber...concluded to turn back...returned...bringing their loads of apples with them...

--Union, Nov. 20, 1875

We learn from the Missoula papers that Charley Buck arrived there with his train and cargo of apples. Out of 10,000 pounds they were able to pick out only about 5,000 that were not touched by frost. The frozen ones were sold off cheap to those who had immediate use for them.

--Union, Dec. 18, 1875

Inland Empire transportation..Rivers..railroads. Palouse country.

Spokesman review, 9/24/39

The history of transportation in the Inland Empire has an almost forgotten chapter dealing with the tramways along the canyon of the Snake river in the southern end of the Palouse where the winding twisting stream lives up to its name, following the tortuous route it has carved out for itself between Lewiston and Pasco.

The river, 16 miles south of Colfax and about 22 miles north of Pomeroy forms the boundary line between Whitman and Garfield counties of which the towns are respective county seats.

Only one of these tramways continues in service. a Second was discontinued a few years ago when high water washed out the bar and made it impossible for the Wawawai ferry to contact the loading dock. Only one dock

Once five great chutes delivered sacked wheat from the tablelands above the canyons to the water's edge

Across the river about a mile upstream from Wawawai is the sole remaining rail tramway, 4,800 feet long, making a drop of 1,800 feet. It is a throwback to pioneer days, a demonstration of man's ingenuity of overcoming a tricky transportation problem.

During a season of about 30 days this summer this tramway run by a crew of 13 men handled 80,000 sacks or about 160,000 bushels of wheat. On 100 flatcars carrying 50 sacks at a time the grain is hauled by cable on a narrow gauge track, the loaded car as it goes down pulling an empty back to the top.

An automatic switch allows loaded and empty cars to pass each other at a point half way down

A system of brakes on a cable pulley at the top in the brakehouse controls the speed of the cars. It is seldom that one jumps the track. Men occasionally ride down in safety with the wheat.

From the warehouse at the water's edge the grain is ferried across the river and loaded on the railroad which runs from Lewiston to Riparia and is thus moved out of the canyon.

This tramway owned and operated by a local growers' association takes the wheat which the farmers haul by truck to the loading dock at the canyon's rim. The problem of getting the grain down to the river was more acute in the past than it is today because more wheat formerly was handled when boats were running on the Snake. Navigation is out of the picture at present. Good roads and trucks made it possible to haul wheat greater distances to other shipping points.

The first attempt to solve the problem was made in 1879 by Major Traux who invented a grain chute. In 1882 historians report five of these chutes operated in the canyon. They did not prove successful and were replaced by tramways, either aerial or rail. The last aerial tramway, located on the east side of the canyon a short distance below Hawawai was closed down two years ago.

Going East Almota, seven miles downriver from Hawawai may be reached over a fair road either from Pullman or Colfax. En route an expansive view of the canyon opens up. Eastward lies a vast and splendid landscape of narrow side canyons and intervening ridges converging on Almota creek canyon. Southward the broad and sweeping curves of the Snake are overshadowed by the massive west wall of the canyon. Below, a spot of green marks the mouth of Almota creek and the town site of Almota.

Almota's warehouses handle nearly 100,000 sacks of grain yearly.

Almota was a bustling shipping point as far back as 1882. Now perhaps a half dozen houses, post office and general store.

There was no railroad in 1882 and no trucks. But there were steamers on the Snake. In those days the stage between Pomeroy and Colfax crossed by the Almota ferry. A telegraph line built in 1880 connecting those towns with Spokane Falls and Fort Coeur d'Alene

crossed the river at Almota.

It also had a station of the United States signal service when the railroad came. Almota was the most important landing of the O.R. and N, now the Union Pacific, on the Snake, office receipts averaging \$8,000 monthly. It had a flour mill, express office and a blacksmith shop.

Much of the glory of the past has faded today. Gone is the busy traffic on the Snake--steamboats carrying soldiers, settlers and gold-seekers, cargoes of wheat, cattle and gold dust but the river is still there, flowing silently between the canyon walls, rich with memories of the past.

The rugged beauty of the canyon wall and curving stream is little changed. They are today substantially as they were when Lewis and Clark passed that way nearly 140 years ago.