

List of Pioneers (Unidentified source, found in effects
of Miss Elizabeth Prior, Yakima, April, 1950.
OK marked in pencil on list

L.L. Thorp, Yakima, 1861.

M.M. Burge, born Jan. 16, 1863, Roy, Wash.

OK. Mrs. L.L. Thorp, Yakima, 1861, N. Third ave.

George Pybrun, Yakima, 1871.

Robert M. Graham, born 1845, crossed mountains in 1852.

Charles Longmire, 1872, born Ill. 1848.

C.E. Mize, 1875, born at Seatco, Wash.

J.P. Herke, arrived 1886.

Frank Elgin, Wash. in 1878.

OK Orlando Beck, Yakima 1869, Old Town.

W.P. Conrad, 1875.

Frank M. Leach, 1877.

T (or J) W. Eglin 1871.

J.E. Beeks, 1878.

H.E. Crosno, in state in 1866, Yakima 1868. Came with ox team.

A.B. Whitson, 1871.

Lura A. Parrish, 1871.

Mose Splawn, 1865, Walla Walla, 1858. Mich. Hotel.

David Longmire, came through Yakima 1853 with 36 wagons and about
175 people.

Mrs. Nannie Kelly Bolton, Yakima 1876.

Jas. T. Haynes 1888, in valley 37 years.

Warren E. Thorp, 1880, Moxie (copy)

Latitis Livengood, Yakima 1866.

Ira Livengood, Yakima 1874.

E. McDaniel, 1865, came in mule back.

P.W. Clymer, Yakima, 1860, RFD(9 or 4.)

A.B. Schiffner, 1888, 306 South 8th avenue, Yakima.

A.H. Sinclair, Naches, 1879.

List of Earliest Pioneers 2

Loyd Purdin, Wapato, 1868, Yakima 1875.

A.J. Lotz, 1870.

OK Mae Conrad Sickler, 1875.

Anna M. Stanton 1872, Antanum valley.

J.M. House, 1872.

C.E. McEwen 1872, North Fourth street.

M.J. McGuire, 1870.

Mr. and Mrs. E.W. Smith, Wash. 1868.

Mrs. Mary J. Brown, Oregon 1847, Washington 1851.

George Longmire, born 1869 in Hurston co.

Lulu Donnell Crandall, Ore, 1858.

Rhoda Hinkle Shaw, Yakima, 1872.

Virginia C. Crawford, 1878.

John McClure, Yakima, 1876.

T.T. Cooper, Yakima, 1874.

Mary E. Young, Selah, 1865.

Philip Young, 1874, Selah.

Wilbur Hughe, Yakima, 1871.

Mrs. P.O. Smith^(I), Yakima, 1877, born near Antanum.

N.E. Henderson, Antanum, 1874.

Frank K. Kandle, born in state in 1855. Came to Yakima in 1878.

Charles O. Neal in state 1852, Yakima 1883.

Helen M. Farin, Yakima 1870 (Route 7)

P.P. Herke, Lampico, 1871.

A.L. Sherman, born in Sumner, Wash, 1860.

OK Isabella Wiley Woodhouse, born in Antanum, 1869.

Matt Stanton, Yakima, 1877, route 5.

John W. Stevenson, Cowiche, 1853.

Dell Nelson, 1868, Yakima, 231 N 1st st.

OK A. S. White, Yakima, 1866.

Joe H. Broulette, Yakima, 1870, 614 North Naches ave.

Earliest Pioneers 3

Mrs. Felle Lahar, Yakima, 1870. (OK)

Gertrude Herke, Yakima, 1871.

W.D. Lancaster, Yakima, 1861.

Mrs. W.D. Lancaster, Yakima, 1877.

J.K. McCarnack, born in Eugene, 1863, Came Wash. 1889.

Lavina Jones, Yakima, 1877.

Ed Bland, Yakima, 1869.

Mrs. C.F. Gordon, born in Klickitat Co. 1865. 816 South 9th st. Yakima

Ellen Leonard Lambson, Yakima, 1872.

Mary Leonard Kelly, Yakima, 1872.

Edwin Lambson, Yakima, 1868.

C.S. Crosno, Yakima, 1872.

Laura A. Longmire, Yakima, 1855, 818 North ft.? st.

Mr. and Mrs. Robert H. Kandler, 1852, 113 So. 7 st.

J.A. Herke, Yakima, 1871.

Ferba A. Humphrey, 1874, RRD No. 4, box 92.

Latitia J. Wiley, crossed plains 1864, here 1876(died 1950)

Mrs. Sarah Seward, Yakima, 1872.

OK. Alice T. Vivian, Antanum valley in 1870.

T.J. Staylor, Yakima, 1877.

William Willey, Yakima, 1868, 201 No. 5th ave.

Mrs. Lida M. Taylor, 1878, crossed mts. on packtrain.

Mrs. P.L. Pease, Ellensburg, 1878, came with ox team. Ditto Mr.

P.L. Pease.

Rosella Heaton, 8 Hall ave, 1877(Helped build the Fort of God, Antanum.

A.J. Sharo, Yakima, 1875.

Mary M. Reynolds, 1867, born in Antanum valley.

John Cleman, Yakima, 1865.

George Chambers, Yakima, 1856.

Mrs. Ella Chambers, Yakima, 1860.

David J. Knutknigtse, 1873. Castle Rock. Route 4, box 100.

Mrs. Clara Thornton, Prosser, 1870.

Miscellaneous Notes on Father Wilbur for checking:

(Laws date)

..At the time of establishing Fort Simcoe R.H. Loundale was general superintendent located at The Dalles. .A.A. Bancroft became the first resident agent, and that was in 1861. In 1861 James H. Wilbur became superintendent of schools. It is generally said that there was much graft and dishonesty in those first short administrations. To a man like Father Wilbur anything short of complete rectitude was so obnoxious that he had no hesitation in making his sentiments known. The result was that he was fired as superintendent of schools.

..He went to Washington, laid the whole case before President Lincoln and did it with such effect that he returned with a commission as agent in his pocket. That was in 1864.....upon ~~his~~ ^{the} retirement of Father Wilbur in 1884 ...History of Yakima Valley, Vol 1 pps 540-541.

Office Yakima Indian Agency, Washington Territory, Fort Simcoe, August 10, 1871.

Sir: I have the honor to submit the following report which owing to the short time since I resumed my duties as agent will not be as full as might be desired:

I entered the Indian service first as superintendent of teaching in the fall of 1860, and as Indian agent in 1864.....I would as soon put ~~out~~ wolves among sheep or rattlesnakes among children as immoral men upon an Indian agency. Reformation of moral character has been the great point at which I have aimed

...When I contrast the condition of the Indians of this agency with what they were eleven years ago when I first came among them I find the result of my labors a perfect justification of my theory in ~~my~~ respect to the possibility of giving to the Indian race the comforts and respectability of civilized life. From the time I took charge as agent in 1864 to the day of my suspension and turning over to Lieutenant J.M. Smith, September, 1869, all branches

of business on the reservation were marked with progress and the work of moral reform, though slow, was gradual and certain. From that time to my resuming my duties, January 1, 1871, every interest, material and moral, was waning.

Employees were paid for services before reaching the reservation, and with the influence they exerted in dancing, swearing, drinking and card-playing the interests of the reservation were rapidly declining.

The cattle belonging to the Indians when I left the agency numbered 1,600. The natural increase would have been about 600. When I returned there was not more than 350 old and young. These cattle were worth \$25 per head; add 600 to 1,600 and you have 2,200 at \$25 per head making \$55,000; deduct the price of those found, \$9,750 and you have \$46,250 loss in latter; or say nothing of the increase and take 1,600 head at the price above and you have \$40,000.....

Some of the Indians were doing well when I left the agency, under the military administration left their farms and the reservation and did not return until last spring. There was a universal dissatisfaction with the better class of Indians under the administration of Lieutenant J.M. Smith.

I am pleased to say that the Indians professing religion numbering about 300 at the time I left maintained their piety amid their persecution with but little loss.

Schools--"When I left ...I turned over to my successor \$1,200 school fund. The annual appropriation was \$3,200, making \$4,400. On resuming my duties I found no school, only on paper. The boarding house that had been used for the convenience of the school was changed so as to make it impossible to gather children.....

Report to Commissioner of Indian Affairs. 1871.

Archer, James J. Directory of American Biography, Vol I

James J. Archer-- Dec. 19, 1817-Oct. 24, 1864.

Was not a graduate of West Point. Was educated at Princeton and Bacon College, Georgetown, Kentucky, and became lawyer.

Brevetted major at battle of Chapultepec.

Archer's brigade was present in engagements of 1862 and 1863, the Seven Days, Cedar Mountain, Second Manassas, Antietam, Fredericksburg, Chancellorville, where he was with Jackson in the flanking march, and Gettysburg.

Was in the Gen Heth (?) and on July 1 attached to portion of what began three days battle.

Archer was captured in flank movement of the same
(Butler, Leaders of the Civil War, III, 1888, p. 352)

Was sent southward and exchanged but died soon after release.
(Tercentenary History of MD(?))

Railroads. Pasco. "Insworth.
river crossings.
Indians..

Columbia boats.
Capt. Gray.

Some of the experiences of Capt. William P. Gray of Pasco, early day Columbia river pilot who skippered firstsailboats and then steamers on the river are related as the captain himself told them in an article by Fred Lockley published in 1913 in the Oregon Historical Society quarterly.

He was the son of W.H. Gray, who came to Oregon in 1836 with "hitman. Of him Gray said:

My father named me William Polk Gay. I remember when I was 4 or 5 someone asked me what my middle initial stood for. Father said. I named him after President Polk When I named him the president had taken a strong stand on 54-40 or fight. Polk reversed his attitude on that question and I have been sorry I called my boy after him.."

A prospecting trip near Roslyn B.C. failed to pan out as well as expected and Gray started a ranch on the upper Okanogan river. Then he determined to build a boat, go down the Okanogan and Columbia rivers to Deschutes Falls, now called Celilo and bring supplies up the river to the miners. Gray said:

"We had practically no tools and of course no nails. We went into the mountains, whipsawed out the lumber, hauled it down to the water and father with the help of us boys built a boat, fastening it to ether with trunnels or wooden pegs. We built a boat 91 feet long with 12 feet beams, drawing empty 12 inches of water. The next thing was calking her, but I never saw my father stumped yet. He hunted around and found a patch of wild flax. He had the children pick this and break it tu to use as oakum to calk the coase cracks in the boat. We also hunted through the timber and found gum in the trees, which we melted up for pitch to be used in calking. He had no canvas for sails, so he

made some large sweeps. He lannched her on May 2, 1861 and started on his trip down the river on May 10.

"To give you an idea of the determination of my father, he sent that boat, without machinery, sails or other equipment except the sweeps, through the Rock Island ~~0000~~ rapids and t ~~000~~ through Priest rapids, both of which he negotiated successfully. He left me to bring the family down and I certainly had a very exciting time doing it.

Accompanied by A.J. Kane, Young gray started down the river on horseback with his mother and two sisters and two brothers. On their way they learned that the Indians had killed ~~and~~ a man and his wife near Moxee springs so they crossed the C^ulumbia and sta ted down the east bank. Kane had been injured and could scarcely ride.

One night the Snake river Indians drove away their horses and young Gray started out on the trail of the Indians. He followed their trail to near the present site of Pasco. Entering the camp he rode up to a large tent where he heard the sound of tom-toms and dancing.

"Some years before Gen. Wright had inflicted punishment upon ~~by~~ the Indians by killing a large band of their horses. On the spur of the moment I decided to put up a bold front and demand the return of my horses. I rode up to the tent, dismounted, threw the tepee flat back and stepped into the entrance. The Indians stopped dancing and looked intently at me. I talked the Chinook ~~OGAOK~~ jargon as well as I did English so I said 'some of your Indians have stolen my horses last night. If they are not back in my camp an hour after I get there I 'll see that every horse in your band is shot.' There was utter silence."

As Gray rode away to his camp four Indians rode after him whopping savagely and when they got to him surrounded him. He did not look around. One Indian rode directly into the trail ahead of him.

Gray spurred his horse and raised his quirt. The Indian gave way before his bluff of appearing perfectly fearless.

When he got back to camp he sat down to a delayed breakfast. In a few minutes his horses were driven in. He led his party to the Indian camp.

"I wagain rode up to the large tent, opened the flap and said in Chinook. 'I want one canoe for my women and children to go to Wallula and three canoes to swim my horses across. You have delayed me by driving my horses off, so I want you to hurry. They looked as impassive as wooden statues. One of the chiefs gave some command to the others. Several of the young men got up, went down to the water and got out the canoes.

"My mother and the children got in and the Indians put in our packs to take to Wallula, 11 miles distant. My brother Albert went in one canoe and I went in the other while one of the Indians went in the third and we swam our horses across the river. Albert and I rode on toward Wallula, where we arrived at 10 o'clock that night and rejoined the rest of the family. "

Gray put his family in the adobe fort. He herded stock for J.M. VanSycle until his father returned from the Deschutes with their boat., now rigged with sails and loaded with supplies for the new Orofino mines. The freight was to be hauled to the mouth of the Clearwater and he had mortgaged his entire property to purchase the boat load.

At Wallula the entire crew deserted, since they had heard that it was impossible to nabigate the rapids.

"Finally father secured a new crew of seven men and on Sept. 20, 1861 we left Wallula. It took us three days to reach the mouth of the Snake rive, a distance of only 11 miles. The prevailing winds were directly across the current so thqt it was necessary for us to cordell the boat almost the entire way.

"Another boy and myself took ropes in a skiff up the stream, found a place where the rope could be made fast. We would then come down stream bringing the rope to our boat where the rope was made fast to the capstan and the rope would be slowly wound up. We had a difficult trip to Lewiston and before we got there my comrade and myself in the skiff had demonstrated that there was not a single rapid in the Snake river that could not be swum. It was October 30 when we finally arrived at Lewiston.

"Provisions were getting short at the mines and father sold his flour for \$20 a sack or 50 cents a pound. Beans also brought 50 cents a pound. Blankets were eagerly bought at \$25 a pair and we sold all of our bacon at 25 cents a pound. Father had made a profitable voyage and had not only carried out his plan but came out with a handsome profit.

"After some time in Portland young Gray quit school to help his father on the river. They were carrying freight in their sailboat between Deschutes and Wallula. The elder Gray decided to build a steamboat at Columbus on the Washington side of the river.

Gray, then 16, was put in charge of the sailboat after it was bought by Whittingham and company of Wallula and he strove earnestly to make a record with his first command.

"During the month of July I made five round trips between Deschutes and Wallula which was not only a record trip 600 up to the time but has never been broken by sailboats on the river since."

Through his exertions the new owners paid for the boat and all operating expenses in one month.

The elder Gray launched his steamboat, the Cascadilla in December, 1862 and the next spring took it up to Lewiston. It ran on the Clearwater and Snake river.

An interesting incident of his story is that of the transfer boat,

Frederick Dillings, which carried Northern Pacific railway cars across the Snake river before the bridge was completed.

The boat took cars from "Insworth to South "Insworth.

It was 200 feet long with 38 foot beam had a square bow and stern and a deck house 25 feet high and 165 feet long. Of this craft Gray said:

"It was the concensus that it would be impossible to handle her in strong winds. No one was anxious to handle the job. The very difficulty of handling such a Noah's Ark of a boat appealed to me and I applied for the p000 position and was given the job before I could change my mind."

He transferred as many as 213 cars a day with his boat and when the bridge was completed in 1884 took it to Celilo to be overhauled.

The boat was then used to transfer 00 cars from Pasco to Kennewick.

Gray secured 80 acres of land and filed a plot of an addition to Pasco before the original townsite was plotted. When the railroad wanted to cross his land he stood off the grading crew with a shotgun until the higher authorities of the Northern Pacific agreed to pay him \$500 for the right of way.

Snipes' Story (1)

Ben E. Snipes...was born in Chatham County, North Carolina, in July 1835...removed to Jefferson County, Iowa, in 1847 (with parents)...was educated in the old log school-house in Iowa, without desks, the benches being made from split logs set upon pins. The schools were kept only in the winter and continued about 3 months...he would walk two and three miles (to school)...summers...labor upon the farm...

1852...at the age of 17 years he struck out for self-support...he found opportunity to cross the plains as assistant to George Humphrey, who had several teams and a considerable body of loose cattle. Ben took charge of one of the ox teams and drove the entire distance, and also rendered assistance as second cook to the party. They were five months in crossing...entered the Willamette Valley at the south end, continuing to Salem, where our subject began "rustling" for self-support.

His first occupation was digging potatoes, but shortly afterward hired to work with a pack train, bound for California with a load of apples, and was put in charge of the "bell mare", the train numbering 45 mules.

Arriving at Yreka, the apples were sold at \$1 per pound, fresh fruit being more rare than gold in those days. At Yreka young Snipes secured a miner's pick and pan and began prospecting for gold. His first claim indicated some richness, but without experience he did not realize how great until he sold out for \$500 and then worked for the party at \$7 per day. The result of working this claim to the purchaser was \$75,000, while Mr. Snipes became so disgusted with himself for selling that he quit the "diggings."

Snipes' Story (2)

He then bought a "drifting claim " for \$1,500 at Yreka Flats, worked all winter, and in the spring had not sufficient money to pay his beef bill and had to work it out.

Thus becoming familiar with the butchering business, he subsequently bought the shop and continued it very profitably for one year--on the credit basis--until suddenly the town stampeded for richer diggings, and young Snipes was left with a number of uncollectable bills, which represented his profits, again reducing him to that condition termed "dead broke."

He then went to a mining camp on Scott's River, and engaged in the libery business, which he continued very successfully to the fall of 1855, when he returned to Oregon and joined his brother, George R. Snipes, then located at The Dalles. Our subject remained with him upon his farm until 1858, when with the opening of the eastern part of Washington Territory to settlement he located 160 acres at the mouth of the Klickitat River and engaged in the cattle business.

After one year he sold his claim, invested the money in cattle, and with his little band of 97 head started for Yakima county, the first stockman to take cattle into that county, in which the Indians were then very numerous. Young Snipes, with great judgement and foresight, hired an Indian to stay with him, thus thus allying himself with the people of the country.

In the spring of 1860 he drove his cattle to Rock Creek in the Okanogan mining district and sold out with a handsome profit. He continued this system of buying, fattening and selling until 1865, when he engaged in cattle-raising, having purchased land bordering upon the Yakima River, which he stocked

Snipes' Story(3)

with a considerable herd. His land purchase covered 6,000 acres, bordering upon watercourses, with a vast grazing district contiguous. His herd then increased to vast proportions, and in 1880 numbered 35,000 head...28,000 head perishing in the snow and storms (1880-1)...Mr. Snipes restocked and continued successfully to the winter of 1886-7, when another sever winter destroyed 10,000 head, but still his range is well-stocked, numbering many thousands of head.

He also has been an extensive breeder of horses of the Clyde and Percheron strains, his band numbering about 2,000 head. These interestes were continued to 1892, when Mr. Snipes decided to retire from the stock business.

...In 1866 through the process of loan and mortgage he came into possession of the Wasco Woolen Mill at The Dalles, which he operated for a time, until determining ~~that~~ there was no profit in the business, then sold the machinery and in 1879 re-fitted with flour-milling machinery, which he operated as the "Highland" mill and continued to 1889, when the mill was destroyed by fire.

In 1880 he bought an interest in a drug store at The Dalles and formed the co-partnership of Kinnersby, Snipes & Kinnersby, which business is still continued...with a lucrative patronage.

In 1886 Mr. Snipes engaged in the banking business at Ellensburg under the name of Ben E. Snipes & Co., erected one of the finest stone bank buildings in the state and is conducting a general banking business. In 1890 he started a branch house known as the Roslyn bank of Ben E Snipes & Co. to accomodate the mining inxterests of that locality.

Snipes' Story (4)

He also owns extensive landed interests in Klickitat and Kittitass counties, and has recently purchased the Hill tract of 100 acres within the city limits of Seattle, which he platted and subdivided and placed upon the market.

Mr. Snipes was married in Columbus, Klickitat County, in 1864, to Miss Mary A. Parrett, a native of Oregon, and they have one son, Ben E. Snipes, Jr.

In July 1890, Mr. Snipes removed his family residence to Seattle and purchased a handsome residence on the corner of 11th and Madison Streets, where he now resides...

--Illustrated History of the State of Washington
by Rev. H.K. Hines, D.D., Chicago, 1893

Samuel Hill. A pamphlet, tattered. Shows white hair, parted on left, wavy, wave hanging over to right of head. Straight nose. massive face. Full lips, expressive, determined. Moustache, white, falling to lower end of mouth.

(copied)

Samuel Hill

Honorary President for Life Washington Good Roads Association

Honorary President British Columbia Good Roads League.

President Pacific Highway Association

President Every Day Highway Association.

p. 2-

A Tribute to Sam Hill, Sponsor of Good Roads, by Rufus C. Holman, formerly chairman Board of Multnomah County Commissioners.

His vision of Columbia River Highway translated into achievement. ~~that~~: Another remarkable Oregon road project, the Mount Hood loop, is an accomplished fact and very properly a statue has been erected upon the old Barlow Trail portion of the road and dedicated to the memory of the hardy pioneer, William Barlow, who opened, in 1846, a wagon trail--it was hardly a road--to the south of Mount Hood and brought on their own wheels the first wagons into the Willamette valley. Which fact reminds me that no monument has ever been erected nor dedicated to Samuel Hill, who conceived and advocated, labored for and sponsored the building of that other road, the Columbia River highway, down the gorge of the Columbia to the north of Mount Hood.

It is now more than 12 years since the initiation of the work which resulted in the creation of the Columbia River highway and much has been written concerning the conception and execution of this revolutionary piece of highway construction. Many actors in the highway drama have walked across the state and each has played his part of more or less importance, but the playwright and the director, the great mind of the enterprise, was Samuel Hill, who conceived the project, whose enthusiasm and strength

won others to co-operation in the project and whose tireless energy and profound knowledge of correct methods of road building (p 3')

made the Columbia River Highway an engineering achievement planned, mapped and defined prior to its construction, and thereby created a revolution~~xxx~~ in American highway building.

Before the advent of Samuel Hill the first cost of road construction was at the minimum and had no relation to the final cost; and the cost of transportation over the road was at a maximum. Since the adoption of Samuel Hill's ideas, the first cost of the road, which approaches the final cost, is at a maximum while the cost of the traffic using the road is at a minimum, which is undoubtedly a tremendous public economy as well as a delightful convenience which adds, particularly in Oregon, a financial resource in our tourist travel crop which possibly brings more revenue to our people yearly than any other crop we have.

On a beautiful evening in May, 1913, just as the sun was setting behind the Cascades and the long shadows of the ~~xxxxx~~ mountains were falling across the ~~xxxxx~~ gorge of the Columbia to the west of Maryhill--the famous ranch of Samuel Hill--he led me to the brink of a cliff overlooking the Columbia whose broad silver flood wound westward into the dark and rugged gorge where then no passage was possible for wheeled vehicles, and standing there in the twilight he visioned for me a wonderful road with which we were familiar, but a road such as no one then had yet seen.

He impressed upon me the importance of such a road connecting, as it would, the eastern and western parts of Oregon and uniting the people into closer social and commercial relationships. He foretold the lure it would be to the tourist travel and all that has since been and will yet be realized from that travel.

I recalled that my own grandfather, in the early winter of 1852, lost~~x~~

concrete bridges , through drainage and hard pavement and when the tremendous engineering difficulties of locating a modern road--the first of its kind--through the gorge of the Columbia , where already a railroad apparently occupied the only possible location, is considered, it has ~~xxxxxxxx~~ always seemed to me truly remarkable that any one should have conceived at that time the possibility of building the Columbia River highway.