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April 22, 1964

Mr. Bob Ries, production,
The Grant County PUD No. 2,
Ephrata, Wash.

Dear Bob:

As mentioned in our brief breakfast meeting on April 17, I am as loaded with "river transportation" material as Indians.

In preparation for you is a synopsis of such transportation, and as you say, it is "merely thinking." In a few days I will mail the synopsis, which will serve to give you further ideas.

The subject is gigantic in scope.

My files, some 18 of them accumulated during the years, cover the various phases. It would require two weeks to scan them thoroughly. They are replete with leads as to material that should still be in existence and in some cases might be procurable.

A copy of this letter and synopsis will be sent to Max F, and you will understand that this possibility to augment the dam(s) is strictly confidential. I think both you and Max will find considerable background material in the synopsis, or in reality a chronology. Additionally there will be various excerpts from the many accumulated sources, each sufficient to start a "thought." Max may wish to return the carbon to you.

I am taking a couple of bonus days, and this will enable me to get an outline of the river material, in your hands without delay. I never really realized how much of this background material I possessed, although I have sometimes provided some of it to writers and others.

And since I am writing, may I suggest it is not too early to think of a dedication plaque for Wanapum; or other works carrying out the Wanapum motif, the "memorial" for Puck-Hyah-Toot, and the salmon or some other fountain. If you will recall in the few years you have been acquainted with Indians, how in that short time they are more remote than at the outset, this will point up that there is still time to capture some of the nearly lost cultures. And their appeal to the public except those who wish to acquire Indian holdings, increases rather than diminishes.

And, one more thing, "just thinking," a publication on Columbia River transportation, generally following the outline I will present to you and running to 50,000 words in 125 pages, paper cover, could be issued at a cost of \$4,000 to \$5,500, say in an edition of 3,000 copies. It could sell for \$2.25 to \$2.50 and would repay the investment in two years.

By figuring closely, the "publication cost" would include promotion mail postage and store distribution. My pattern for this is the Yakima tribal publication, Strangers on the Land, a copy you have seen. This item is now virtually out of print and calls, on the basis of my "promotion" are still coming in. My "mailing" list includes a file of several hundred letter requests for it. Seattle schools, for instance, ordered some 35 copies. Or, Drummers and Dreamers, I assume, could be reissued by the publisher with some "revisions" by an advance sale purchase of so many copies, which could also be sold to write off the investment. Calls for that book still come in, but the publisher has never reissued it. Publishers apparently want some \$5,000 in sales a year before they do. It would nowhere approximate that but would run steadily though in small volume.

I am confident the more thought you give to matters yet unresolved the more you will see the interlocked-Indians and River Transportation. I am confident a good job could be done with facilities largely on hand, and at much less the cost than to turn the projects over to various experts, whose real knowledge usually is only in the material they have available through productions of other persons, research by others etc.

What is needed are designs and plans and common workmen can follow them. Even the Indians could carry out some of the work.

The upcoming synopsis will include indications of various things for consideration.

And again, if some way "services can be worked out" on a consultant basis sufficient to cover various things, even the publications mentioned in this letter could be taken care of. And they also would add to the project. The tourist potential, the increasing interest in pleasure boating, growth of the Columbia Basin, the population growth and many other factors point toward the need for such projects.

Again, may I point out my "availability," the fact that the months are slipping by, and that all of us, including Melander, are growing no younger.

Expect the historical background material, which will enable you and others to get more rapidly at "concrete" thinking.

The best

Click Relander

April 25, 1964

Mr. Robert Ries, production director,
Grand County Public Utility District No. 2,
Ephrata, Wash.

Dear Bob :

Herewith material I mentioned I would send: a-Synopsis of Columbia River Transportation (a river chronology) b-A partial list: Potential sources, ideas for extended research etc.

I'm not too proud of either one. The synopsis is short enough yet contains information for a good background of the various stages of river development. It would sound better if I had re-worked it a couple of times.

The "partial list" should give you somewhat of a background of available material.

I would appreciate that in time clippings appended be returned for my files.

As previously noted, a carbon copy is being sent to Max F. and he will know what to do with it. I have another copy available if for any reason it is wanted.

Sincerely

Click

Synopsis: Columbia River "transportation" a River Chronology
of Man and Industry

The Columbia River is hundreds of years old for each of the 1210

miles between Lake Columbia and the Pacific ^{Ocean} Tidewater at its mouth,

^{The River mouth}
seven miles downstream from Ilwaco. ~~It~~ is 465 miles from Wenatchee,

^{2406.15}

~~396~~ from Priest Rapids, ~~325~~ 324 from the confluence of the Snake

^{It is 910 from Revere Lake, B.C. 745 from}

River and 188 from The Dalles, ~~to the great river's mouth.~~

<sup>the international boundary, 543 from Chief Joseph Dam, 596.6 from 9 Coulees
to where the River branches into the Pacific.</sup>

In the beginning, insofar as archaeological knowledge reveals the

past, the river was a pathway for migration, ^{the opening of habitation} ~~possibly the settlement~~

of ~~the~~ the Northwest ⁶⁴¹ ~~from which~~ bands of primitive people ^{who} spread

throughout the entire west.

The Co(l)umbia drains an ~~area~~ area of approximately 250,000 square

miles. Its many important tributaries of so vast a region are fed by

rain, and by melting ^{snow}snows of seven ~~great~~ mountain ranges in the

summer. Yet this enormous volume of water, pouring through the

river's channel, falling below 100,000 second feet of flow only at

low runoff periods, presented many obstacles to large boat navigation.

Artifacts of primitive peoples, evidences of their villages,

pit house ruins, pictographs and petroglyphs along the river's course

and those of its tributaries are conclusive that the stream was a

pathway for migration.

Its utilization by explorers, ^{then} fur trappers and ^{then} missionaries, and ^{later} ~~then~~ by settlers, the growth of villages and cities ^{are} ~~is~~ evidence of the later-day "migration" along the river 's route. Only coastal locations, visited by sailing ships --the Spanish Frigate Santiago which explored north to the 55th degree of latitude and Queen Charlotte's Island in 1774 and Don Bruno ~~de~~ ^{de} Haceta, Captain Robert Gray of America--were opened earlier to later-day knowledge of exploration. (In 1792 there were 20 vessels plying the Pacific Coast from California to the Northwest, trading with the natives)

The river 's conversion to utilization of the strength of its flow to hydroelectric generation; ^{and} its water to irrigation are ^{like} ~~leading to~~ Twentieth Century advancements of man, ^{Slack water} production and also navigation ~~then~~ possible by ^{lakes} created by dams overlaying previous treacherous rapids . Navigation locks in the dams enable tidewater vessels to ascend the river in a series of steps, progressing from dam to dam across deep, navigable water. ^{Yet} ~~And~~ without the population of the river 's watershed and the produce of the area, there would be no need for electric generation nor river navigation.

So the stream which long ago was a pathway ^{OF the primitives} ~~for~~ migration has

entered another era. It has become a commercial highway for a fertile region which produces grains or cereals, cattle, lumber, ~~various~~^c precious metals, coal and a growing amount of industrial production.

From the Cascade mountains on the west to the Blue, Bitterroot and Coeur d'Alene Mountains on the east ~~is the~~^{lies this} expanding agricultural ~~area~~^{region}, growing larger with expansion of ~~irrigation~~^{controlled} plans. ~~production~~. Despite almost restrictive^t rates of transportation the country has prospered. ~~and~~^{It} through the center of this region runs the Columbia and also its principal navigable tributary, the Snake, offering an economical highway for commerce where channel obstructions have been overcome. Transportation charges, brought to a level to stimulate production would ~~unfetter~~ open up more than speculative fields.

The greatest barrier to navigation along the river, in the Cascade Range,--the gorge--has already been ~~removed~~^{conquered}.

Congress made its first appropriation for development of the Columbia in 1876 when ~~\$900~~ \$90,000 was appropriated and ~~appropriations~~^{grants} within three-fourths of a century ~~amounted to only \$1,142,500~~ before the era of dams and navigation locks, amounted to only \$1,142,500.

Until a railroad was constructed along the south bank ~~of the~~ by the Oregon Railway & Navigation Company in 1882, all freight and passengers ~~were~~ along the river were transported between east and west points by steamer.

Vessels operated from Portland ~~and Oregone~~ to the Lower Cascades and there utilized a portage railroad in Skamania County on the north bank to connect with another steamer on the Middle River, the name for the area between the Dalles and the Cascades.

"The Dalles rapids" were circumvented by another railway portage, this one 13 miles long, on the south bank in Wasco County, and from here steamers operated on the Columbia, up-river to the foot of Priest Rapids, and up the Snake as far as Lewiston, Idaho. So three steamers and two railroads were necessary for a transportation line. All freight was handled four times. The ~~construction of the railroad~~ through construction of the railroad, therefore, ended the era of river domination steamers until the dams and navigation locks were built.

~~But~~ Before the days of ~~stern wheelers~~ stern wheelers and side wheelers on the Columbia, there were the Indian canoes. Man had established himself in sedentary villages along the river. He utilized dugout hewed out of canoes, ~~cut~~ and burned from cedar logs for short journeys up and

river ^{He used} ~~using~~ paddles or long poles as the occasion demanded.

He had learned to weave nets from Indian hemp, and to ^{Suspect them in} ~~use them~~
^{the river} ~~between~~ ~~many~~ canoes at favorite fishing places. ~~And~~ ² when the ~~runs~~
~~the~~ salmon runs were at their height, certain places, like the quiet
 waters below the foot of 11-mile long Priest Rapids, were aglow at
 night by pitch flares ~~on the banks~~ ^{canoe} held by fishermen in ~~their boats~~
~~canoes~~ to attract salmon.

Man had learned to live in places of ^{least required} ~~abundant~~ food and fuel. The
 river provided both, fish, ~~and~~ birds, game, and driftwood. ~~And~~ ² when
 there were unusual seasons of drouth, ice or snow, or sometimes
 epidemics, man moved to other locations, ^{Naturally} ~~always~~ southward, ~~always~~
 downstream. Over the many years, ^{and capable learners, complaints, and} ~~this was~~ slow migration, ^{humane} ~~and~~
^{consulted in} ~~as~~ ^{as interested or human} ~~was~~ ^{fundamental not} ~~slow~~ ^{yet turned} ~~migration~~ ^{to domesticity}

~~At~~ ^{along} The beginning of the Nineteenth Century ~~there~~ ^{was quickly} ~~was~~ ~~beginning~~
 a new period ~~for~~ the river, that of exploration, and ~~rapidly~~ brought
 about once the wilderness had been penetrated. The goals were
 two-fold, ~~growing exercise in~~ ~~territory~~ securing a claim to a
 territory, and tapping its resources for furs. ^{It} ~~And~~ Lewis and
 Clark were the first white men to travel downstream on the river
 higher than any point fifteen or twenty miles above the mouth which

Capt. Robert Gray had ^{Sailed} ~~penetrated~~ when he took the ship, the namesake of the river, across the dangerous bar at the river's mouth. But Gray, ~~was a man~~ who died in obscurity about the time later explorers began mapping and tapping the interior, was ^{unimpaired} ~~made unmoved~~ by the discovery. His excitement at trading with natives, nails for furs and copper plate or cloth goods for valuable sea otter fur, reflected the desire of men, even in those days.

Lewis and Clark ^{Reached} ~~entered~~ the Columbia from the Snake River in October, 1805, ^{Passed} ~~went on~~ down the river ^{in company} and spent a miserably ~~winter~~ wet, dreary winter before they returned upstream.

David Thompson, geographer, surveyor and astronomer for the Northwest Company, a Welshman who had ^{once} ~~been~~ an apprentice for the Hudson's Bay Company, ~~before he joined the Northwest Company~~ worked west through the Rockies ^{out of} by Howse Pass. There he encountered the Kootenay, which ^{first} ~~was~~ he believed to be the Columbia.

At that time, with Capt. Gray's discovery of the river's mouth ~~known~~ and the Lewis and Clark expedition known, there were about 900 miles of the Columbia River unknown ^{to white men}.

In 1807 ^{he} ~~again~~ left his base at Rocky Mountain House and this time he came to a northward flowing river, where rivers were believed to flow south.

Thompson followed up the Athabasca and came along the Wood River to the Columbia which he reached at the ~~upper part of~~ Big Bend. Here he built a cabin, the first at ~~the~~ Boat Encampment, 101~~0~~ miles from where the Columbia enters the Pacific Ocean. It was here the river turns abruptly ~~southward~~ and it ~~was~~ here that the ~~rendezvous~~ ^{assembly from the east} between trading parties was established during fur trapping days.

The canoes which Thompson used for downstreaming were ~~made of~~ ^{made} fashioned from split cedar logs, fastened together with strong roots. They were about 25 feet in length. It was necessary to build ^{to replace ones left at because of long arduous portages or those worn out} several along the journey, ~~when~~. The ~~journey~~ ^{land} route Thompson chose was by portage to the Kootenay, thence down Clark Fork, to the Spokane and Little Spokane and then a ⁵⁴¹ ~~2000~~ horseback ~~ride~~ to Kettle Falls, where another canoe was built. ^{He reached the mouth of the Snake} It was in July, ~~1810~~ 1811 ~~that Thompson reached the mouth of the Snake and determined that here was where Lewis and Clark had entered the Columbia.~~

^{important} The river's role in the history of the United States was ^{probably} ~~evident~~ at this period, with the Northwest Company and the Astorians competing for footholds in the ~~newly-laid~~ ^{newly-laid} bare empire.

~~It was~~ (one of the Astorians, Alexander Ross ~~who~~ traveled upstream and reached Priest Rapids in 1811, giving it the name still borne, and an ~~important~~ historic name in the history of the Northwest, ^{few places} because ~~no one~~ along the River or in the region retained their ~~the~~ name for so long and until the present ~~day~~ as Priest Rapids.

The ~~building~~ ^{simmering} difficulties between the United States and England resulted in the War of 1812 and in impacts throughout the ^{for long} ~~rapidly developing and expanding~~ fur trading routes. ~~At~~ ^{within} twenty years the transportation along the river had changed again.

This was the era of the French Canadian voyageurs ^{Stung armish} ^{curse} ^{Adventure}, ~~boatmen~~ who traveled in large canoes, loaded with trade goods and as many as eighty ^{of barrels} ~~barrels~~ bales. These bateaus, ~~made of bark~~ ^{made of bark} forming the fur brigades as they were called, were large ^{framed} ~~boats~~ ^{boats} with pointed prows ~~and~~ ^{and} their draft was light to permit ~~passed~~ low water passage. They were guided by sweeps and paddles ^{or poles} down river. The ~~boatman~~ leader rode in the foremost boat which ^{flow} ~~related~~ the Union Jack.

They shot rapids, singing boat songs, ^{Camped} ~~camping~~ on the shore and portaging around ~~dangerous~~ unpassable rapids at low water, ^{carrying} 100 to 200 ^{found loads on their backs} ~~found loads on their backs~~.

The trappers and boatmen led proud, wild lives, celebrating their arrival at Fort George which later became Astoria, by dressing in bright ~~and~~ sashes and head bands as they neared the fort where they were greeted by a gun salute. The regale, as they called it, followed.

The trading post ^(Astoria) which ~~Astoria~~ John Jacob Astor had founded was sold by the American company to the North West Company in 1812, when war was immiment ^{sp} and just before a British warship arrived there. Then the Hudson's Bay Company acquired ~~in 1824~~ the fort in 1824 which was then known as Fort George. It became the headquarters post for the up-Columbia trading stations at ~~Okanagan~~ Walla Walla, ~~Okanagan~~ and Kettle ~~Falls~~ Falls.

^{Rivers} The French boatmen ~~who used the river~~ ^{planned along the} added many things ~~to it,~~ the French ~~word~~ word, ~~la patate~~ ^{la patate} for potato, a word retained by the Wanapum and other river dwelling Indians. ^(Intertribal word call the potato, wapato.) They introduced corn to the Indians and "lum" or rum, and that was added to the Indian language and was so called in the Chinook ~~jargon~~ jargon low on the river and along the coast. ^(Wapato)

The voyageurs called ~~Nadled~~ ^{Nadled} the Indians at Kettle Falls ^{colony} near Les Chandiers, named after the falls ~~near Colville~~. The Les Coeur d'Alene were the Pointed Hearts, ^{the} and Les Serpens the Snake Indians.

Les Nez Perices were the Pierced Noses, the Nez Perce and Les Tetes Plates were the Flat Heads, the Salish of the Montana country.

They gave names to rivers, Le ~~Rode~~ Riviere des Chutes,
Le Rievere an Malheur (the Ill Fortune River); La Coquille, the
Shell River and others, such as Le Grand Round.

The Boat Encampment was Le Encampment des ~~danged~~ Barges, and
here ^{a connection with} ~~probably is the origin of~~ the word ^{" "} Barge for the present
work horse ~~of~~ boats ~~used to be~~ using the Columbia. ^{The encampment} It was described
in missionary journals as being 50 leagues or 150 miles from the
source of the Columbia on the south of the Rocky Mountains.
(Columbia Lake is 1260 miles from the Pacific)

Les Dalles des Morts, The Dalles of the Dead was 45 miles
downstr am, ^{it was} ~~and~~ the name for the narrow dalles where many boatmen
were drowned in swift water. ~~added to the~~

Priest Rapids was called Le Rapids de Priest 's Rapids.

Les Grande Dalles was the name for the dalles below old Celilo
Falls .

Priests, such as the Rev. ~~Dr.~~ Demers in the ¹⁸40s, engaged
the boatmen to bring them to the lower reaches of the river,
and there founded Cowlitz Mission . Of canoe travel the priest wrote:

" I had with me a half breed named J. B. Boucher and three Indians.

"My canoe was large and contained a large quantity of baggage among which was a bell weighing 50 pounds."

He also wrote of another trip along the river with a brigade of Porteurs, travelling from Colville by way of Okinagan and Walla Walla to ~~Vancouver~~ ^{Canada} Vancouver and back, requiring three months and two days. ^{His journals also} And ~~his writings~~ ^{came out of} tell of 1817 when two Indians of the Iroquois mission ~~left~~ ^{came out of} Canada with 22 warriors and settled among Les Tates Plates, the Flatheads. It was from this influence ~~that~~ ^{connected} the Flatheads sent envoys to St Louis in 1830 and 1832 to obtain missionaries to come among them, and ~~in 1840~~ ^(in 1840) he wrote of a Priest Rapids chief and family who went to St. Paul and was baptized under the name of Joseph.

There were other missionaries besides the Catholics like Father DeSmet who used the river for travel but the Catholics predominated. Methodists came overland or by sea ~~and~~ ⁱⁿ In those days of river boating, rivalry was so intense that crosses, erected at some Indian settlement by one missionary, would be cut down by ~~another~~ ^{adding} another.

DeSmet, one of the most famous Catholic missionaries nearly lost his life when his canoe was upset near Colville.

After the fur traders and missionaries, ~~came settlement days,~~ ^{were founded} the first cities, ^{built} some being founded on ~~the~~ ^{old} sites of fur trading posts.

And with ^{more} population growing, came ~~the advent of~~ steam navigation.

This period was

the most colorful in the river's history, probably because there ^{and so many centuries} is still such a close ~~contact~~ with it and the past.

Pioneer

The trail breaker

The ~~forerunner~~ of the steam period, was the Beaver, built for the Hudson's Bay Company on the Thames near London in 1834.

She was a 187 ton sidewheeler 101 feet long and endured until she was wrecked in 1888. She was planked with English and African oak, and copper sheathed. She was powered by Bulton, Watt and Company side-lever action engines with cylinders having ~~two~~ a 36-inch stroke.

Each sidewheel, 13 feet in diameter was mounted forward and had buckets six and one-half feet long. Her pace was five or six miles an hour. With the bark, Columbia as tender, the Beaver ^{sailed to} ~~went to~~ Madeira, passed Cape Horn and crossed the Pacific to Honolulu.

She reached the Columbia's mouth one hundred and sixty-one days after ^{departing from} ~~leaving~~ Gravesend. And ^{which} Fort Vancouver's gun ~~that~~ sounded a

welcome greeted the Columbia ~~and~~ rather than the inconspicuous Beaver.

Thus steam navigation ^{arrived on} ~~came to~~ the Columbia. Rivers

Before the days of steam navigation, sail boats brought goods from sea-going sail vessels to Portland and to the barrier of the ~~the~~ Cascades. ~~By 1843~~ ^{all through} 1843 movement of goods became a problem because of the ~~large~~ increased number of settlers and ~~growing~~ towns. ~~While~~ ^{team} more wagon roads were built, river use was cheaper than ~~freighting~~ ^{freighting}

The first steamboat built in the territory was the little Columbia. ~~She was built in 1850~~ ^{constructed} at Upper Astoria by Capt. Dan Frost, Gen. John Adair and the firm of Leonard and Green ~~in 1850~~. She was 75 tons and ^{was} 90 feet long. When her engines wore her hull out, they were ~~removed~~ ^{fitted into} the new steamer, Fashion.

The Lot Whitcomb, built on the Willamette River, tributary to the Columbia, was the first boat of style ~~built~~ in the region ~~and~~ ^{which} she was named in honor of the founder of the town of Milwaukie. ~~This~~ was a formidable rival to ~~and~~ Portland in 1858.

John C. Ainsworth was her captain.

Until Indian disturbances and troop movements into the interior, and the increasing settlements, steamers ~~operated~~ ^{operated} from the Lower River to the Cascades where there was the first portage. Then other boats operated to ~~the~~ Celilo Falls, the next portage.

20 A tramway was built at the Cascades in 1851 and transportation increased rapidly with three boats ~~operating~~ operating between there and the Dalles. A portage railway replaced the tramway ~~on~~ which had used teams of oxen. ~~This was on the south side of the river.~~

At Celilo ^{has} a portage railway ^{thus} ~~was located on the north side of the~~
~~river. The~~ control of the river lay with those ~~controlling the~~
~~portages.~~ *Portages.*

Capt. John C. Ainsworth and a group of river men, in 1861, gathered boats on all three stretches of the river, bought the portage railroads and incorporated the Oregon Steam Navigation Co. This provided regular traffic both ways and regular service to Lewiston on the Snake River and Priest Rapids on the Columbia. ~~With~~
~~discovery of gold~~ *when gold was discovered* in Idaho in 1864, ~~over~~ 22,000 tons of freight were hauled ~~on the river.~~ *that year in one year*

also
 Boats were operating far inland, ~~appearing~~ on Lake Pend Oreille, Clark's Fork, the Arrow Lakes, the Kootenai, and up the Columbia to Revelstoke, B.C.. They also operated on Coeur d'Alene Lake ^{and} ~~(two boats)~~ up the St. Maries river. *Navigation*
~~Operations~~ extended 100 miles above Lewiston. Two operated in Hells Canyon and into the Boise Valley. The Lewiston to Lapwai stretch of river was also ^{utilized} ~~utilized.~~

In those years of steamboats on the river, there were some 620 boats. There were paddlewheel boats, some engine-powered and the rest were steam, fired mostly with wood fuel.

~~There were~~ ~~and~~ tug ~~boats~~ on the lower river ^{used} ~~using~~ screw-type propellers.

In 1936 the historic Mary Gail, a diesel powered boat made its appearance in the fast Umatilla rapids above Celilo, and accomplished an achievement old river men ~~said~~ said was impossible. From then on, with channel improvements, ~~and~~ creating slack water, the use of river transportation has increased.

(Boat "personalities" and personalities of ~~the~~ river boat captains and others may be appended as notes)

A partial list: Potential sources for extended research covering relics, pictorial and documentary information for The Columbia River, Main Street of the Pacific Northwest.

A scanning of this rough compilation should provoke ideas.

POTENTIAL CONTACTS

The Dalles Museum, Hood River, Walla Walla, Portland and other river towns, especially in British Columbia.

Maryhill Museum of Fine Arts, Clifford Dolph, curator. Here is the repository of the famous collection of boat models by the late Judge Wilson of The Dalles. Some of the models are now 80 years old.

My close friend, Cliff Dolph tells me the models are the permanent possessions of the Maryhill Museum, precluding their purchase but not excluding their study for reproduction by expert model makers.

Fred Greenough, Yakima, operator of the Hobby Shop, Exchange Club head of the annual Model Plane meet, etc. says that of all the modelmakers he knows, none specializes in old boats. Most models now are based on plastics.

Mr. Greenough says there is an employe of the Telephone Company in Yakima who has made boat models in the past, is a top craftsman, having to cut, carve and process the various pieces, and that he is exceptionally good with metal working. Assumes this man is still around.

Importantly Dolph told me that the Judge Wilson collection of photos probably the most notable boat photograph collection of the Northwest is at Maryhill. I didn't go into detail, but this would mean "on file," since I have seen few displayed. (Book available in which many of them have been reproduced). I do not think the museum would oppose copying photographs for enlargement. One of the museum directors is Dr. Thomas Griffith of The Dalles, rather elderly now, but probably possessing some boat material of his own in collectable classification.

A clipping, picturing some of these models, at the time they were placed on loan and before Judge Wilson's death, taken from my files is appended, and marked for return to me.

Dolph, himself if consulted, might know of collectable material. A museum of that type is frequently offered material it cannot accept, though suitable for other collections. He would remember who came along offering such and such in the boat line.

Incidentally, too, Mr. Dolph, with Art Institute of Chicago training based on his long museum experience, knows patterns for display stands for art works, hanging photographs, backgrounds, panels etc. He would be very liberal with me or my friends in sharing this valuable information so competent workmen could carry it out. This covers sculpture "stands," methods of hanging pictures, lighting, preservation, restoration, etc. On my research trips, and while we "hash" over matters, he makes available to me museum "quarters" as his guest. Not only that, he has a good knowledge of sideroads and backroads at The Dalles, and individuals there who might know of "relics."

The Georgiana, a river boat, later re-named Lake Bonneville, in use from around 1914 until contemporary times, was operating for pleasure rides in and out of The Dalles and Hood River. She should be in dock somewhere there now, and might be "dead weight" for some river concern. It is a rather high boat and perhaps not suitable for a building. But it would be worth a check. Also, I suspect a check of various river towns up and down would produce more old-timers than is generally believed to exist. I also suspect you would find that various such boats have been burned, dismantled, sunk etc. within the past few years of time...that recent.

For instance, the Skagit Belle, the last of the Skagit River sternwheelers, was up for sale as recent as 1960. Don't know what happened. She was 206 feet long and was built at a cost of \$176,000. Something happened on one of her pleasure runs on the Skagit and she was salvaged by Ade Youngman of Mt. Vernon, re-hulled and offered to the first bidder, for a possible restaurant, for \$15,000. This would give some idea of what boat men think of the value of "discards."

Individual artifacts would be found in salvage shops, museums, iron works, private collections up and down the river, if one would search them out systematically and follow up leads of contacts of individuals who should know.

I am interweaving names of such individuals herewith, showing the extent of my familiarization.

OUTDOOR AUDITORIUM

At an old park at Champoege on the banks of the Willamette is an open air(or was there in 1950s) auditorium. Dozens of old ship name plates were preserved there such as the Robert Young, Wentworth, Salem, Mayflower, Str. Watco, Coquille, Iralda, No Wonder, America, Hercules, Locklahama, Relief, Madeline etc.

If this "museum" has followed the pattern of local sponsorship, it may have been disbanded by this time and the various relics scattered to private collectors or laying in some backyard. I don't know.

PHOTOGRAPHS NEAR AT HAND

Mrs. Henry Nagel, one time resident of Ringold possessed a picture of the TwinCities. This boat operated in the White Bluffs region. (Clipping appended, marked for return to me). I think my collection contains such or a similar picture. (See plate 8, after page 288 in Drummers and Dreamers.

Dr. William Gannon (Bill), operator of the Yakima Chief Hop Ranch at Mabton has the Mabton Wagon Museum, which if you have not seen would be worth your while. He also is a good and close friend of mine. I suspect he has some boat material, purchasable, in his museum such as bells, whistles etc.

I recall too that Bill dropped me a note about six months ago asking if I wanted to buy an Indian canoe, a nice one over in Idaho, up for sale at a good price. He would have taken it but was tied up at the time on "transportation/ Bill is to have luncheon with me at a historical meeting here May 6 and I will judiciously sound him out.

One thing I feel sure he must have will be an old catalogue of engines etc. He specializes in material of this kind for his own library, but mainly stage coaches, wagons etc.

PADDLEWHEEL CLOSE AT HAND

The large, about eight foot paddlewheel from an old stern wheeler and a large iron bell were presented to the Benton County Historical Society by Frank B. Hogue, retired Paterson ferry operator. Clipping appended, marked for return to me.

(The clippings are only a few from the files. But they are keys, and in this instance relate to clues and "thinking.") Most of my files are typescript, old clippings, old pamphlets etc.

MARINE PARK and GEORGIE BURTON

And I don't know what happened to the Georgie Burton, which in 1940 was taken from Portland to the "Marine park being developed at The Dalles." I never saw such a park there but might have overlooked it, or it might have failed to materialize and the GB might still be rotting away.

The Georgie Burton, in service 1906, was presented to The Dalles by the Western Transportation Company of Portland.

"Following its arrival at The Dalles the old-timer will be converted to a museum of early day Columbia River navigation"

This leads to the strong possibility that should acquisition of an old -time boat or such material be determined upon, it is possible that someone armed with proper authority would be favorably received by various officials of marine and boat companies on the river, who have such material "stored" or "rotting away" and would like to see them have proper homes.

The Corps of Army Engineers would be another prolific source.

ADDITIONAL AREA MATERIAL

Not to be overlooked would be a park setup, vista house, Indian material, sculpture, model long house (which could be built by the Indians with proper direction) beaver pelts still obtainable; foods of the area, Indian hemp, juniper, salmon species, Indian sweat house for one corner of the "park" etc.

And not to be overlooked the bridges, like Vantage and the earlier Kitty Grant ferry, pleasure boating and interest in boating, enlarged pictures of the Columbia at Priest Rapids before the Dam, Indians etc.

Not to be overlooked would be murals according to the buildings. The top muralist in the west is E. B. Quigley of Portland, who is an artist of high recognition and thoroughly experienced.

Living close to me is another muralist, not so experienced. He painted one picture in a series for the apple commission and Fruit Industries Inc. of loading a river boat with apples at Wenatchee. There were copies of this around, about 12 x 14 and I've asked him for one to send, but it has not shown up yet . He worked up a series of historical sketches for the Chinook Hotel but they were never accepted although I suspect he has them. Artists sometimes , if not thoroughly tops like Quigley who work direct on the wall, paint panels which are fastened to the wall.

SOURCES AVAILABLE FOR PICTURES, RESEARCH, LEADS ETC.

Including ones with which I have contacts and in most cases close personal contact...

Washington State Historical Society, Tacoma, Bruce LeRoy, director.

Montana State Historical Society (for bateaux and fur trader material (Helena, Montana, Mike Kennedy, director. (This museum had reproduction of bull boat at museum, large, made of buffalo bull hide, but this was kind commonly used on the upper reaches of the ~~Columbia~~ Missouri.

University of Washington Library, several archives there.

Washington State University, Mrs. Mary Avery, archivist, should be more prolifit on this subject than the University of Washington.

National Archives and Smithsonian Institution, have several good contacts there, including John Ewers, assistant, top authority on Blackfoot culture, wide background who set up the Blackfoot Museum at Browning Montana or had much to do with it. He is thoroughly familiar with Smithsonian material and would know of any photos, dgawings etc. bateaus, fur trader canoes etc.

Oregon State Historical Society, Portland, Ore. Best source for photos of boats equal to or perhaps more extensive than the Judge Wilson Collection at Maryhill. Thomas Vaughn, director. (best personal contact here, mail would be superficial).

Astoria, several likely contacts there, just never happened to have worked that area more than incidentally.

Turner, ferryman at Lyons Ferry has old Lyons ferry journals, some fire damaged, dating from the '60s.

Family of the late Jackson P. Richmond, Priest Rapids ferryman, had ferry journal and some photos they used in land condemnation cases. May be "impounded" in the court evidence.

Tom Stockdale, Vantage, later day boatman. Probably has material right at Vantage and closely guarding it with own ideas in mind. Pretty much for his own development, but you know him. Same with Cull White, who you know, a serious amateur, getting older than he appears, and quite a "wanderer" in his conversation, better on horses and cattle but gets around.

Ted Van Arsdol, formerly of Pasco, formerly a reporter for me, now working for Vancouver paper, a good historical writer, a good researcher, has done lots of prowling around river places, should know locations of old boats and relics.

The late Judge Brown of Okanogan and Colville had many boat ledgers, don't know what happened to them since his death.

Nard Jones, author, Seattle, a co-curator with me at State Historical Society, mostly familiar with U.W. archives, some field research, best on Puget sound. Ditto: Robert Hitchman of Seattle and Don Clark, same city whose home in Lawton Woods, Seattle, is "festoned" with boat (sea going and Puget Sound relics) mostly.

Capt. C.E. Ash, Astoria, dean of Columbia River pilots.

Capt. A. Leppaloute, The Dalles, former manager of Inland Navigation Co.

Mrs. Hazel Mills, archives, Washington State Library, Olympia, wife of Randall Mills who wrote Stern Wheelers on the Columbia. She is a writer in her own right and is working on something now, might be stern wheelers.

Dr. Robert Ruby, Moses Lake, gets around on upper river research, should have boat pictures, for sure ferry boats. Co-writer with John Brown of Wenatchee Valley College of Chief Moses material, now in hands of publisher and when it comes out, a good stimulate to Priest Rapids literature and Indians.

My own material includes letter and poem, written by and in the hand of Capt. W.P. Gray of Pasco, one of the most colorful, in envelope, his return address, about 1914; some lithographs, maps, some photos, not too many, some negatives, books, pamphlets etc. but nothing in "relic" line.

Also: Six pages, pasted on of Inland Empire newspaper of The Dalles, Saturday, Dec. 28, 1878 and thereafter of articles on Steamboating History of a Great Avocation on Our Grand Rivers. Copies of logs of steamboats from Lula D. Crandall, now dead at The Dalles, her articles on steamboating etc.

I would have more than a dozen books german to the subject, one, Mills Sternwheelers on the Columbia containing numerous photos showing their origin (most were from the Judge Wilson collection).

The best book on the Columbia is Layman's The Columbia, long out of print, well illustrated and selling now around \$30. (my copy got away from me).

Procurable at LaPush would be some decommissioned Indian dugout canoes and probably could be obtained without excessive cost although no one dares "just pick them up." Last summer I saw some there that were partially decomposed, others just "tied up" and obviously unused for several years. Better ones, outfitted with outboard motors are in use there.