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(over)

14 Before

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Mat Damon, Billy Mills, J.B. Nelson, Tom Kelly, Jasper Nelson, Bill Bennett and Tom Li trap were some of the other drivers of the day in the Yakima and Kittitas valleys.

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You could buy first class rigs from \$45 up to \$150 at Wallace-Coburn Hardware Co. on Yakima Ave., dealers in Racine wagons and buggies.

A little later Thomas Harvey was building three-seated buckboards after the old California pattern. ~~The~~ The wheels were painted yellow and were equipped with a long leather pouch, called a boot, for ~~baggage~~ baggage. The two-horse vehicles were made of oak, hickory, iron and steel and had spring seats.

The three-seaters ~~were~~ were in the compact car class, compared with the ~~heavy~~ high-wheeled freighters or the beautiful, heavy Concord coaches. The Concords were thoroughbred luxury vehicles, made with thick leather straps bound ~~together~~ together for springs. But few of ~~them~~ the true Concords rolled over along the Indian trails which became wagon roads, the path of the ~~land~~ land settlers into the Yakima country.

12th ad.

Settlement was increasing and trade was diverging to the easier outlet down the valley to Umatilla and Walla Walla.

Businessmen of the Dalles met on July 3, 1868, in the Wasco County Courthouse to "devise ways and means to improve the road leading into Yakima Valley." Money was subscribed for road work.

By 1877 the road was finished after Joe Bowzer of Yakima City, who legend says buried his gold beneath a large poplar tree at Old Town, went to The Dalles, raised more money at Yakima City too, and appealed for "every able bodied man to help or call out under the road law."

Stage connections were established to Oldendale from The Dalles that year.

By April, 1880, a stage ~~lines~~ were running on weekly trips to Yakima and on to Ellensburg. Mail service had much to do with establishing regular runs. Until the road was opened, the mail ~~was~~ packed came by boat to Umatilla and was packed to Yakima.

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1960 1960
1870 1870

settles ~~and~~ ~~into~~ ~~the~~ ~~valley~~

The north face of ~~the ridge~~ Toppenish Ridge tilted sharply
~~little different than~~ 85 years ago when the forest
down into the haze ~~and~~ ~~the~~ ~~valley~~ veiled valley

like ~~the~~ Far out, to the right were the ~~light~~ ~~splotches~~ of buildings, and the
~~stacks~~ ~~beet~~ taller concrete ~~buildings~~ of the ~~sugar~~ ~~refinery~~ at Toppenish.

~~Even~~ northward
Farther and fainter across the valley ~~and~~ ~~the~~ ~~up~~ ~~the~~ ~~ridge~~

~~the~~ ~~undulations~~ of Yakima Ridge ~~and~~
~~in the~~ ~~ridge~~
~~to the left~~ was a notch like a slice ~~cut out of~~ wedge
cut from a ~~cake~~ light brown ~~gingerbread~~ ~~cake~~ Cinnamon cake.

"On a clear day you can see ~~the~~ Gap ~~and~~ ~~the~~ ~~valley~~" said Ross Morris
of Zillah. ~~pulling~~ ~~the~~ ~~man~~ ~~of~~ ~~a~~ ~~gray~~ ~~felt~~ ~~hat~~ ~~and~~ ~~pulling~~

Half a mile to the right in a ~~canyon~~ ~~depression~~ winding through
~~into the hills~~ ~~up the ridge~~ two ~~old~~ diesel trucks growled in low gear, south ward

on Highway 97, the Geldendale ~~Yakima~~ ~~highway~~ ~~to~~ ~~Toppenish~~ ~~at~~ ~~the~~ ~~gap~~
From ~~a~~ ~~high~~ ~~ridge~~ ~~distance~~
Yakima Highway. ~~at~~ ~~the~~ ~~distance~~ the white post and cable guards
along the blacktop ~~looked~~ like hemstitching on a hillside.

Morris pointed to a long angling ~~cut~~ on the hillside, overgrown ~~with~~ ~~sagebrush~~ ~~and~~ ~~cheat~~ ~~grass~~. From ~~here~~ ~~where~~ ~~he~~ ~~stood~~ another ~~main~~

~~looking~~ ~~like~~ ~~an~~ ~~old~~ ~~shallow~~ ~~ditch~~ ~~long~~ ~~unused~~ ~~sloped~~ ~~down~~ ~~the~~
~~steep~~ ~~slope~~ ~~the~~ ~~deep~~ ~~furrow~~ ~~into~~ ~~the~~ ~~valley~~.

and frozen beneath snow covering.

and frozen beneath ash covering.

Across the crest of the ridge toward the south

were the still visible ruts of the wagon road, the way of the
shallow depressions now, eroded by Spring ~~the~~ heavy snow or ~~the~~ heavy rain,
pioneers. In some places they spread out in weavy patterns,

pioneers. In some places they spread out in wavy patterns,
because when the ^{wheels runs had} ~~wheel tracks~~ ^(pit) ~~became~~ too deep ^{int} ~~with~~ ^{churning the roadbed into} dust or thick ~~with~~

had pulled his team
mud , the next driver would swing to the right and or left and

along which the wind blows with ~~an~~ ^{an} ~~insane~~ ^{insane} & loneliness is

Morris doesn't profess to be an expert on old wagon roads, ~~and~~
~~stage~~ ^{more than ordinary knowledge +}
~~state routes~~ and way stations, but he has been interested in them.

He has been appointed to carry out a road, ~~and~~ trail and stage
house map marking project as ^{a committee chairman by} ~~one of the activities~~ of the Yakima Valley
Museum and Historical Association ~~by~~ Walter J. Purdin, the museum's
^{who appointed Morris from also knows a lot}
president. ~~Purdin himself has a lot of knowledge~~ about the old
^{especially in the Wenatchee, the one of the routes to}
~~state and old wagon roads, but has too many other museum activities~~
^{Yak to Ellensburg}
~~under way to do more than land a hand.~~

The road marking project, directors of the museum concluded, ~~is~~
~~something~~ that should have been done long before the museum was
organized, while old freighter and stage drivers were still alive.

~~Now they are doing the next best, conducting some research and have~~
~~asked the aid of Morris to head up the work.~~

~~The wagon route project will be one of the activities of the~~
~~research committee consisting of~~

^{Purdin said}
~~Persons having old maps~~ ^{maps} ~~showing~~ showing the routes, ~~and~~ photos of
^{or}
stages, freight wagons and drivers and accounts of freighter and

stage drivers may contact Morris by ~~writing to him at~~ Zillah ^{or}
^{they make the material available at the museum for the}
^{Committee's work}

Morris thinks the old wagon road from Goldendale to Yakima was mighty important to development of the Yakima Valley.

"Just think," ^{he} said, standing atop Toppenish Ridge, ~~and looking~~ across the ^{of} valley, "how many people ^{who} came over this hill and into the valley to found ~~settlements~~ ^{settled} families, cities, farms and homes. ^{it said Morris -} "What a procession they would make if you could look back ~~making~~ ^{making} ~~coming~~ ^{the} ~~one~~ ^{Long} ~~one~~ ^{Rail} toward the south and see them ~~coming~~ ^{coming} out of the Patus."

Highway 97--a part of the Cariboo Trail follows closely along the old Canyon Road. ^{marks} ^{impendable} ^{as} ^{memories} the route from Goldendale, ~~and parts~~ of the old road can be seen ^{Sometimes} ~~on the~~ ^{on the} hillside from the present highway.

"There wasn't any cheat grass here ~~in the~~ ^{when the first wagons} ~~old~~ ^{came} ~~days~~," said

Morris pointing to the straggly, wiry grass, straw-dry after the ~~sun-~~ ^{blistering} ~~summer~~. ^{It} ~~The~~ ^{cheat} ~~was~~ ^{brought} ~~on~~ ^{by} ~~him~~ ^{his} ~~came~~ ⁱⁿ ~~with~~ ^{the} ~~sheep~~ ^{and} ~~cattle~~. It's worthless ^{when} ~~tender~~ ^{but} ~~green~~ ^{with} ~~the~~ ^{juices} ~~of~~ ^{spring}. ~~But~~ ⁱⁿ ~~the~~ ^{the} ~~except~~ ^{early} ~~in~~ ^{the} ~~spring~~ ^{when} ~~it's~~ ^{tender} ~~and~~ ^{green}. ~~And~~ ⁱⁿ ~~the~~ ^{the} ~~settlement~~ ^{days} ~~when~~ ^{wherever} ~~the~~ ^{the} ~~wind~~ ^{blow} ~~up~~ ^{along} ~~the~~ ^{the} ~~Columbia~~ ^{iver} ~~it~~ ^{raised} ~~it~~ ^{dust} ~~clouds~~ ^{of} ~~sand~~ ^{and} ~~dust~~ ^a ~~mile~~ ^{high}. ^{now} ~~the~~ ^{the} ~~cheat~~ ^{grass} ~~did~~ ^{some} ~~good~~. ^{It} ~~plastered~~ ^{down} ~~the~~ ^{the} ~~hillsides~~ ^{along} ~~the~~ ^{the} ~~Columbia~~ ^{river}. ^{holding} ~~the~~ ^{the} ~~dust~~ ⁱⁿ ~~the~~ ^{the} ~~air~~.

Morris was born in 1886 down around Goldendale, a year after ~~the~~ ^{founded} ~~the~~ ^{the} ~~North~~ ^{North} ~~Yakima~~ ^{Yakima} ~~was~~ ^{established}. His father, C.B.

Morris, died in 1912.

But the dam he built in the Deep Canyon
~~upstream~~ ^{wouldn't hold water}
 Because of ^{poor} ~~Red Rock~~

^{time} ~~the family~~
 For a ~~little~~ while the Morris lived along the Columbia where
~~later~~ ^{Plans to develop an irrigation colony}
 Sam Hill bought up land in later years, ~~and~~ ^{also} built the Maryhill Museum
 of Fine Arts ^{the upper end of the} on a ~~part of a~~ 11,000 acre ranch. ^A ~~The~~ wagon road

from Goldendale came as far as the Morris place in the early days.

^{Lone} ~~The~~ road route down to the Columbia was ~~added~~ on the upstream
 side of the present Highway 97 where it forms a junction with the
 Evergreen or North Bank Highway. The Columbia was crossed by

^{near} ferry where ~~the road crossed the river~~ about where the Maryhill Ferry operates.

^{Amateur} ~~1890s~~
 The ferry was towed by a 20 foot ~~launch~~ ^{Calum} launch in ordinary weather.
~~but~~ ^{on windy weather days} a sail was ^{raised} hoisted on the ferry when the wind was strong enough.

"I was always afraid the boat would float down stream to Biggs
 Rapids (where a new Oregon-Washington bridge is to be built)
 if the wind ^{died} ~~blow~~ed down," said Morris.

Morris' father ran cattle in the Klickitat Country, ~~and was~~
^(for whom 2d is named) ^{for a long time, until}
 working with John Golden, at one time. ~~Morris, until recent years when~~
^(a shed, Morris) ^{the} ^{mangroves}
 they were destroyed by fire, had some bridles with J.G. on the
 rosettes.

^{Ordinarily} ^{the trip from}
~~It was a two day trip, ordinary travel from Goldendale to~~
 Yakima City ^{required two days.}

There were ^{two} ~~three~~ stage ^{way} ~~stations~~ ^{declining years of the Pioneer} in ~~later years,~~
~~times, the one stop Satus Pass, just outside of the 7 & 8 Res~~
~~one, the Summit House (and another on Toppenish Creek.~~

Around the '80s ^{Lillie had} ~~there was~~ a stage house on Satus Creek ^{third} ~~and later~~
 an ~~an~~ Indian, named Tanawash, had corrals ^{on the satus} there where wild ponies
 were rounded up.

The Jock Morgan place was several miles east of the stage
 station on ^{at Big Springs} ~~Toppenish Creek.~~

It was a long, dry pull ~~from Satus~~ ^{from Satus} without water from Satus
~~Creek to the bottom of Toppenish Ridge. All freighters and travellers~~
~~didn't frequent the stage stations, most many of them went prepared for~~
~~dry camps and stopped when they were tired or came across~~
~~for cross-country travel and just camped where they could find water~~
~~good browse for their teams and trailing stock~~
~~and horse feed when they were tired.~~

The Summit House was about a fourth of a mile from the
 summit of Satus Pass to the northwest. There was a log barn for
 stock and feed. Meals could be obtained at the house.

^{west of the Jock Morgan place}
 From Toppenish Creek, the road ^{road} ~~took~~ off ~~across~~ the salt grass and
 sagebrush ^{continued} ~~toward~~ toward Toppenish and on northward to Wapato.

^{board}
 A ~~crude~~ sign between two posts, "Simcoe Siding," marked present ~~location~~
 Wapato ^{1885 when} in ~~the days of the~~ Northern Pacific's ^{came through the valley.} ~~advent into the valley.~~

From Wapato the wagon road ~~was~~^{is} lined for The Gap, ~~leading to the~~

~~Left~~. Just below The Gap, near some cottonwoods was Kotiakin's ^{by} tule mat long house.

The road ~~followed along~~ the west side of the cut in the Gap,

and ~~was~~ between the Northern Pacific Railroad Tracks and the

river until its bed was elevated when the West Coast ~~and~~
tracks — the Union Pacific — were ~~the~~ laid half a century
ago.

A bridge, which replaced the ferries operating below the gap

was downstream from the present bridge and this led down the Yakima

Surge and Power, Pass & into hah. 24 to west
to the Lower Valley and ~~Walla Walla~~, a part of the pioneer road ~~hag on~~
road ~~over from Stead~~ ~~Stead~~ ~~over~~ ~~the~~ Steadcom
over the ~~entire~~, to Walla Walla (Ste Locom).

~~this later by the net~~ (the haches pass in the car codes

was cut through by engineers in 1853, ~~time to time~~
~~mades a day~~ "why they passed down the great
White River two to five miles a day

East door to the gallery

In the days when class was down to the valley
~~The Dalles helped establish~~
of the important trade city on the coast

There ~~is no inter-city~~ are few inter-city connections between
The Dalles and Yakima now but The Dalles ~~is connected to~~ Ford helped
~~and~~ get the Canyon Road, over the ~~Satus~~ ^{pass} under way.

The Dalles Mountaineer, a newspaper, ~~complained~~ ^{pointed out} in 1868 that the
few settlers in the Yakima had to pack supplies into the Valley ~~over~~ ^{by}
the Simcoe Military "agon road, " which can ~~hardly~~ only be
traveled a few of the summer months."

Settlement was increasing ~~that year~~ and trade was ~~diverting~~ ^{diverging} to the
easier outlet down the Valley to Umatilla ~~and~~ ^{ha ha.}

~~As a result,~~ ^{As a result,} businessmen of The Dalles met (July 3, 1868 in
the ~~court~~ ^{house} to "divise ways and means to improve the road
leading into Yakima Valley. ^{And} money was subscribed for
road work.

By 1877 the road was finished, ~~but this time~~ ^{when} Joe Bowzer of Yakima, who
~~helped~~ ^{helped} ~~to build~~ ^{to build} ~~his gold mine~~ ^{his gold mine} ~~a large paper mill~~ ^{a large paper mill}
City ~~was taking~~ ^{took} the lead. He went to The Dalles, raised more money, at
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later
~~would~~ came by ~~the~~ rail to Pasco Junction, instead of by stage from The

Dalles *and by night however* although Stage service was maintained to Goldendale and

The Dalles. *the Wells Fargo*
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daily runs from ~~the~~ The Dalles to Goldendale and Yakima. Three trips

But there ~~was~~ were few passengers
 a week were made to Ellensburg, little southbound traffic. They said

a one way trip was enough. Since the
 it was so rough that once passengers got there they didn't go back.
 Vehicles had stops in the valley where passengers bought their
 much, much like modern safety belts.
 In 1880 Thomas Johnson established a daily run from Yakima to

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 Ellensburg, his stage, five passengers including the driver was a
 spoked type, with curtains which could be attached in cold weather
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 after dark, J.B. Nelson, Jasper Nelson, his eldest son,
 Matt Simon, Billy Mills, and Tom Kelly were some of the other

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Macadam came in 1907, ^{connecting} and ~~connected~~ Old town and North Yakima by "one of the finest roads in the state."

(Ira Crowfutt hauled straw ~~road~~ to Horse Heaven road for Prosser businessmen, 65 loads at \$1.20 a load, 1902.

Freight rates ^{from} The Dalles ^(the road here was at Rockland on the NW at point Dalles) to Yakima 2 cents a pound, ~~steep hills~~ ^{Because} of the steep pulls freighters which on good roads could haul twice the Dalles to Simcoe, 2,000 to 2,500 pounds, ~~sometimes more~~ ^{hauled Red loads.} depending on weather. Fifty to 70 Indian freight teams hauling from The Dalles (Rockland) to Simcoe.

In 1889, ~~passenger~~ vehicle producers had 30 to 4000 ^{to have been on array} ^{exceeded} 1899 thirty different styles. First class rigs from \$45 up to \$150. ^{Two} ^{seated} open rigs, mountain wagons, road wagons, farm wagons and runabouts, ^{were used by the} ^{Racine manufacturer} Wallace-Coburn Hardware co.

on Yakim Ave. ~~1899~~, dealers in Racine Wagons & Buggies.

A little later,

Thomas Harvey building three-seated buckboards ^{after} old California pattern, ^{the vehicles had} wheels painted yellow ^{and were equipped with a} ^{and boot for baggage.} ^{on long leather perch} ^{Two horse} oak, hickory, iron and steel spring seats. And had spring seats.

Drivers during stage coach years, Matt Damon, J.B. Nelson, Jasper Nelson, Will Bennett, Tom Liptrap

It was in the compact "Wagon class" ^{combined with the heavier} ^{high wheeled} ^{freighters} ^{on the big} ^{throughout} ^{across}