

[Ferry]

100TH
ANNIVERSARY
LYONS
FERRY
Commemoration
Day
JUNE
5TH
1960

LYONS FERRY CENTENNIAL

June 5, 1860 - June 5, 1960



PROGRAM

Col. Paul Symbol, District Engineer, Walla Walla District,
Corps of Engineers . . . "Impact of Lower
Monumental Dam."

William Bugge, Director, Washington State Highway
Department . . . "Transportation Future for
the area."

John Vandersicht, Director, Washington State Parks and
Recreation Commission . . . "Recreation Po-
tentialities."

Dr. Herman J. Deutsch, Professor of Northwest History,
Washington State University . . . "History
of the Lyons Ferry Area"

E. A. Cowell, Eureka, Member, Washington State High-
way Commission . . . Master of Cermon-
ies.

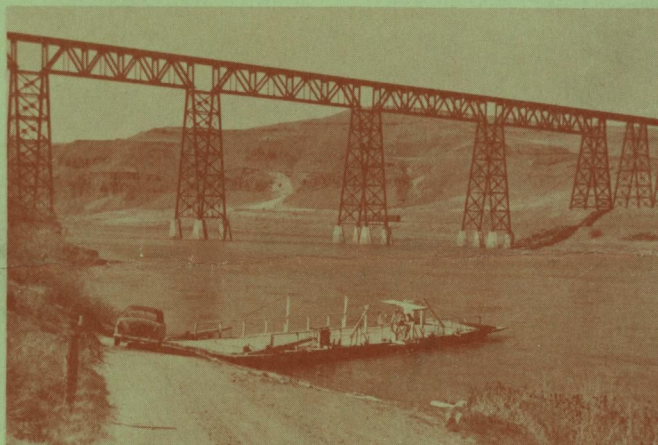


LYONS FERRY CENTENNIAL COMMITTEE

James Stonecipher, Sr., Chairman; H. Maurice Ahlquist, Howard Bur-
gess, Tom Copeland, E. A. Cowell, Herb Friese, H. E. (Jerry) Jesseph,
Don Jones, Vance Orchard, Fred Schneiter, B. Loyal Smith, Dr. George
Wood.



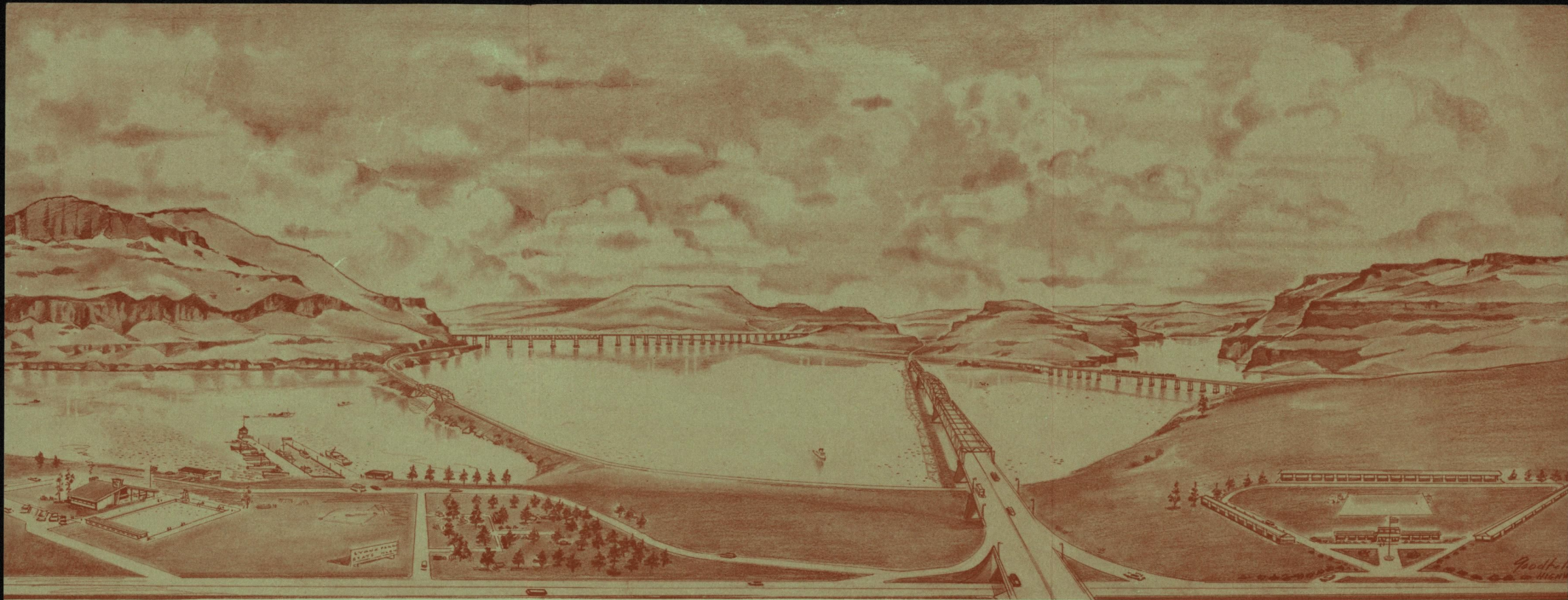
Palouse Indian Village . . . 1914



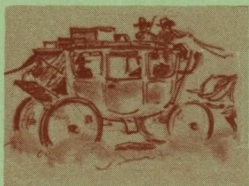
Lyons Ferry



General View of the Lyons Ferry Area . . . 1960



Projected scene of Lyons Ferry area with proposed state park, relocated railroad bridges (left and at mouth of Palouse, right) and new State highway and bridge.



To talk of the Lyons Ferry area is to talk of many things and speakers of the day will tell of those things Indians, the establishment of the Mullan Road which was to prove such a vital arterial for development of the "Walla Walla Country,"

the operation of a commercial ferry here for 100 years and the building of the world's highest and longest curved span trestle.

These are the things which have gone into the past history of the area which has had its share of regional, Northwest and even national importance. Now comes the future, which has even brighter promise.

Speakers today will tell of that future which is being drafted on the drawing boards of state and national agencies. Proposed or assured at this writing are plans for a huge state park on the shores of the lake to be created behind the second of the four Snake River multi-purpose dams, Lower Monumental; possible river port facilities; a new state highway and

bridge crossing in this area . . . all portend that bright future seen dimly by visionaries of a century ago.

The railroad bridge for the Union Pacific's main line and most prominent feature of the area now, was hailed as one of the structural wonders of the world when it was opened to traffic in 1914. Its entire length of 3,920 feet is built entirely of steel, set on concrete piers.

First account of this area dates to the descent of the Snake by Lewis and Clark in 1805, the explorers naming the Palouse "Drewyer's River" for one of their party but the name never "took" it continuing to be named for the Indian tribe which made this their home for many centuries. That home, at the mouth of the Palouse, will be flooded with the raising of Lower Monumental's waters.

It has been said that nothing before or since has had the historic impact on the area as the opening of the Mullan Road to traffic in 1862 at a cost of some \$230,000. Over its 624 miles from Walla Walla to Ft. Benton, Montana streamed the military, the settlers, the

miners and the heavily-laden freight wagons until the advent of the railroad in the 80's. Its use in a 20-year span must rate as a major reason for the swift development of the Inland Empire.



First operator of the ferry here was Edward L. Massey, granted a franchise in 1859, but it was not until June 5, 1860, that the first commercial operation of the ferry was started. Ledger books owned yet by the present operators, Mr. and Mrs. N. G. Turner (since 1945) show it was named "Palouse Ferry" until 1926 when W. J. Cummings changed it to "Lyons" thus honoring the family which had operated it for most of its existence to then.

With completion of the proposed developments here and the completion of the Lolo Trail route from Montana points, a stream of travelers from the East to Puget Sound points as well as north and south are expected to make the Lyons Ferry area one of the major crossroads of the Northwest.

—Material prepared by Vance Orchard and Howard Burgess.