

When the 8,750-foot-long Dalles Dam is planted firmly in the Big Eddy of the Columbia River at a cost of \$350 million, the wreckage of the Old Fishing Village, now scattered along the Oregon shore like so many heaps of bleaching bones, will vanish.

Yet even now, a little more than three years before the river is blocked and the flooding commences, almost unbelievable things are happening along a 25 -mile stretch of the river. The foundation for work left by nature is being refashioned by men during the building of the world's third largest hydroelectric multipurpose dam, 70 air line miles from Yakima. The man -created changes are forerunners of an almost unbelievable development.

All this is geared to help rear the Northwest's new baby, the Atomic Age. And regardless of the progress made in development of atomic power for peacetime purposes, there's much to be done by the new baby when it grows.

The basic feeding formula ~~xxxxxxx~~ includes the visible ~~xxxxxxxxxx~~ components of hydroelectric power, navigation, flood control and irrigation plus a slight flavoring of recreational facilities. Add ^{so} a generous amount of confidence and enterprise and the formula is complete excepting for the invisible ingredient of human understanding.

No one will venture more than a rough gdddd estimate of the cost required to bring about such changes as relocating railroads, moving small towns, altering the course of highways and acquiring land for for many miles along both sides of the river.

The major construction, The Dalles Dam commenced in the spring of 1952 will be completed, if on schedule, in November, 1957. This latest born young giant of the new age is located at the head of the 10-year-old Bonneville Dam slackwater pool, 192 1/2 miles from the Columbia River's broad mouth and three miles east of The Dalles, county seat of Wasco

County, Ore. When it comes into production to turn its output of power into the Bonneville distribution system to help feed electric energy into areas of short supply, new towns or recently established industrial plants, it will commence returning benefits figured at the value of \$24 million annually.

Such far reaching alterations along the river cannot be accomplished without funds, consequently something in the neighborhood of \$2 \$----- million will be required in addition to dam construction costs.

Twenty-four miles of ~~xxxxxxx~~ Union Pacific Railway in Oregon ,
~~xxxxxxxxxxxxxxxxxxxxxx20xxxxxxxxxHxxxxHighwayx30xxxxxxxxxxxxxx~~
must be relocated; 20 miles of U.S. Highway 30, also in Oregon,
will be replaced and 15 miles of the Spokane, Portland and Seattle
Railway in Washington is to be changed in this astounding undertaking.

What is happening to the ancient salmon fishing village at Celilo is an example of the man-labor necessary to convert the raw resources into benefits .

On a smaller scale, minute in comparison with the project, a man acquires undeveloped land and spends a lifetime and thousands of dollars reclaiming the soil to make it produce. Or he invests in a business and depends upon a percentage of passerby to make his trade flourish. In the river development a partnership is at work to give him water and power for his land or people for his trade.

At Celilo, the old Wyam of prehistoric days, not only will the wreckage of the fishing shacks in the Old Village disappear, but the Union Pacific Railway tracks which run through the village, so close to the big river, must be moved. The Portland Short Line, running to ~~mand~~ Bend, Ore., is above the impending high water. Highway 30 or the scenic Columbia River Highway, passing through the area, will be shifted to the security of higher and dry ground. Multiply these

by other essential changes extending 25 miles along the river and you gain a small idea of what is happening.

However as extensive as the changes appear, they may be considered only incidentals to an accomplishment synchronized to the development of a greater industrial Northwest~~x~~ having more populace cities, wider and greener irrigated fields and a higher standard of life. Consequently the entire nation, as well as the region, will benefit. This will come about through the elimination of the wastage of unspent energy that has poured ~~xxxxxxxxxxxx~~ out to the Pacific for so many years in the immense volume of water coursing down the Columbia. The dams, such as The Dalles, the completed Grand Coulee, Bonneville and McNary; the nearly completed Chief Joseph Dam, far upstream, are joining to accomplish this wonder of transformation. But don't stop there if the major goal is to be achieved.

There is the Priest Rapids Dam on the great bend of the Columbia 30 air line miles from Yakima, moving slowly toward reality as the first Partnership Plan dam in the new system. Its cost is estimated at \$364 million. And there is the proposed John Day Dam, an estimated \$320 million project, upstream from The Dalles, in the planning stage. Add to these the Ice Harbor and other dams on the Snake River and several smaller projects on tributaries of the Columbia to get a sketchy idea of the comprehensive plan for the fullest utilization of resources.

At one time these dams were only ideas. Then they grew and were transferred onto blueprints by men gifted with far vision. Now at last they are overpowering the reckless, wild force of the river while the hydroelectric turbines, encased in massive shells of concrete, are extracting every possible mite of power. Master headworks are gradually turning the water into irrigation channels where it can drift along into furrowed farm lands spilling life portions as it

trickles across newly-ploughed fields. Slackwater navigation is reclaiming a one-time eminency the river held as the pathway to the opening of the new Northwest empire.

All this, and more, is being done by forcing the river to go to work and pay its own way through returns of earned revenues. And in this new era of power development, private capital and enterprise are being called upon to pay construction costs, with prospects that the government is finally going out of the dam building business excepting to lend a hand as needed, and for the expert guidance of trained men.

All this is something other states must envy, but can never possess, because they have neither the abundance of unharnessed water nor such an immensity of raw land.

However just as a horse lover feels a bit remorseful when he sees a carefree young animal broken to serve, there is a twinge of sadness to see the river tamed. You have that feeling when you stand alongside the Columbia River Highway on the left bank at the Celilo Fishing Village. Yet you realize that after all it is for the best that the rickety old shacks will disappear, finally compelling a new and a cleaner way of life upon the original Celilo occupants, those who have neglected for so long to take advantage of the opportunities of self improvement. For surely there is no place in the United States where such a conglomeration of poor houses exists as in the Old Village.

The Old Village, having served its time, will disappear. So will the circular cataract of plunging water called Celilo Falls.

These will not vanish overnight. Their ~~extinct~~ extinction will be gradual with the rising of the man-made lake created by The Dalles Dam, nine miles down-river. The lake at normal pool elevation will

cover 11,000 acres.

Also having served its purpose, The Dalles-Celilo Canal, ~~2x~~ 8 1/2 miles long that has enabled navigation to circumvent the turbulent long stretch of water from The Dalles ~~txx~~ past Celilo, will disappear. It was completed in 1915 at a cost of \$4,840,000 and replaced the old railway portage line that had helped pass freight ~~txxxgh~~ around the barrier of rough water since 1863. Before then there was an old wagon road portage.

The Dalles-Celilo Canal eliminated the necessity of frequent handling of freight but its draw and ~~wddth~~ width were not sufficient to accommodate the larger barges and ~~ooo~~ greater quantities of freight now moving up and down the river.

When the day comes for the Old Village and the canal to pass from the scene, one day in October two years in the future, men will parade rumbling dump trucks to the basaltic lipped channel at the Big Eddy. They will upend the truck beds with their loads of rock until the stream is clogged. It will close the gap in the dam and the restrained river must respond. The slow flooding that will ultimately back water up the confluence of the John Day River with the Columbia will commence.

Celilo Falls will have a longer respite than the decaying village.

One year from next October a contractor's crew will set to work in the Old Village to remove the houses. That date, the latest possible, was set to allow the fishermen to reap not only their spring harvest of chinooks, but to dip net during the fall ~~foa~~ run. The result will be that the people can hold one more first foods feast in the New Village long house.

The long house is where Chief Kuni or Tommy Thompson and his Wyampums, like their ancestors, serve as hosts to red men from four Northwestern states and ~~British~~ British Columbia each ~~glittering~~ glittering spring when salmon drive up the river to the falls.

The general timetable for passing of the ~~Old~~ Old Village and completion of the dam is ~~shaping up~~ shaping up ~~as~~ as outlined if ~~construction~~ construction appropriations are continued. To do otherwise at this ~~time~~ stage of work would be as wasteful as allowing the unspent power of the river to continue pouring down the long stretches of black-basalt canyons, through occasional fertile ~~fields~~ valleys and spreading desolations of sand, scab land and sagebrush~~es~~.

One might think that when the day arrives for the Old Village to die, the contractor and his heavy equipment ~~will~~ will pick up the wobbly houses and transplant them to a nearby location beyond the wet reach of the McMary Dam pool. But that will not be done. Nor is there reason to do so.

Above the Columbia River Highway, farther from the river, there already exists the New Village consisting of government-built homes. But the New Village will not be enlarged to absorb the overflow of people caused by the overflow of the river.

Most of the shacks in the Old Village are on private land. ~~They~~ They are occupied under terms of treaties negotiated at Walla Walla and Wasco 99 years ago. But now that the fishery is dying there is no reason that ~~the~~ the shacks should continue to be occupied, and most certainly there is no purpose for the drying sheds, spreading about the premises in such an ungainly manner.

Villages of course are born when some motive draws people to live together. Founded in that manner the villages mature into small towns which expand and become cities if the surroundings are progressive and the life wholesome.

Salmon, and a cross-roads for trading attracted the original occupants to Celilox Falls. But as the salmon disappeared and when trading was made easier, first by use of the horse and then the automobile, the Old Celilo Fishing Village ceased to grow with the Northwest. In fact it commenced to ~~to~~ decay and now it is not only smaller than in ancient days, but according to the people themselves, less wholesome.

There are frequent squabbles over fish and fishing stations in contrast to times when Indians were not as money conscious. And whereas the old social gatherings were carried out with a deep attitude of reverence, there are not so many believers now in the old culture who beseech the Earth Creator to assist them while they thump out the spirit-given songs of their forebears on hand drums. Now the social gatherings sometimes turn into brawls, disgusting even to ones who have not lost their respect for ancient ways and the Earth Creator.

Yet those who criticize have done so guardedly, ~~remembering~~ remembering that the white man, not the Indians first brought liquor to Celilo. The leaders of the people, their head men, realize that the majority of the villagers must suffer ~~more~~ more than their share because of the misdoings of a small number of irresponsibles. That is where the ~~element of~~ invisible element of human understanding comes into preparations for changing things along the river.

Most everyone, and nearly every Indian, knows how important the history of Celilo, so very ancient, has been to the red man. But the later-day history will have more of an impact upon those still remaining at the Old Village and who depended upon the great fishery for their principal subsistence.

Joel Palmer, while superintendent of Indian Affairs for Oregon negotiated a treaty with the so-called Tribes of Middle Oregon. This was on June 25, 1855. It was ratified four years later and the Warm

Springs Reservation was created.

The signatory chiefs represented the Tigh or Upper Deschutes Band (walled Walla Walla), the Wyams or Lower Deschutes, the Teninos, John Days, the Dalles Band of Wascos or Wascopums and the Dog River Band of Wascos, Dog River being the original name given the Hood River by the white man. An ancestor of Chief Tommy Thompson was one of the signers.

In 1865 J.W. Perit Huntington, superintendent of Indian Affairs negotiated a treaty with the Warm Springs Confederated bands whereby they relinquished their rights to take fish at accustomed places. Celilo was one of those places. The tribesmen agreed to live within the confines of the Warm Springs Reservation, although some people have wondered about the legality of the action and sale of fishing rights for a small guarantee.

Many of the river dwellers or fishermen refused to be confined to the reservation and continued to inhabit their old villages, such as Wyam, on the Oregon shore. This was the same way that the Skinpahs, who were one of the 14 tribes making up the Confederated Yakima Nation, continued to do at their old village of Skin or Cradle Board Place on the Washington shore, across from Wyam.

Now the Wyam village, the white man calls Celilo is made up of a composite of treaty and non-treaty Indians--those who hold legal and those holding only moral rights to the fishery.

In order to help remove the eyesore where so many shabby houses were located, the government undertook a \$250,000 village reconstruction program 10 years ago. The New Village was built but only a part of the people could be coaxed to move. The rest clung to the old shacks close to the river, claiming among other things that freshly caught salmon would not dry on racks in the New Village.

The earnings of those who remained in the Old Village, totalling fishing, farming, farm labor, rentals and other sources, seldom exceeded \$1,000 for each family. The financial condition of those in the New Village was no greater.

There will be some 20 families affected by the flooding of the village that with the New Village has a winter or permanent population of around 200 persons and a peak population at the height of the fishing season in April, May and June, and again in September, of as high as 2,000 persons.

The human-engineered transformation along the Columbia River, ^{although centered in Oregon,} accompanying the construction of The Dalles Dam isn't confined to the Oregon shore. ^{to that state's shoreline.}

It ^{has} spread along the Washington ^{side} shore where the river ~~passes~~ ^{seaward} and ~~it is all in~~ ^{the shoreline is all}

in Klickitat County.

One year from ^{now} ~~new work~~ crews ~~will~~ ^{now} remove the old Indian fishing village at Celilo Falls. ⁱⁿ Two years ~~from now~~ the flood race of the Big Eddy will be closed and Lake Celilo will commence to rise behind McNary Dam, ~~and before then~~ then the transformation will come along the ~~Washington~~ Washington shore, from Maryhill ferry downstream to The Dalles.

~~The new project~~

There's talk ^{around} ~~down at~~ Goldendale that a bridge should be built across the Columbia at the location of the ferry. ^{They say} because this would eliminate

backtracking to The Dalles to cross the ~~new~~ new Interstate Bridge.

if a direct, ^{short} ~~speedy connection~~ ^{route} is maintained ^{for} ~~along~~ Highway 97. ^{this}

^{into} ~~that passes through~~ the Yakima Valley, ^{to} Goldendale, ~~and then skips~~ across the river by ferry boat ^{at m4 to the} ~~on the inland~~ inland Oregon route ^{continuing} ~~to leading~~

^{to} ~~end, and southward to California~~ the ~~direct short route to~~ ^{believes}

~~and from California.~~ Congressman Hal Holmes ~~even~~ ^{believes} admits that

a bridge is possible, through federal highway funds, provided the states of Oregon and Washington take the initiative in a partnership venture.

And should the John Day Dam, 26 miles upstream from The Dalles become the next major ~~construction~~ construction project on the Columbia, it would be an impetus to the Maryhill Bridge and ~~it~~ would encourage ~~the~~ the extension of the ~~Oregon~~ Washington Evergreen highway on the North bank.

Col. James U. Moorhead, Portland district Army Engineer believes that John Dam dam is a feasible project, producing more benefits

of power, irrigation, flood control and navigation than The Dalles dam. It ^{has been} recommended by the Office of Defense Mobilization for early construction, and Reps. Guy ~~Cordon~~ Cordon and Rep. Sam Coon, Oregon Republicans are confident that the appropriation committees of which they ~~are~~ are members will recommend John Day Planning funds ^{and} ~~In fact they have been ardent supporters of~~ the project, searching the claims of the all or nothing Democrats that the Republicans ~~are doing nothing to get new construction work started in the Northwest.~~ ^{power and irrigation} The Army Engineers figure two million dollars will be required for planning ^{during} ~~over~~ a two-year period to get the ~~work under way~~ ^{a project under way that will cost} \$350 million ^{dollars} to 460 million ~~work under way~~. It would become the fifth great dam along the river and would provide slackwater navigation for a distance of 75 miles upstream. to the vicinity of McNary Dam ^{which} President Eisenhower dedicated last month.

From the ^{Maryhill} ferry slip, at the foot of a steep climb out of the canyon is the little hamlet of Maryhill, ^{called Columbus} a wood fueling stop for river boats in the pioneering days, ^{called} ~~and it was known by the name~~ Columbus. Ten or more families must evacuate ^{Lake} ~~from there~~ when the Celilo ~~lake~~ rises.

^{grass tufted} Halfway up the steep slope along the old road is a graveyard, ~~silently~~ overlooking the patches of rich agricultural land, scattering homes and a white, steepled church. On the terraced rampart of the river bluff is the memorial, Stonehedge, constructed by the railroad ~~builder~~ and road builder, Samuel Hill (1857-1931). Not far distant, after climbing out of the river gorge and entering the Evergreen Highway (US 830), is the Maryhill Museum of Fine arts, opened May 13, 1940. The Museum, earlier called Samuel Hill's Castle, was ~~as~~ dedicated by him to her Majesty ^{Hill's} Queen Marie of Rumania. ~~His~~ ^{His} enbombed ashes, like the works he left for the benefit of man, rest safely far above the highest point that the pool will ever reach. Although Hill was without doubt farsighted, ~~once~~ if he had ~~gained his wish, and acquired~~ and acquired

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(as he desired)

land close by the river, the museum and his tomb ~~too~~ might have been built where the ~~coastal~~ rising waters could lay hold of them.

You ~~learn that the~~ ^{talk} talk inland, at Goldendale in the high, rolling country, and all along the Washington side of the river is that more highway development is necessary in the Samuel Hill tradition of ~~vision~~ ^{vision} and road building to offset the advancement on the Oregon side ~~to which~~ ^{where} travel is ~~attracted~~ ^{shown}. ~~They point to a~~ decrease in motor travel as compared with an increase across the river, ^{is noticeable}. While the relocation of some 15 miles of Spokane, Portland and Seattle Railway is necessary on the Washington shore, the ~~old-fashioned~~ ^{out-moded} evergreen highway is high, ~~and dry~~ ^{less travelled}.

Continue up the highway and you overlook Miller's Island and come to a viewpoint ~~overlooking~~ ^{across from} the shimmering, distant Celilo Falls, close to the Oregon shore.

Below ~~the viewpoint~~ is Wishram, secreted from the traffic passing along the high elevation highway. Snuggling close to the bluffs, ^{however} it is more than a railway junction, ~~but~~ ^{few} travelers drive ~~down~~ ^{a thousand} for a close inspection. It's a city of ~~some 1,000~~ ^{some 1,000} inhabitants, and a school with an attendance of ~~around 125~~ ^{around 125} pupils combined with a high school of 30 students. ~~It nestles so close to the river that~~ ^{is it located} something will have to be done. ^{is} Some say it ~~will be~~ possible to build a sea wall to ~~hold back~~ ^{restrain} Lake Celilo and retain the town in its original location. Others believe the removal of the railway junction to another place will be necessary. Of course if that is done, most of the town will pick up and follow or evaporate to some other spot, ~~and~~ ^{it} may be that a project like the John Day Dam may be ~~just~~ ^{just} what will encourage the shift.

Swing on down the Washington shore and you ~~overlook~~ ^{look down on} Spearfish. ^{along the River} It is part of the old-time fishery settlement at Five Mile Rapids.

On the Washington side, still in Klickitat County, are scattered

shacks of Indian fishermen that must ~~also~~ give way to the Dalles pool. Most of these dwellers however, have allotments or are enrolled on the Yakima or some other reservation, although there are some for whom it will be necessary to provide in ~~land~~ lieu sites.

The Washington shore highway leaves the river opposite Spearfish, ~~too~~ and there are sure signs of ~~modern~~ ^{that leads} modern villages coming to life, especially ~~on~~ ^{Near here} near the access road to the Dalles Bridge.

~~Below this a short distance on the highway~~ is one of Washington's newest cities, Smithville, ^{A trailer house town} settled extensively by construction workers.

^{Main} The highway ~~leads~~ following a route to Vancouver ~~leads to the river~~ ^{Westward White Salmon River and} continues westward, but a modern highway has been ^{Built} ~~built~~ to the

Washington shore city of Dallesport, where the dam ~~building~~ boom has resulted in such a growth that a \$160,000 school is ^{Soon} ~~to be built there~~ ^{Constructed} ~~this year~~

^{road} The ~~connecting~~ lateral was the old ~~route~~ to North Dalles. This was on the old ferry crossing before the Interstate Bridge came. The landing, on the north shore, ^{was called Rockland in those} in the days that Fort Simcoe ~~was~~ was the agency where the Rev. James H. Wilbur ^{lived} ~~ruled~~, ^{sending} ~~sending~~ out freighters over the Simcoe mountains or through the Satus to take delivery of innumerable tons of freight that had been carried up the Columbia to opposite the Dalles and dumped at the landing, ~~was called Rockland.~~

^{That was at a time} Those were ~~in the days~~ the government was carrying out its treaty ^{Obligations} ~~obligations~~ to the Yakimas by providing \$200,000 worth of annuity goods and services.

^{boundary between} Upstream, ~~to~~ the new Dalles bridge and the dam construction ^{Site} there are still standing the concrete and steel anchor piles of what was to have been the bridge before its site was shifted ^{So as not to interfere} ~~because it would have~~ ~~interfered~~ with the dam. They are monuments to a million dollar mistake.

^{Keep} Congress appropriated millions at its last session to ~~permit~~ the

Dalles Dam on its timetable schedule. The 350 million project is *and there is reason to suspect the work will be curtailed.*
~~essentially completed~~ hardly more than half completed. Things are humming loudly around the Dalles, ~~and~~ *a* new way of life is coming along the Columbia River and will be felt far inland.

As yet, ~~there is only a slight buzz of~~ *a faint buzz along* anticipation of things to come is only ~~heard faintly~~ *heard* on the Washington shore

~~But~~ *one* But talk about the John Day Dam, an extension of the Evergreen Highway along the ~~North~~ *North* bank and a bridge at

Maryhill, is stirring the ~~faint~~ buzz into a louder ~~hum~~ *and more distinct hum.*

The people living opposite the Little Narrows called themselves Eneeshers and those at the head of the Long Narrows the ~~Enchutes~~ ^{Enchutes} living in the wooden houses, called themselves the Echuletes

Lewis and Clark found few people living on the Oregon shore at that time, the people telling them that they had recently been at war with the Snake Indians, to the southeast, and were fearful of retaliatory raids from those people. This was one of the long series of wars along the river that progressed slowly through centuries, resulting in gradual displacement of Indians as stronger tribes pushed in and occupied certain territories they wished to possess.

The ancient Indian village of Wishram , located on the Washington shore, has ~~migrated~~ virtually migrated along the river in years past.

The name Great Falls , the Falls or Des Chutes was the name applied to Celilo Falls by the earlier people.

There is uncertainty about the name, Celilo, itself, although it existed as early as 1859. It is said variously to have derived from ~~an Oregon tribe called~~ a small Oregon tribe called Si-le-lah, and ~~even to have a Yakima language base.~~ It is a strange word to the oldest Indians occupying that site, who say it is "an English word."

The Little Narrows were called the Short Narrows, and Les Petites Dalles or Little Dalles by the French voyageurs, but today they are known as the Ten Mile Rapids, receiving that name from the Army Engineers because of their ~~distance~~ estimated distance from The Dalles.

The Long Narrows , later called the Dalles and sometimes the Great Dalles, are called now Five Mile Rapids.

The present Spearfish was formerly called Spedis and is close to the Wakemap mound on the Washington shore where the University of Washington is continuing its second years of excavations. This was the home village of the old chief, Colwash, one of the minor Dreamer prophets who followed the faith of Smowhala, the Dreamer of Priest Rapids.

When David Thompson passed along the river , July 11, 1911, he found 300 persons living in "Spearfish." Alexander Ross, less than a month later, wrote that as many as 3,000 Indians lived along the river there during the salmon season. He wrote that the

constant residents of the place were the Wyampams , and did not exceed 100 persons .

David Douglas, visiting the area in 1826 found 500 to 700 persons there. "ilkes of the Navy ~~expedition~~ ^{expedition} party expedition said that the proper name for the place was Niculuita and that Wishram was the name of the old chief "long since dead."

The early explorers chronicled that the Wasco Indians, who formerly occupied the southern shores of the Columbia region in The Dalles, were closely related to the Wishram and were the most easterly members of the Chinookan stock. ^{Capt. Nathan Olney} ~~xx~~ of The Dalles, who later died near Fort Simcoe and was buried there, married a Wasco woman or a "ascopum."

In 1892, Spedis, the later ~~Spearfish~~, was called Tumwater according to J.T. Rorick, an old settler who was there in 1892. The name Spedis was given to it when the SP and S Railway completed its line and established a sidetrack there about 1906, naming it for an old patriarch, Bill Spedis. Celilo was called Upper Tumwater. The grandmother of Spedis was the Princess Shannawway, an aged queen of the Wishram tribe.

A feature of the area is the abundance of petro glyphs and rock paintings, pictographs, so abundant in fact that W. E. Schenck and W.D. Strong, students of anthropology of the University of California, named the area ~~Petroglyph~~ Petroglyph canyon. The most prominent of these was called Tsa-gig-la'-lal or She who "atches You as You Go By]

Seems that Wishram, Wisham, Niculuita and Spedis, were the same, village of the "chelutes, located on the "ashington shore at the head of the Long Narrows or Five Mile Rapids.