coldondele, vashington
January 23. 1961

|  | The Goldendele Sentinel <br> The Enterprise <br> Mt. Adans Sun <br> The Yakima Morning Herald |
| :---: | :---: |
| FROM: | Elion Welch, secretary |
| SUBJECT: | NOTES ON MEETING, SATURDAY, JANUARY 21, 1960 (Elease revise) |

A temporary home for the Klickitat County Hietoricel Socioty wea migsested by Nayor George B. Neabltt, of Goldendale, when he apoke cta meeting of the group at the Goldendale arenge hall on seturday. Nesbitt mentioned the possibllity of space bolng avellable in the Propent elementary achool after completion of the new school. Ale 2. .

When the entire building is available, it has been suggested the it be used as a comminity oenter, including roome for adult and 2ntermediary art and areft olesaes. Nr. Nesbitt seid thet there is a need in the community for auch a center.

Mayor Neabitt also gpoke about the effarts being made to utillzo the timber resources in Klickitat County and keep the rills munning in Coldendalo.

Music for the program wes furnibhed by Gary Tylor, fon of Ner and Mre. Glen Tyler of coldondalo, who gance and played the accompant(men) on his gustar.

Mre. Arthur L. Oraham, Kllokitat, roported for the Historioni Vaizers Committee that a sign has been installed inalceting tho greve Of Frederlols H. Balch, Buthor of "Bridge of the Goda," who 18 ourled af Lyle. Markers are now under conatruation for the orsginal sito of Blockhouse and for the srave of one of the Kllckitat Chiofe, Skookum Wallahee.
reported that they are working on a sorapbook for the soelety mm
that anyone with meterial is urgod to send it to them.
of Whito Salmon
Vico Irosident McCoy/presided at the moeting during the
Ilnees of Iresident Eyta J. Clark, Iyle.
Mr. McCoy orought to the attention of mombers thet "postal covers". atamped envelope and contente irom a now non-oxlatent poatoffice are valuable to collectors. The contentem may be ciroulere, bilis, lotteres, etc. The postal covers are of much more value then e stamp collection he seld.

The secretary roported for the Historical Doouments Gommittee. Acknowzedgement has been received from the Iroceseing Dopartment of the National Union Catzlog of Hanuseript Colleotions regaraing the V1st of manusaripte sent to them by the soclety. The Society's collection it belng catelogued in the National Union cetelog of the ( 4 brery of Congreas and printed catalog aras will be recelved for uee ho an 1 ndex to the manuscript collection held by the Historical DocuDents committee.

A letter van read from Mr. Homer B. Splewn of tho Yakime
Historicel socioty, Yeleime, in which ho statod ho whe eiving the soolety a copy of Ea-M1-ARIn, by A. J. "Jacis" Splevm (cexton Frinters, Caldvell.
 In Hoocumper, the $114 t 10$ veljey Jugt north of Goldendale, in 1860 and 1861.
"He lived with his oldeet brother, Charlos Aermonus Splavm, Tho married the eldent deughtor of F. Mortimor thorp. F. Mortimor Thorp and Charles Aarmenus Splawn sottiod where coldendale nov in in 1859.".

In 1861. Charl of Aertheme Splam helped F. Mortimor Thorp move hie family from Coldondalo to the Yakime Valley. later in the fall. marrying Dulcena Helon Thorp. They wore merried by Father Nilbur at Fovt simeo.
 yopa Anarew Jaokson Eplewn, the latter belng ay father, who were bonaftio ropldonts of HILCKitet County in 1859 and 1860, perpectively, in the suent, that you proceed to bulsa, musevm......"

Man Aady Kinney of Dellemport a monsege to the society requesting them to investigete how the original Inoien name of Colvah Lake we chenged to Forsethief Lato and whother there ves a possibility of having tho neme ohenged back to the original.

The group indicated en. Interest in acquiring a loomotive and logging and savmill equi wrant for thetr colleotion. Mr. R. R. We I mbrock, G1enwoot, ofered on elght-whoeled logetng vegon and Tir. A. H1ller, recolt, stated thet he would 11 ke for the soctety have part of $\%$ his coliection of steam ongines.

Whe Kolvin Giarik, Roogevelt, wao eppointed chasman of the program committee and Mrs. Wililam F. Hormitrook will woplece Mrs. William Anderson as ohelmikn of tho goreening commatee.

The next meeting of tho Society will be Seturdey, April 15 When a caravan 10 boing plenned to wisit suggeated museum sites. The tour vill be well organszod and publlodzed. Anyone whth sucgeations on sitee to be Included in the tous is requeatod to contect Georctary milen Welph, Goldonanie, by Fobruary 15, 2961 in order to heve them placed on the totx agenda.

YAKIMA VALLEY HISTORICAL SOCIETY KLICKITAT COUNTY HISTORICAL SOCIETY

Automobile Caravan Tour Historic Satus Highway

Sunday, May 24
Klickitat County Historical Society and Yakima Valley Historical Society are jointly sponsoring an automobile caravan tour on Satus Highway, which generally follows for the most part what was known in pioneer days as "Canyon Road." The tour is scheduled for Sunday, May 24, commencing at 10 A.M. at the state scale house at the foot of the hill south of Toppenish on Satus Highway, at which point
 Satus Highway to Brooks Memorial Park, stopping at the surdmit, where a famous stagecoach relay station was located. It will thén proceed to Brooks Memorial Park for potluck picnic lunch and after gram of Klickitat County Historical Society.

The joint committee of both societies collating the information on this old pioneer route and arranging the tour and program are: Mrs. W. F. Hornibrook and Ward Mcewen of the Klickitat society and J. A. Slavin, Mrs. Norman Gossett, Mrs. Bertha W. Davirs; AEMgaralson Coates, Haynes and Ross Morris of the Yakima society.

The first road into the Yakima Valley from The Dalles, trading, supply and jumpoff point for eastern Washington, was the Military Road, construction of which commenced in 1856, when Fort Simcoe was established, which was the only road available from that direction in the early settlement of the Yakima Valley. The second road was Canyon Road, which became Satus Highway.

The Canyon Road project was first undertaken in 1869 from the Klickitat side and followed the ancient Indian trail on that route into the Yakima Valley. Because of the lack of money the work was very meager. About 1875 the actual establishment of this route into a passable wagon and stagecoach road from Yakima City (Union Gap) to Satus Pass was promoted by Hugh Wiley, who took charge of the improving of this section. There were 14 men in his party from Yakima Valley to open up this road. He sighted from Union Gap straight across the Indian Reservation to a ledge in the hill about 2 miles west of the state scale station. The 14 men volunteered their work. After they started up the hill, they realized the job was too big, so Hugh Wiley and George Carpenter were selected to solicit The Dalles businessmen and Klickitat County citizens for support, who improved the road from Goldendale to the summit, so it could become an all-year road. Klickitat County thereafter maintained the road to the county line. In the beginning a toll gate was estabished at the summit. All northbound traffic passed over this road for 10 years until the coming of the railroad.

Stagecoaching all the way from The Dalles to Ellensburg ceased with the coming of the railroad to Yakima Valley in 1884, with the mail contract transferred to the railroad and more comfortable riding, but family wagons still continued to come into the valley over this road into the early $1900^{\circ}$ s. Many pioneers entered Yakima Valley via this road.

The stagecoach relay stations were at Goldendale, Summit, Tenawash Indian Camp (later moved to Government Ranch at the foot of the hill west of the state scale station now owned by Mrs. Bertha $\mathrm{W}^{\text {. }}$ Davis), Yakima City, Naches River and Ellensburg. An altemate road was on the east side of the Yakima River to Ellensburg, known as Squaw Creek Trail entering Kittitas Valley at Badger Pocket.

The Dalles-Ellensburg stagecoach was a regular old western stagesoach. The same driver was used for the roundtrip, which took 6 days. The overnight stops were Goldendale, Yakima City and Ellensburg.

After the railroad came, the road received little maintenance, but after World War I, Klickitat and Yakima Counties began to promote the route as a state highway, which it became and is the present Satus Highway, which generally follows for the most part this pioneer road.

The public is invited on the tour and following picnic and program.

