

Captain McClellan's route, 1953 July and August.. (from Vancouver)  
Aug. 16--Camp Simkwe.. ~~140 miles~~ add 7 1/2 miles..over rolling ridges  
bare of timber except here and there scrub oak; ground covered  
with lava in fragments to the Sahpenis (Thapinish, the valley  
of this stream is deep and narrow where we reached it; descent gradual--  
3 miles

Over a slightly undulating and open plain to the Simkwe creek, 1  
mile followed the course of the creek and camped upon it with  
good grass, 14 miles.

Aug 17--to Camp ~~Atahnam~~ Atahnam, over the level bottom of Simkwe Valley,  
4 3/4 miles; cross a high bare, stony ridge and camp on the Atahnam with  
good water and indifferent grass; no water on the trail between camps,  
2 3/4 miles.

Aug 20, to Camp Wenass; over a high rolling country bare of trees  
and covered with thin bunch grass to Kwai-wy-chess creek, 8 miles.  
Over similar country more rocky in places to Nachess river: descent  
into its valley steep, 3 3/4 miles Cross the wide and level valley  
of the Nachess, pass the rolling dividing ~~ridge~~ ridge and camp on  
the Wenass with good grass and water, wood not plenty 4 1/2 miles,  
(16 miles)

George B. McClellan, capt. corps of engineers in command of western  
division, Olympia, W.T. Feb. 25, 1953.

Party of 24 privates, 10 privates (about 5) five assistants in  
observation, two sergeants, two corporals, six privates (terms expired  
employed as packers) ...party three non com and 17 privates,  
two chief packers, three hunters and herders, twenty packers. ~~25x~~  
65 persons and self. 173 animals, 73 for saddle, 100 for packing.  
Included 46 mules

at the time, a party of citizens cutting a trail across the  
patches to Steilacoom, reachable by trail in four days.

On the 22nd received a visit from Kamiakin and priests, spent night  
with us. Camped on Wenass.

A mile above main camp --half mile, large and good potato patches,  
then to Wenass  
indifferent corn and melons cultivated by the Indians.

South.. "good log house" belonging to Skloo (Skloom, brother of  
Kamiakin.)

.. The Ahtanum is a rapid stream forty feet wide and two and a  
half feet deep (August) ..from Mission, trail runs nearly north  
for 37 miles to Ketatas on the Yakima, crossing Kwiwichess,  
Nahchess, Wenass and ~~Tai~~ Tintinam ~~mix~~ at seven, 10, 17 and 27 miles.

Between the mission and the Kwiwichess there is a high spur almost  
destitute of vegetation and covered with a rolling broken  
plateau. The Kwiwichess is a small brook from ten to 15 feet wide  
it forks a quarter of a mile above the ford. Its valley is a sort  
of basin surrounded and terminated by the mountain on the west, and  
about three miles from the trail and widening towards the  
east until it reaches the Yakima. A little willow and aspen grow  
upon its banks and there is good grass in the valley. A sharp  
spur of the Cascades runs between the Kwiwichess and the  
Nahchess. Many large masses of crumbling basalt occur upon  
it. The trail however, is good.

Gibbs reports mentions Tai-tin-a-pam ..little is known of them.  
west, in Cowlitz



corn, eight rowed variety, five inches long.

Potatoes, good, lady-finger, mercer and blue nose.

Columbia travel..Indians..White Bluffs..

A trip from The Dalles of the Columbia, Oregon to Fort Owen Bitter Root valley Montana in the spring of 1858.

By Charles W. Frush (copy) In the month of May, 1858, the little town of the Dalles was all that a frontiersman would desire--a regular hurrah camp. Pack trains, mine shafts and quartermasters' wagon trains were preparing to start on very long journeys into the heart of hostile, savage country..all was mirth and merrymaking.

Among the many parties packing, backing cayuses and braying mules that beautiful spring day were two that had long wearisome marches ahead of them. One was the Hudson's Bay Brigade of seventy-five packs in charge of Mr. Oglesby with George Montour a half-blood as interpreter and ten Colville Indians as packers and herders on its way to the Hudson's Bay company's fort Colville on the banks of the Columbia near Kettle Falls. The other was a government outfit composed of sixty-five head of animals, about twenty-five with packs and the balance loose, in charge of Major John Owen of Fort Owen, who had been appointed United States Indian agent for the Flathead, Upper and Lower Pend d'Oreille and Kootenai tribes or bands of Indians with your humble servant as a kind of brevet second lieutenant in command of the mess box..In addition there was a colored boy for cook and four Flathead Indian packers.

When the word, "all ready" was given we mounted and for awhile there was some lively bucking and stampeding but after the first day's drive the ponies were all very docile.

Our trail was what early pioneers knew as the ~~BOGO~~ Buffalo trail and was used by the Indians from this side who made yearly trips to the east of the Rocky Mountains.

It crosses the Des Chutes river near its confluence with the Columbia, thence over the rolling prairie crossing John Day



River and on the banks of the Columbia again which it traverses to the mouth of Snake River where the Northern Pacific Railroad has a fine bridge but at that time ferry boats and bridges were scarce articles., and here the trouble began.

There was no drift or timber anywhere in sight to make a raft and the Indians, what few were left in their camp were sulky and did not seem disposed at first to ferry us in their canoes, but after a little wah-wah or talk they consented and we drove the animals after unpacking into the swift waters of the Snake which was about half a mile wide, very rapid and with the spring rise just commencing. But all landed safely on the other side ; then with the aid of eight or ten canoes we soon had aloft over all the stores and rigging and of course felt much elated over our good luck and sent our old Walla Walla back with their canoes well pleased with and with a close tum-tum (good heart toward us for the liberal amount of tobacco we gave them for their services.

May 30, 1858 . We traveled along the Columbia River over a sage brush flat for some twenty miles and camped on its banks near the White Bluffs. This evening we heard startling news. A Nez Perce chief, named Jesse, came to our camp and through George Mountour the Hudson's Bay company's interpreter we learned of the great battle Colonel Steptoe had had with the Indians on the prairie near a butte, now known as Steptoe's Butte in Whitman county Washington territory.. Historical Society of Montana, contributions.

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## The Dalles

Military--gold route  
river transportation  
Indians

The Dalles and Wasco county--One of the most familiar names of the entire Columbia basin is The Dalles, one of the four leading cities of Oregon. It is situated on the south bank of the river, ninety miles from Portland and just below that famous cascade of the same name, which forms the almost unsurmountable obstacle to continuous navigation of the great "River of the West."

From the earliest settlement of this country the commercial importance of The Dalles was recognized; first by the fur companies and then by the pioneers. Owing to the obstructions to navigation, it was necessary that a portage of all goods going either up or down the river be made here, and the importance of the point was only a question of how much traffic the river had.

Even before the advent of the white men, this was a commercial point, the Indians of various tribes congregating here for trade and barter. Here was the chief village of the Wascos who lived on the south side of the stream, and who were one of the most powerful tribes of Oregon. The name has been perpetuated in that of the county of which The Dalles is the seat of justice. Here congregated the tribes from the Willamette valley, the Klickitats, Yakimas, Walla Wallas, Spokanes, Coeur d'Alenes and others of Washington and Idaho and the Umatillas, Cayuses and others of Eastern Oregon. The river was the great highway and canoes the medium of conveyance.

One thing has been noticeable in the settlement of the West--that the centers of Indian traffic and population have become the trade centers of our own people. Nothing is more natural since the laws of commerce are natural laws and do not depend upon race or individual peculiarities. The position of The Dalles, midway between the two geographical divisions of the region west of the Rockies, and at the lower end of the greatest natural obstruction to navigation of the only

waterway connecting them, is that of a natural commercial point, recognized alike by the aborigine and his Caucasian successor.

The first commercial enterprise established here was that of a fur trading post built by the great Hudson's Bay Company (then the Northwest Company) in 1820. In 1838 the Methodist missionaries who had settled near the site of Salem four years before, founded a branch mission here, the outlines of the foundation of the original log structure being still traceable near the site of the Wasco academy. In 1846, Catholics whose headquarters were at Vancouver, also founded a mission here and this has always remained an important point for that denomination. The Methodist mission was sold to Dr. Whitman in 1847, and after the sad death of that energetic missionary and his wife a few months later when they and twelve others were killed by the Cayuse Indians, it ceased to be used for that purpose.

In the war which followed the massacre The Dalles was used as a base of military operations by the volunteers from the Willamette.

In 1850 a military post was established here, garrisoned by three companies of troops and a sutler's store was opened by John C. Bell, near the barracks. In 1851 he sold to William Gibson. The same year A. McKinley & Co. represented by Perrin Whitman, built a frame structure in the present business portion of the city, and opened a store. In the spring of 1853, they sold to Sims & Humason and the same year Mr. Gibson removed from the Garrison to a better location near the river. In 1854 several settlers took up donation claims and other stores were established. The Dalles was rapidly becoming a good business point, the trade with soldiers, Indians and immigrants being good. Several residences were built that year and quite a town sprang up.

The first steamboat, the Flint (sic) made her appearance in 1851. Until then all goods, furs etc. had been conveyed up and down the river in large flat-bottomed bateaux, introduced by the fur companies and it was several years after the appearance of steamers before this means of



transportation was entirely discontinued.

With the discovery of gold in the Colville region in 1855 and the large travel to and from the mines which followed business in the new town increased rapidly. During the long Indian war which followed The Dalles was the base of operations for both the regulars and the volunteers, a force at times of nearly two thousand men.

Here were gathered all the quartermaster and commissary stores which were brought up the river by boat and forwarded when needed, to the boats troops in the field by wagons and pack animals. During this period both business and population increased rapidly. Again in 1858-59 when thousands of men passed through this region to the mines of Fraser river, business received a great stimulus. It was not, however, until the mineral discoveries in Idaho in 1861, followed quickly by others in Eastern Oregon, Southern Idaho and Montana that The Dalles repeated the full measure of its advantages as a commercial point.

Tens of thousands of people and millions of pounds of freight passed up and down the river in the next few years, every man and pound of which was unloaded from the steamer at The Dalles and transferred by stage or wagon to the final destination direct, or to other steamers above the obstructions. As the base of great freighting traffic, The Dalles became, next to Portland the most important business point in Oregon. It was the center of trade. Long lines of freight wagons and pack animals left it daily for the interior. Every winter the city was thronged with miners who freely spent the proceeds of their summer's toil. Money was plentiful, business brisk and the city grew in size and population, rapidly assuming the substantial aspect lent by brick and mortar.

The period that followed was one of comparative quiet. Other routes of travel to the mines were opened up and business at this point declined rapidly. But it was only a lull, for soon as the grain producing qualities of the rolling bunch grass hills of Eastern



Oregon and Washington were discovered that region began to be settled rapidly and again an enormous traffic sprang up at The Dalles, increasing yearly as wheat and flour became articles of export in ever enlarging quantities. Here until the railroad was built, were hauled the thousands of tons of goods sent to the fast growing towns of the interior and here also were handled the thousands of tons of wheat and flour sent out of the "Inland Empire" for shipment abroad.

The next business boom came when the construction of the railroad along the south bank of the Columbia was begun by the O.R. and N. Co. For nearly three years this was the depot of supplies for this work in which thousands of men were employed and millions of dollars spent.

Business became greatly inflated, so that the reaction which came upon the completion of the road, when the workmen were discharged and the great current of money ceased to flow in from the railroad, was a severe blow.

During all this period and continuing till the present time the agricultural lands of Wasco county were being settled upon by an industrious class of people who began cultivating them as well as engaging in the sheep and cattle business. The center of the trade is The Dalles and this local traffic, increasing largely with each passing year soon began again to supply the business, based on a permanent population foundation, which was lost with completion of the railroad.

During the first ten months and one-half months of 1887, one hundred carloads of sheep and horses have been shipped to Chicago and three hundred carloads of sheep and cattle have been shipped to Portland, Seattle and Victoria. Ninety thousand pounds of sheep pelts and hides have been shipped to Portland and San Francisco; four million five hundred thousand pounds of wool to Portland, San Francisco and Boston and three million pounds (fifty thousand bushels) of wheat to

Portland and San Francisco. Warehouses were filled almost to bursting. During the season fifty thousand watermelons and cantaloupes were shipped.

There was received about twenty-five thousand tons of merchandise, chiefly from Portland and San Francisco, though much of it came from the east, direct by the Union Pacific and Northern Pacific, both of which pass through The Dalles over the lines of the O.R. and N. Co.

The traffic means much more to The Dalles than did the kind formerly enjoyed--the more ~~had~~ handling of goods in transit. It means the sale of the produce here and the expenditure of a large portion of the money in the city, in the purchase of supplies of other kinds. It affords the basis of trade which supports two national banks and one substantial private bank.

The levee does not present as bustling a scene as it did in the old steamboat days, nor are the streets as full of freight wagons as then, but the actual business of the city has increased.

There are three forwarding and commission merchants, Ex-Gov. Z.F. Moody who has two large warehouses, J.C. Roberts, lessee of the large brick structure of the Wasco Warehouse Company and J.H. Larsen.

Governor Moody is exceeded by only one man in the world in the quantity of wool handled directly from the sheep's back. Among the buildings used for storage is the solid stone structure built by the government for a mint, in 1865 work upon which was stopped before the roof was put on. It cost \$100,000 and is probably the most solid and for its size, most costly warehouse in the United States.

The car shops, machine shops and foundry of the O.R. and N. Co are very extensive and give employment to one hundred and fifty men. The Dalles Lumber company has a planing mill and box factory. The City Mill and Water Company has a large flour and feed mill and Snipes & Smith also have a flour and feed mill. A Buchler owns and operates a large brewery and there are a foundry, three carriage and wagon shops and five blacksmith shops. The mercantile lines are represented by two large general stores, one of which carries a stock of \$75,000 and does a yearly business of \$200,000; six grocery stores, three hardware, stove



tinware stores, four dry goods and clothing stores, one clothing and  
gent's furnishing store, two furniture stores, one paint, oil and  
sash store, one boot and shoe store, four jewelry stores, three drug  
stores, one of them a wholesale drug and liquor store, two book and  
stationery stores, two harness and saddlery stores, two variety  
stores, three cigar and tobacco stores, two large farm implement  
warehouses, two undertaking establishments, three markets, four general  
commission stores, two candy factories, three banks, four large hotels,  
four restaurants, one bakery, five livery stables, four barber shops,  
two photo and photo photograph galleries, ten saloons, twelve attorneys,  
six physicians, three dentists and two newspapers.

This is the shipping point for the T<sub>u</sub>mwater fisheries located across the river, thousands of pounds of fresh salmon being sent east every season. The United States land office for this district is located in The Dalles and all settlers on public lands in Central Oregon make their filings here. Here, also come the residents of the country to attend court and transact official business.

The Dalles has twenty five brick and stone business buildings and six brick residences. The courthouse is a handsome brick structure, erected in 1882 at a cost of \$25,000; also St. Mary's academy, the latter is a handsome brick building with a chapel adjoining. Here the sisters of the Holy Names of Jesus and Mary maintain an excellent school for young ladies which has an attendance of about one hundred.

The building cost \$25,000. The Wasco Independent Academy, an educational institution of great merit, having four instructors and seventy pupils and the public school. The latter occupies one brick and two wooden buildings. It is a thoroughly graded school under the charge of a principal and eight assistants and has an attendance of about one hundred pupils. The Young Men's Christian Association has a library and reading room. There is also a good library for the employes of the O.R. And N. Co.

the gift of Mr. Henry Villard when he was president of the company. Among the educational features may be classed the two most excellent newspapers, the Times-Mountaineer and the Wasco County Sun. The Methodist, Baptist, Catholic, Episcopal and Congregational denominations all have church edifices those of the three first being quite ornamental and the last is about to erect a new building. Of the secret and benevolent societies there are several such as the Masons, Odd Fellows, Knights of Pythias, Workmen, Good Templars, Grand Army of the Republic, Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Knights of Labor.

The population of The Dalles is about four thousand an increase of nearly twenty-five percent since the census of 1880.

The city was originally incorporated in 1855 its last charter being granted in 1880. The corporate limits are nearly one mile square. The older portion of the city occupies a plateau elevated above the river and gradually rising to the basaltic bluffs which hem it in on three sides. During the past few years the growth has carried it over the bluffs on the south and many nice residences have been erected there. The streets are laid out at right angles and are well lined with thrifty shade trees.

The line of the O.R. and N Co. passes along Front street, nearest the river. The company has no regular depot but trains land passengers in front of the Umatilla House, in which its ticket office is located. The business men have organized a board of trade which does much to further the city's interests in all directions. It has taken a prominent ~~movement~~ part in the movement to open the Columbia to continuous navigation.

Although Wasco county was much cut up a few years ago by the formation of Crook and William counties, it is still one of the largest in the state. Within its limits are vast tracts of land withdrawn



from settlement pending the confirmation of grants to The Dalles Military Road and the Northern Pacific.

Recently a wide strip held as lieu lands for the latter was thrown open to settlement and a large number of filings have been made by settlers, who had gone upon the lands and taken their chances of having such an opportunity given them of obtaining a title.

It can scarcely be doubted that the lands within the regular grant limits will also be restored to public domain as the time of the grant has long since expired and no attempt has been made by the Northern Pacific to build a line down the Columbia. In the grant to the military road sixty-six thousand acres of lieu lands are being reserved for the company to select therefrom only forty-one hundred acres. The remainder will undoubtedly be restored to the people. There is much

of this supposed grant land yet unclaimed which may be squatted upon by any one willing to wait for a little and take his chances of never getting it without paying the company for it.

There is however in the southern portion of the county much desirable vacant land; also much on the lower slopes of the mountains. There are, also, many quarter sections claimed by persons who have not and never can have a legal title to them, which may be filed upon in the land office. These "smuggled" tracts are really public lands and are open to entry of any person who is legally entitled to enter lands under the government land laws.

The West Shore, 1887, pp 837-844

With lithographs.