

Copy of a paper. The questions and answers were written by Bp. Blanchet, except some words. The affidavit was written by Bp. Blanchet, signed by Notary Brigham. This loose page is to be found among others in the book: "Registre des correspondences du Sr. eveque de Nesqually depuis le 29 Aout 1867, jusqu'au 15 Juin 1879.

Casimir Chirouze of Tulalip in Washington Territory being duly sworn deposed as follows:

Question 1st--What is your name, age and occupation and where do you reside?

Answer: Casimir Chirouze. I am 52 years old and missionary priest. I reside at Tulalip, Territory of Washington.

Question 2d--Where were you residing from the year 1852 up to the year 1855-56?

Answer-- At Walla Walla valley, Washington territory.

Question 3d--Do you know the locality of the tract of land on the Manassatas river in Kititash valley, Yakima county, claimed by Bishop Blanchet for the Catholic Mission of the Immaculate Conception?

Answer: I do.

Question 4th Have you any interest in the said land?

Answer: I have none.

Question 5th: By whom was that land occupied in the years 1852-55?

Answer: By Rev. Father Charles Pandosy.

Question 6th What was he doing there?

Answer: He was preaching to the Indians, instructing them in Christian doctrine (sic) morning and evening, baptizing them, marrying them; he had a chapel, a residence and other buildings.

Signed E.C. Chirouze O.M.I.

Territory of Washington, County Snohomish: I do hereby certify that the within affidavit and deposition of Casimir Chirouze was taken and subscribed before me the 19th day of March A.D., 1872; that I carefully read each question and answer to the said Casimir Chirouze and he did them subscribe and answer to the same as before stated, and I further



creditable witness

In testimony whereof I have hereunto set my hand and seal the day and year above written

(Signed) Dennis Brigham  
Notary Public, W.T.

Seald. Brigham, Snohomish County, W.T. Notary public. (Note) The date March 19th was written by D. Brigham and he signed as above. The above is a copy of the original)

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It was attestation.

"This is to certify that I have this day filed a notification of A.M.A. Blanchet Bishop of Nesqually for the Mission of the Immaculate Conception of the Mnassatas (sic) River Valley Washington Territory, claiming 640 acres. U.S. Land office, Walla Walla W.T. Feb 21, 1872 Signed Wm. Stephens, Register.

Copie envoyee a Walla Walla le 15 Fevrier '72

Vancouver, Washington Territory, Register:

Sir: In virtue of the proviso in the first section of the Act of Congress organizing Washington Territory dated March 3rd 1853, confirming and establishing in the several Religious Societies, to which Missionary Stations respectively belong, the title to the land not exceeding 640 acres occupied at the date of that act as Missionary Stations among the Indian tribes in said Territory, together with the improvement thereon; I hereby claim for and on behalf of the Catholic Church, to the use of the Catholic Mission the land now occupied as a Missionary Station among the Indian tribes, known as the Mission of the Immaculate Conception on the Mnassatas River, Kitetash Valley, Washington Territory, particularly described as follows, viz: Starting from a stake a mile or less from the mouth of the Mnassatas, fifty yards north of the ruins of the Old Mission buildings going one mile east of said ruins, thence south one mile, thence west one mile, thence north along the Mnassatas one mile to the place of beginning, the whole containing 640 acres.

This mission was established on the Mnassatas in 1847 and was destroyed in 1856 during the Indian war.

North

MNASSATAS Valley

Pharm  
2

Thay's

Splawns

Gedoss

Prop.  
OF  
OLD  
MISSION  
640 A

EAST

South



and especially on arriving at a post, the joyful French Canadian boat songs and condensating the paddling and stroke of their oars with the accent of their cheerful boats' chorus, these French Canadian voyageurs, in all their daily exercises of a long trip and protracted journey were always pleased, jovial and at home.

3-This first manner of traveling on the Columbia waters was put aside about 30 years ago by the steamer's navigation. In this new system of navigation a number of spots and places of some importance, being visited no more, as formerly, were in danger of being forgotten and lost to history and posterity. Hence the object of the following lines for their preservation.

4-"Chute" is a French word which means "falls" in English. That these are "Chutes", (falls) in and across the Columbia river 7 or 8 miles above Colville, is a fact and one of these spots and places which to my knowledge has never been mentioned by the newspapers, and which appear to be ignored by all. Nevertheless these "chutes" (falls) exist and were always an obstacle which obliged the Hudson Bay Company men to make a full portage of baggage and boats, ingoing up and coming down the Columbia.

5-<sup>nd</sup> why was "La Riviere des Chutes,"-(the River of the Falls) generally called by the French Canadians. Was it for having many "chutes," (Many falls) in its course? As mostly all Americans believe? No, not at all; it has not a shadow of them. Why, then, has it been called "Des Chutes" river (of falls river)? It was simply for its being in the vicinity of those chutes which are in and across the Columbia. Such is the origin of the French name "La Riviere des Chutes," (The River of the Falls) which Americans call "Des Chutes," a name which designates no place ~~or~~ no locality.

6-<sup>V</sup>icar General F.N. Blanchet was a passenger with Father M. Demers in the boats of the Hudson Bay Company bringing down the caravan of Canada in 1838, from the "Boat's Encampment" to Fort Vancouver. Here is what his diary says of the portage made at the aforesaid "Columbian chutes."

7-On Wednesday, Nov. 21, we saw "La Riviere des Chutes," on the left shore of the Columbia, and going to the right shore we came down to the Columbia Chutes through a narrow channel between a rocky island and the main land. We approached them with great precaution, on account of the strong current of the stream and the proximity of the "chutes." Here we had to make a portage of both baggage and boats for one long mile.

The task was rendered more difficult by a glazed frost. The portage cost us four hours of very hard work with the assistance of the Indians of the place, who though very poor and in need consented at last after many urgent calls, to come to our help.

8-Rev. <sup>F</sup>ather Demers being a passenger in the boats of the Hudson Bay Company loaded with goods for the posts and forts of the north and en route for a missionary tour to Colville in 1839, gives in the relation of his ~~journey~~ <sup>Journal</sup> the following description of the Columbia chutes:

9-They are a series of rocks, a mile or two long, which extend across the Columbia river, leaving but a narrow channel on the southern shore. These rocks rise a little amphithetrically, and are divided by a great number of canals which the huge mass of water has cut through by the length of time. The first "chute" is pretty regular and from 20 to 36 feet wide.

I went as far as possible to examine them closely. Their number and variety are surprising. They are not equally deep, some are from 3 to 12 and 15 feet high. One may be astonished to learn that these chutes so terrible and dangerous in the low water, are all smooth and still in the highest water, which does not happen every year. Then it is that the "voyageurs" instead of fearing them, make haste to approach and reach them, in order the sooner to light their pipes and smoke leisurely while their boats run down swiftly with the stream.

10-Such are the Columbia "chutes" which for a lack of any mention before and for being put aside by the steamers' navigation are exposed to be lost to history and posterity.

14-The following, on the navigation of the Upper Columbia river, is an



item of the year 1861 or 1862, which has a proper place at the end of this article:

12-"Navigation of the Upper Columbia River- The readers of the Oregonian will remember an article in its columns a few months since giving the index of a proposition of Captain Len White to place a steamer on the Columbia river above Kettle Falls and stating that he had already started on his tour of observation. We are pleased at being able to record his safe return to our city with the most flattering prospects of success in the great undertaking. The country has been thoroughly explored and the most satisfactory results obtained, and Captain White seems to think that ere long the route to the head waters of the Columbia will be from Portland via Dalles to White Bluffs by steamer and railroad, 290 miles, or by teams from Dalles to the latter point via Klickitat and Yakima 65 miles less. Thence by teams to Spokane, Pinkney City and Little Dalles, 172 miles. Thence by steamer again to the head of navigation, the distance as given by Captain White's journal being as follows:

Little Dalles to the Hudson Bay Company's Fort Sheppard to the mouth of Kootenai river 20 miles; from the mouth of Kootenai to Columbia Lakes, 5 miles. There are two lakes, joined by a few miles of good river and together furnish 160 miles of navigation in a northerly course. The river is then navigable some 60 miles above the Lakes, making about 260 miles of continuous communication above Little Dalles. Here the "Rapid des Morts," will prove an obstacle, but above this point the river is navigable 60 miles, which leaves the final terminus of steam navigation 800 miles above Portland, at "Boat Encampment," where the river branches off in different directions. (That is a mistake; Canoe's river, coming from the north, and Portage river, coming from the east, are not branches, but very small tributaries at Big Bend--Ed.) The Dalles below the second lake was selected as the place Page 16 to build the steamer, the lumber for which is now being sawed at that place by a Mr. Douglas, owner of the mill. Captain White says Pinkney City, near the United States

Fort Colville, is a thriving village, has three flouring mills, two saw-mills, some forty buildings including two good stores of Olmstead & Company and Ferguson & Co. a tannery, harness shop and brewery. "Everybody<sup>1</sup>~~xx~~ appears to be elated with the idea of having a steamer on the upper waters of the Columbia. He found a few who were rather skeptical about the practicability of navigating the river above Colville, which, however, did not tend to throw a damper on the enterprise. We should like to give a description of the country traversed by Capt. White, but must forgo the pleasure at present, promising as the stillness of that wilderness is broken by the march of civilization, from time to time, to make suitable notice of it."