

Lyons Ferry..(Other Ferries.(Informant
at Waitsburg, Aug 14, 1951 on field trip.

Conovers, 92

Grandfather Philemon Vawter Crawford came to Oregon in 1851 from Indiana, (Madison) Came here to Waitsburg to millright.

Conover lives in home, 117 West Fourth street.

J.H. Pettijohn lived between here (Waitsburg) and Lyons ferry. Lyons Ferry was at the mouth of the Palouse.

I'll tell you how Lyons Ferry got its name. He bought the ferry from Jack Harding. It was operated by Lyons and Silkat. That ferry is on the old Mullan road. It crosses at Snake river half way there and at Washtunca one left, went to Fort Colville and the other went straight on. It went to Cow creek at Luca's It didn't go then straight, went on to right. ~~Once~~ Dan Lyons was an Irishman and his wife was Irish. They had two boys and a daughter. One son, Terry, died 20 years ago.

A picture of Lyons is in the Masonic hall here.

After Harding sold out he went up on Crab creek, west of Sprague and was an early settler there.

The only ferries in those days were flat boat and oars. Lyons ferry was the lowest on the Snake. Then there was one at ~~Bond~~ Riparia, named after the railroad was built. It used to be the Texas ferry. The Texas ferry was owned by Jim McHargue that was about 1873 I recollect. It was used by stockmen on their drives. It was a cable ferry. Lyons was a cable ferry too. The men going to the mines in Montana crossed on the Texas ferry. You could get about 20 head of cattle on it.

The next ferry was Penoweta (Check spelling) It was six or seven miles above the State bridge. There was a postoffice there.

There was another ferry at Almota. Then White's ferry cross, go nine miles, cross Clearwater river back to Lewiston, below Lewiston.

I recollect the first ferry I knew of was on the Columbia river up where Grand coulee is now. It was run by Wild Goose Bill. His real name was

Cattle

Informant

Conovers

field trip, August. 14, 1951

Laing was a big cattle buyer. He bought them up and took them through to the middlewest, leaving in June, fattening them up in the corn fields and selling them in Chicago. He bought 7,000 in one year, that was 1875 or 1876 and it was up around Huntsville he gathered them. It's three miles from Waitsburg and still exists.

There was good feed on the hills there. I saw as many as 3,000 on the hills at one time.

Stockmen took out of this country on summer drives back to Kansas and Nebraska and sold out in the fall. I remember once going up after cattle on Camas prairie, that's a big place. I've worked along cattle with the Splawns. That was after the Indian war on the cottonwood.

The Indians made things miserable for the cattlemen and there were little uprisings going on all over.

Freight roads. Informant

Conovers at Waitsburg, field trip,

August 14, 1951.

The old freight road was called the Middle road. It went from Pendleton to Weston then Walla Walla, Waitsburg and then Dayton.

The stage went from here to Dayton, Pomeroy and Lewiston.

The Freight went out over the old Territorial road. Left about a mile out, went north over into Whetstone (gulch) then crossed Smith Hollow, then crossed Tucannon at Platter's (Oliver Platter) It crossed on a bridge, then crossed the ridge to Pataha creek up (Pomeroy is on that creek) Then it left the river at Penowah, then went across country to Colfax. That was about the end. There wasn't anything north of there then, it wasn't settled.

They went to the Lewiston mines up Pataha creek, left Pataha to Alphopa (Check spelling on map) then to Snake river few miles and crossed at White's ferry. It was a cable ferry. It could put over a four horse team and wagon. Central Ferry was built after 1877 and 78. It was built by Daugherty

Forts.

Informant

Conovers at Waitsburg

field trip, Aug 14, 1951

Fort Taylor

Fort Taylor was at the mouth of the Tucannon at the Snake River. It was on the south side of the Snake on the east side of the Tucannon. It was built up on a bench. That's about three miles up the river from Lyons Ferry and three miles below Starbuck.

When the railroad came through there I think they went right through where the fort was. It wasn't much of a fort. I'd call it a stone corral. It was built of stones and wasn't so very large, not more than twice as large as these rooms.