

Petitioners for road from Bickleton to Prosser having failed to furnish bonds and post notices, the matter was laid over to next term.

Fourth day

The sheep commissioner elect, having failed to file bonds, Jno. Cowan was appointed.

D. Guillard, Sr. appointed liquor inspector for North Yakima and Thos. McAusland for Yakima City. The Washington Farmer, Washington Ty, Feb. 7, 1885.

Roads

Mt Adams

Chances for federal appropriations for the proposed Mount Adams highway between Yakima and Portland at the present session of congress appear to be negligible according to letters received today from Senator Wesley L. Jones.

Republic
The Yakima Herald Feb. 8, 1926

As the first step in the construction of a permanent road connecting the Yakima and the Mt Adams district the county commissioners this morning made formal application to the United States department of interior for a right of way for a public highway through the reservation and connecting White Swan and Glenwood.

It is expected that the application will be granted. The next step will be an effort to work out a plan of financing the undertaking. The road is to be 47.7 miles long and is 60 feet wide in most places. It follows the survey completed by the county engineer's office early in November and is entirely apart from the present road in most places.

The Indians themselves will benefit from the proposed road as it will aid them in getting their wood supply and will also furnish them a more direct route to Portland. The proposed highway will mean much in Yakima giving the valley a direct connection with Portland over a highly scenic route.

It will be impossible to finance the construction of the highway out of county funds according to County Engineer O.E. Brashers. Assistance from the Indian department ~~and the~~ will be sought. Cost of building the road has been estimated all the way from a half to one million dollars. Mr. Brashers expects to prepare an estimate of the cost if the application for the right-of-way is granted--The Yakima Daily Republic, January 11, 1926.

Mt Adams road

Boosters for the completion of the scenic Mount Adams highway through federal aid are to meet at Hood River on Wednesday in response to a call sent out by C.T. Baker, president of the Hood River Chamber of Commerce.

Delegations from the chambers of commerce of Yakima, Portland and Hood River will be present to initiate a vigorous campaign for federal aid.

"Conditions appear favorable at this time for a campaign," Secretary O.G. Soots of the Yakima Chamber of Commerce states, "and Yakima assuredly wants to cooperate in the drive. Completion of the Mount Adams road would throw a wonderful country open to tourist travel and would also link Yakima and Portland more closely--The Yakima Republic, October 21, 1925.

Famed as the road over which the first settlers and soldiers came into the Yakima country from ^the Dalles, the Mt Adams road is part of the history of Yakima county but it was not until Thursday that it was officially recognized by the county officials.

At the request of settlers along the highway the commissioners ordered a survey and will "put the road on the map."

^the Mt. Adams road is the highway leading from North Yakima through the gap, White Swan, ^tort Simcoe, the Cedar valley into Klickitat county ending at The Dalles. It skirts the edge of Mt Adams and is the nearest travelled highway to the snow capped peak. For this reason it has been traveled a great deal by hunters and campers who have gone to resorting places back of ^tort Simcoe.

That the road will become one of the most traveled automobile roads when it has been surveyed is the belief of the commissioners. It will afford one of the prettiest mountain trips with easy grades that can be found by motor car parties in the state.

It was over this road that the soldiers marched to ^tort Simcoe, that the logs and timbers as well as frame work for Fort Simcoe buildings were dragged, while along this road were fought some of the battles of the various Indian wars-- Yakima Republic, ~~and~~ ^{and} August 12, 1910.

Mounta rainier

A survey on the White River side of Mounta Rainier for building a road from th Naches pass highway into Yakima park will be undertaken this year according to a decision reached yesterday by Dr. Hubert Work, secretary of the interior, following his stay at the park.

Yakima park is one of the most scenie portions of the park but is now inaccessible to motor travel. It was decided to widen the Nisqually road from the entrance of the park to the glacier and to survey the north end of th west side road.

During the season an expenditure of \$235,000 will be made on h road work. It will be begun again in the spring as soon as the season has sufficiently advanced to permit it.

Secretary Work was accompanied on his trip to the park by Stephen Mather, director of National parks and Maj. O.A. Tomlinson, gove nment superintendent of the park. --Yakima Republic, July 6, 1925.

Roads

Senator C.C. Dill, the second member of the Washington representation in congress, has written the Yakima Chamber of Commerce referring to and enclosing a copy of the bill he has introduced providing for an expenditure of \$500,000 to construct a road from the eastern boundary of the Rainier National park to Yakima park, which is within the Rainier park.

The chamber of commerce considers this an important action as it has been agitating such legislation for some time.

The road would be nine miles in length and would connect with the proposed Naches pass highway to Yakima.

The Rainier National Park company has stated that upon the completion of 1926 the two roads it will spend as much money in beautifying Yakima park as it has spent at Paradise Inn. As of course, playgrounds, auto camp and a hotel would be some of the features of the construction the company would undertake. -The Yakima Republic, March 11, 1926.

Roads

Tacoma, Jan. 11-Mountain enthusiasts here are elated over the proposed appropriation of \$100,000 for the completion of the road through Rainier forest reserve into Paradise park.

The original appropriation of \$35,000 for the road has been expended, \$10,000 going for surveys and preliminary work and the remaining \$25,000 was laid out in a road commencing at Longmire springs going directly through the forests to the foot of the Nisqually glacier.

Eugene Ricksecker, United States government engineer under whose direction the road is being constructed, estimates that work will probably be commenced as soon as the weather permits. The road cannot be completed next summer....The Yakima Herald, January 18, 1905.

Roads

In view of the fact that a convict camp will soon be established at the rock crushing plant in the Selah gap the following from the Goldendale agriculturist, concerning a convict camp on the road work in Klickitat county is of interest:

Thirty-five prisoners from the Washington state penitentiary at Walla Walla are engaged in the work of road building at Lyle and vicinity. The work is progressing rapidly and is beginning to show up well for some distance east of Lyle. Among the prisoners are 20 who are serving 20 year terms.

Because so many people have visited the stockade where the convicts are housed at Lyle, orders have been issued to Supt. Randolph, ~~presented~~ at the camp there to allow no more visitors to enter the enclosure. This order was issued Friday by Sam Hill, president of the Washington State Good Roads association because of the fact entertained that arms might be passed in some of the convicts.

Those serving the 20 year terms are costumed in light tan kahki, while those are imprisoned for shorter terms wear dark blue denim trousers and jumpers.

The state wagon road will follow the river as nearly as possible from Vancouver to Maryhill, (formerly known as Columbus,) where the survey has been changed so that the road will be built to Goldendale and extended to Leppensish and Yakima.

The surveyors are now engaged on the route as changed. It is believed the thoroughfare will be completed in two years. The new camp with a stockade will be organized east of Bingen soon when construction work will commence on the western end of the road--Yakima Republic, April 8, 1910.

Roads

Among three contracts for road building awarded yesterday at Olympia was that for the construction of 8.1 miles of the Tache pass highway between the Carmack bridge and the Carrant Flats ranger station.

Myers & Coulter of Port Angeles were the successful bidders at \$141,019.

The contract calls for clearing grading and draining the stretch. The Yakima Republic, May 5, 1926.

FAINT TRACKS NEAR WAITSBURG POINT TO EARLY MILITARY ROAD
(Walla Walla paper Oct. 3, '48)

When farmers, pheasant hunters, or youngsters out for a horseback ride in the region north of Waiatsburg occasionally come upon traces of an old road that leads in the general direction of the Snake river they are apt to dismiss it as of no consequence, or follow the deserted trace for a few yards until the waste land gives way to a productive field and all sign of it is lost.

In all probability none of them would realize that those readily discernible ruts are all that remain of a route that was of potent military importance many years ago. It might truthfully be said that the trail leads all the way to Fort Wright, though in a somewhat devious manner.

Fort George Wright is an important military establishment located near Spokane. Few residents of the Pacific northwest are unaware of this and most of them have been informed that it is named in honor of a U.S. army officer who distinguished himself in campaigns against the Indian tribes of the Inland Empire.

All of this is historical fact, for just 90 years ago the redskinned warriors of this region were learning by bitter experience that "Wright meant might."

Col. Wright, himself, remains a man of mystery, little known prior to his entry upon the local scene, and destined to a unique departure from the site of his greatest successes.

It was in May, 1858, that an embattled horde of braves turned back the Steptoe expedition near the site of Rosalia, and very shortly afterwards Colonel Wright was ordered to Fort Walla Walla to direct a punitive expedition against the tribesmen.

He had proven his mettle months before in combat against the Yakimas and was well experienced in the wily plottings of Uwhi and Kamiakin, who led the opposition at that time, and were expected to be his antagonists on the new field of action.

Pictures and descriptions which have come down from his time reveal

Wright as a sturdy individual, sombre in bearing, with a massive brow topped by a heavy shock of hair, and a cast of countenance rugged as the granite cliffs of his native Vermont. After his graduation from West Point in July, 1822, he served at numerous frontier outposts. His first bid for prominence came when he was brevetted major in 1842 for meritorious conduct in war against the Florida Indians.

Wright saw a great deal of action in the Mexican war and in 1847 was brevetted lieutenant-colonel for service at the Battle of Molino Del Rey. Such in brief, was the record of the man whose mission was to bring peace to the Pacific northwest.

Wright's first move was to establish an advance base for operations against the redmen. The site selected was near the junction of the Tucannon and Snake rivers. Here a rampart of earth and rocks was thrown up, and given the name Fort Taylor, in honor of a slain officer in the Steptoe command.

A supply road was prepared from Fort Walla Walla to Fort Taylor and over this route a large store of military materiel was transported, despite the resistance of the Indians who tried by means of lightning-like raids to disrupt the procedure.

Another stratagem of the natives was to fire the bunch grass, a ruse which met with only partial success.

The traces of this all-but-forgotten road in the region near Waitsburg, where the brush and natural vegetation have never re-rooted in the soil which was packed firmly by the wheels of the heavy freight wagons, remain as monuments to that campaign.

George Pollard, pioneer settler of Waitsburg, who served as packer for Col. Steptoe, occupied a similar post with Col. Wright.

Satisfied with all advance preparations, Wright moved his forces across the Snake river on Aug. 25 and 26 with Nez Perce Indians helping swim the horses and mules through that turbulent stream. On the march north smoke signals streamed from the surrounding hills, and minor skirmishes took place. On Sept. 1 the Battle of Four Lakes was fought, a fracas which rates more notice than it has received, even though the ^{glamor} ~~glamor~~ of "Custer's Last Stand"

(continued FAINT TRACKS NEAR WAITSBURG POINT TO EARLY MILITARY ROAD)

is fortunately lacking.

Six hundred blue-clad soldiers and a horde of colorfully arrayed warriors were pitted against each other and the melee ended in a signal victory for the whites.

On Sept. 5 the opposing forces matched their prowess again in the battle of Spokane plains, and once more the redmen were driven from the field.

Thereafter they were in constant retreat and their threat was forever broken when Wright's men captured a large herd of ponies in the Spokane valley. After making some effort to "draft" these cayuses for services, and thereby suffering greater damage than had been inflicted by their masters in two full-dress battles, the entire drove of hardy little animals was destroyed upon order of the commander.

Peace overtures, proffered by various chiefs, met with a curt response from Col. Wright. He told the native leaders that he "had come to fight, not to make peace", but he concluded the mission by negotiating treaties with the redmen on his own strict terms.

He emphasized his demands by summarily hanging numerous Indians who were accused of fomenting the uprising, or who were found in possession of equipment which had belonged to the defeated troops of Col. Steptoe.

On Sept. 30, 1858, Col. Wright dispatched a communique to his superior announcing the war with the Indians had been successfully concluded.

In some respects that day represented high tide in the fortunes of this soldier whose record entitles him to a pre-eminent place in the ranks of America's frontier soldiers. Wright's name actually shines with a luster that dims that of Crook, Terry, Miles, Howard, or Custer, and as a recognition of his work he was detailed to command the Department of the Pacific, with headquarters at San Francisco.

He occupied this post from 1861 to 1865, with rank of brigadier-general and then was named to head the newly re-established Oregon department. Wright's fortunes, which reached their zenith 90 years ago in the Inland Empire, had

approached the setting.

Accompanied by his wife, he took passage on the side-wheeled steamer, Brother Jonathan. The vessel had been seriously overloaded, despite the warnings of its captain, and off Crescent City, Ore., when rough seas and head winds were encountered, the Brother Jonathan foundered and sank.

Of the 200 souls aboard, only 19 were saved, and Col. George Wright was not listed with the survivors, nor was his body ever recovered. The tossing sea could scarcely have appealed to the hardbitten, uncompromising army man as a final bivouac, but if at the end he could not be the master of his fate, there is ample reason to believe that he maintained to the last the strict self-control which has ever been the prime requisite of those qualified to successfully command others.

Fort Wright, named in his honor, is a fitting monument to his memory, at the same time serving as a vital bastion for the defense of the nation to which he dedicated a lifetime of service.

What soldier would not accept that as a proper tribute?
Walla Walla paper Oct. 3, '48