

The Dreamer of Priest Rapids, before he aged, faded and died saw the big canoes the people in the Land of the Dead told him , traveling below the Cascades to the mouth of the river; between the Cascades and the Dalles, from Celilo above the Dalles to the Snake river on the Columbia and on up to the Priest Rapids. He and the Palouse saw the steamers traveling up the Snake , passing ~~on~~ on up stream to Lewiston.

Lt. Thomas W. Symons examined the Upper Columbia river in the low water period of the fall of 1881 to determine the ~~feasibility of~~ whether steamboat transportation would be practical or not and when his adverse report on the feasibility of opening the river to full navigation was made several years later, it was only a temporary reprieve for the River People. ~~The obstructions at Rock Island, Cabinet and Priest Rapids were regarded as too~~ removal of the obstructions at Priest Rapids and at Rock Island and Cabinet rapids upstream were regarded too expensive and while some work was done to remove obstacles, appropriations were soon exhausted. Steamers continued their existence of plying between the barriers, portages were developed, roads improved and freight wagons and short run boats carried the produce of a new ~~country~~ land to market until the railroad ~~was~~ pushed across the dry lands.

Many were the boats that used the stretches of water and famous were their captains.

A small stern-wheeler, the Shoshone successfully ran the ~~Little Falls~~ "ettle Falls during high water, a mad adventure ~~for~~ ~~along the river~~ for Capt. McDermond who took his wife and children along on the madcap adventure. He was the same

captain who operated the <sup>a</sup> Bridgeport, the best steamer to ~~operate~~ ~~regular service on the~~ ~~on the~~

that maintained a regular service in the upper waters before forced out of business by ~~railroad~~ the railway and she was run down the hazard of the Rock Island, Cabinet and Priest rapids. The smaller steamer, Douglas, had come to a ~~crashed and~~ wrecked end on the rocks at the foot of Cabinet Rapids.

In the spring of 1885 the steamer, Coeur d'Alene made navigation history in the upper country, going up the Coeur d'Alene river for 15 miles past Kingston, the highest point ever reached by steamer in those days. ~~She needed only a foot of water more to carry her over the big log jam in the stream.~~

The steamer, City of Ellensburg was in service in the late 80s above Rock Island and on the same stretch of river the Rattler was taking in \$20 a day. Government money in the form of funds for additional surveys of the upper river between Priest Rapids and Rock Island were made and recommendations were made that the river from Wallula to the ~~Portland~~ northern boundary could be opened at a cost of \$149,000 through ~~providing~~ removing some rocks in the ~~channel~~ channels and using ~~an~~ auxiliary power from a scow wheel anchored in the rapids with a line leading down to the boat headed upstream when the water would be five feet at ~~low~~ low water stage

By 1892 the work of clearing the Columbia obstructions at Rock Island ceased and the government boats were docked at Pasco when the appropriation "vanished like dew." The old City of Ellensburg<sup>h</sup> continued to play along a 100 mile stretch from ~~the~~ Port Eaton to Bridgeport, leaving the port Mondays and Thursdays and returning Wednesdays and Saturdays.



The Greedy Ones, in their efforts to subjugate the ~~Columbia~~ ~~Chia-Wana~~ as well as the peoples along its course, tried many schemes to overcome the obstacles of river rock barriers.

One was the ~~Oshkosh~~ ~~Grand Coulee~~ ship canal scheme ~~be one~~ <sup>to</sup> the turn of the century, turning water down the old course through a series of canals and lakes to provide a <sup>way</sup> ~~course~~ for the boats. It would have used a tenth of the water in the river and the cost was estimated at \$5,000,000 and it was to have dry lands developed for irrigation, lands to ~~grow~~ ~~and other~~ to grow grain and other produce for the canal ships.

~~Eventually the Grand Coulee became a great irrigation project~~  
~~great irrigation development, the Columbia Basin~~

The ship canal scheme gradually faded and eventually the ~~Grand~~ great gash of the thousand foot ~~Grand~~ Coulee became a part of a Gigantic irrigation development, the Columbia Basin, helping deliver water on the ~~barren~~ ~~home~~ ~~lands~~ ~~of the~~ barren home lands of the River People and the Palouse.

The big chasm was cut through the lava-plateau of Central Washington by a prehistoric Columbia river at a time when immense glaciers blocked its original channel and valley in the Big Bend. It opens in the canyon of the ~~Columbia~~ ~~Chia-Wana~~ in the northwest part of Lincoln county and extends southward 50 miles, ending at Soap Lake, a country where the Wanapums ranged in quest of health and food roots. At Coulee City it is split in half, the western wall slipping down and joining a valley that slopes eastward for 15 miles. The upper coulee opens from the canyon and fans out to the Hartline basin, walled in by basalt cliffs. Below Coulee City it drops down to the Quincy basin.

Where the mammoth glacial dam of ice once stood, stands the Grand Coulee dam, the first stage of development in the multi-purpose

project, as gigantic as the project to which it is the key, laden with the power of the mighty river and overlord of the former Indian lands where the ~~first~~ homes and cities of a population of 100,000 are being built.

The dam held back the waters of the ~~hugo~~ Chia-Wana and the salmon that surged upstream by instinct and created an artificial lake that extended 150 miles upstream to Canada and in the thick shell of ~~concrete~~ concrete and steel are the power ~~turbines~~ turbines, converting the energy of the river into horsepower.

The Columbia ~~Basin~~ Basin of 1,200,000 acres <sup>b</sup>embraces the rich soil of the Pasco and Quincy basins, left there by the glacial floods that poured out from Grand Coulee and the first water is flowing on it from streams sucked up by great pumps and through a canal to the Grand Coulee reservoir, 27 miles long and 2 to 5 miles long, confined by dams at either end of the Coulee.

From the ~~lower~~ lower dam ~~extends a 100-mile long canal~~ a 10-mile long canal divides, one going west to Quincy basin and the other south and east toward Pasco and laterals, ~~and~~ gradually fanning out from the ~~can~~ great canals are ~~canals~~ are carrying water onto the ~~Indian~~ lands the Wanapums, Palouse and the Moses bands of Indians once called their home.

Even before the Grand Coulee ship canal plan had vanished like a mirage other moves were afoot, one being incorporation of the Columbia River transportation company by H.C. Leadbetter, F.W. Leadbetter and C.A. Bullen for \$30,000 to operate a ~~line~~ string of steamboats and barges between Celilo and the head of navigation on the ~~big~~ Big River.



Neither Indians nor rock barrier were slowing up things in the river. Just before the dawn of the new century the old Hasslo was speeding up to meet the times. The 186-foot long ship with tubed boiler eight feet in diameter and compound engines turning out 8,000 horsepower was putting on spurts of speed as high as 26 2-3 miles an hour in favorable weather and when it was necessary to strengthen her rudder

The ~~Regulator~~ Regulator Line steamers, ~~Regulator~~ Regulator and Dalles City, operating daily between The Dalles, Hood River, Cascade Locks, Vancouver and ~~Port~~ Portland were rebuilt.

The steamer Billings, operating on the Mid-Columbia was wrecked downstream from Pasco and put back into service by a railway company organized to carry goods from ~~S~~ Spokane to the Columbia river below Priest Rapids. The route was then downstream by steamer to The Dalles, and then ~~around~~ around the barrier by railway portage. A new ~~steamer~~ sister ship, the Umatilla, was built at Pasco to help haul wheat from the basin empire.

Five years after the new century clicked around governors of Oregon, Washington and Idaho drove the last spike of the Dalles-Celilo portage railroad, linking the basin empire with the ~~Oregon~~ coast and realizing ~~a~~ a ~~long~~ dream that had started 25 years before.

The Steamer, Mountain Gem, plodded downstream from Lewiston with a load of excursionists who mingled with parties from Portland who came by boat and train.

Other boats, like the ~~P~~rosser Queen went into service to help handle the increase traffic of hay, apples and potatoes, J.E. Merwin acquiring it from B.E. Ritchie.

The Yakima, commanded by J.C. Schoch, made her maiden trip up the Columbia in the spring of 1907, going to Priest Rapids loaded with supplies for irrigation work in that area. She was built at Ainsworth

and as the land settlement started around White Bluffs and Priest Rapids, another boat was built at Juniper, built to haul passengers upstream and light freight. The Mata C. Hover was carrying passengers and freight up the Snake river from Ainsworth, supplying Northern Pacific railway camps on that river.

Kennewick was one of the mid-river settlements that was booming under the impetus of river navigation, five steamers anchoring there at one time. There was the Open River Transportation company's Inland Empire and Twin Cities, the Columbia Steamboat company's Mountain Glen and Todd and the government dredge, Umatilla, which was doing work on the river helping clear Five Mile rapids, on the, for navigation. When winter struck and ice jammed the river the boats tied up and freighters took over, hauling supplies overland to irrigation and railway camps.

The railway was taking a toll of the river boats by 1912.

F.J. Potter of Trinidad took the Express out of service. It had been operating downstream to Beverly, the boundary northern boundary of the Wanapum. It was a small boat but even did not warrant continued service and was sent down to Portland, shooting Priest Rapids and portaging at Celilo. The steamer, Relief, which had been making tri-weekly trips between Kennewick and White Months was tied up at Celilo because it had been losing \$30 a day and even the efforts of Kennewick, Pasco and upriver towns to make up the loss did not keep her in service. The sinking of the Todd helped write finish to the Columbia Steamboating company at Kennewick and Frank Staley, the manager, packed up the office furniture and moved out at Kennewick in the fall of 1912.

Eventually the boats and barges came back to the river, but because they fit into the new pattern of development.

There was no place in the pattern for the Forgotten People.



The little ferryboats were stepping stones across the Columbia and the Snake, linking the road stage and wagon roads, the cattle trails and the sheep courses.

They lived longer and died a more lingering death than the sail boats and steamers because they were mostly home affairs, individually operated by a rancher or professional ferry boat operator and his livelihood.

A few, like Lyon's ferry at the Mullan's road crossing of the Snake, the village on the big home village of the Palouse, are still operating.

It was a canoe ferry operated by the Indians before 1860 and for nearly 100 years has been operating, using the current of the Snake for power.

Maj. Pinckney Lougenbeel and four companies of the Ninth infantry moved out from Walla Walla in 1859 and followed Indian trails into Colville valley, a route that became the Walla Walla-Fort Colville military road. It crossed the Snake near the mouth of the Palouse led north to Palouse Springs and after 25 miles struck Cow Creek. The Mullan road branched off to the right from the Walla Walla-Colville road near the Cow creek crossing..

The Colville wagon road headed almost straight north to Big Lake or Colville lake, followed around the east of the lake past what became the city of Sprague to Rock creek and Willow Springs, passed west of Medical lake. It struck Coulee creek at the forks after crossing Deep Creek and then reached the Spokane. Later a road the Cottonwood road branched off and continued up Cow creek, east of Ritzville and then to Harrington to Cottonwood Springs and northeast to the Spokane river.

The Colville road left the Spokane and crossed Walker's

Prairie to Fool's Parie, Hewelah and Arden to Mill Creek where  
camp Harndd HaOoo OhOO Harney's depot or Fott Colville and the  
civilian city of Pinckney Cit were built five miles northeast of  
present Colville.

When cattlemen and settlers began moving over the road route,  
road houses sprang up. ~~OeddedeOShaveLahandOodOoddd~~ The ferryman  
had a small house at the Snake crossing and on Cow Creek  
anot er was operated by Henry Wind . Bill Wilson ran a roadhouse at Big Lake  
in 1865. ~~and~~

Dan Lyon wasn't the first ferryman at Lyon's ferry but his name  
stuck, long after he quit theriver. Twobrothers named Mc"irk  
harnessed the river. Lyons bought his boat from Jack Harding and ~~1000as~~  
operated it with S"lkat.

The early-day ferry ~~BoatOodad~~ was a flat boat, powered by oars.  
then came a barge, large enough to haul freight ~~Ooddd~~ freight wagons ,  
cattle, horses and ~~bandOoddsheep~~ small bandso/ of sheep. N.G. Turner  
acquired it in late years, old ferry ledges and all.

A strong ~~cas~~ cable, strung across the river is anchored to bedrock on  
one shore and 15 tons of concrete on the other and tthe barge, which in  
later years ~~goodOarger~~ was built larger--23 tons in fact, is ~~Ooddd~~  
was connected by ropes and pulleys to the cable. The ropes are connected  
to the pilot wheel ~~inOodddcenter~~ at the upstream side in the center  
of the barge and there the operator controls the angle so the  
power from the river carries the ferry across the quarter-miler iver in se  
seven minutes. Now that Palouse Falls state park is open a short  
distance north, the old ferry is doing a bigger business than  
for the ~~Ogeedlong OadO~~ ~~thredOunderOcenting~~ long years when it was  
the link between Walla Walla, Waitsburg, Dayton and Starbuck south of  
the Snake ~~ad~~ and Ritzville, Washtunca, Connell and other citiesto  
the north in the Columbia Basin.



Turner bought the ferry from Elvin Ritter who operated it five years after inheriting it from his uncle, Dr. William Cummings. In the later Lyon's period, Fruit ran it for Mrs. Lyons, 30 years after Dan Lyons's death.

Entries in the ledger date back to 1867 and the first ox teams crossed over there as early as 1860. The Union Pacific rolls by between the ferryman's house on the south slope and the Snake to the river, turbid water.

When Lyons operated it he kept a herd of 200 ~~horses~~ horses, wrangled by the Palouse Indians, as fresh teams for stages and freighters. The charge was \$1.50 for carrying over a wagon, \$1.10 for 11 loose horses and \$33 for a ~~head~~ 330 head of cattle. Meals were 50 cents each; Lyon's ferry was the lowest on the Snake for many years.

From the mouth of the Snake at Pasco other ferries came into existence, Fish Hook, Sonnenberg, ~~Deer~~ and Pine Tree. Upstream a short distance were Kellogg, Texas, ~~and~~ ~~and~~ Angel, Eureka, Central and Penawawa. Almota and Wawai were further upstream and then came Silcott and White's.

Fish Hook, Lyon's, Kellogg, Almota, Silcott and White were all old Indian crossings.

William Craig opened the first ferry service at the crossing to Lewiston, around 1861. The Texas ferry was at the location that became Riparia. It was owned by Jim McHargue in the early 1870s. It was used by men going to the mines in Montana and by cattlemen, who could crowd 20 ~~head~~ head of stock on the barge.

Penawawa, the next crossing above the Texas ferry was a postoffice location.

Forgotten ~~so~~ along ~~the~~ the Palouse Indians are the ~~grain~~ tramways and grain chutes along the Snake between Lewiston and its mouth on the Columbia, contraptions rigged up by the early grain growers

to deliver their produce to ships and barges in the river ,

At one time five big chutes delivered sacked wheat from the tablelands along the canyon to the ~~water~~ waiting boats. One of the last to give way to the railroad was a mile upstream from "awawai, a 4,800 foot tramway , dropping 1,800 feet where during a 30-day season a harvest crew of 13 men would handle ~~660~~ 80,000 sacks of wheat or 160,000 bushels. Little flatcars, carrying 50 sacks of wheat each were lowered by cable over a narrow gauge track , pulling an empty car to the top as it descended. There was an automatic switch at the mid-way point, permitting the cars to pass. From a warehouse at the bottom the wheat was ferried across the river and loaded on the railroad that ran from Lewiston to Riparia.

But before the day of the railroad Major Traux devised a grain chute that was duplicated up; and down the river.

Almota became a bustling shipping place by ~~1882~~ 1882, it was a steamboat landing and the state from Pomeroy to Wolfax crossed the ferry there. It became an important landing of the Oregon Railway and Navigation company and ~~was taken over there by the Union Pacific.~~ By the ~~Union Pacific~~ taken over there by the Union Pacific.

Major S. Truax of Walla Walla devised the grain chute to deliver produce from the elevated lands to navigable water, a ~~wooden~~ four-inch ~~pipe~~ wooden pipe 3,200 feet long that dropped grain from the bluff to ~~ten~~ wagons and which hauled it to the steamboats.

Because the grain in its mad dash downward gained such terrific force that it wore out the wooden pipes quickly, a series of pressure vents were built every 100 feet that ~~on~~ built up an air cushion, tossed out chaff and smut from the grain, arrested its speed and then

let the grain pour on toward the river. A ~~few years later~~ a Kelley's chute was built on the same scheme in 1881 at Kelley's bar, nine miles below <sup>A</sup>1powa and Paine brothers of Walla Walla built



another chute the same year a mile below Hemingway's landing on the south side of the river. S. Galbreath operated a grain chute in the Garfield country, above Imota and later at Hawawai.

The Columbia swarmed with ferries from its lower stretches to the upper region, and they were operating long before those on the Snake.

One of the earliest was at Dog River near where Dog River flowed into the Chia-wana. Dog river was changed to Hood River in pioneer days by settlers who objected to the name.

The Washington territorial laws of 1861-62 provided ferry franchise rights to Ed Egbert French and E.H. Lewis to operate a ferry across the Columbia at The Dalles, a place where John had a small boat had been in operation. and by January 1863 two ferries were operating between Washington and Oregon, one from The Dalles and Rockland and the other between the Rock creek wagon road and the south shore. A ferry was started at Umatilla that year and a few years later one was established at Columbus.

Along the wide, winding stretch of the Big River through the land of the Wanapums to the merging of the bands at Kosith or Pasco and on south to Wallula, there were scores of ferries. Log rafts were loaded with sweeps attached to guide them across the stream were built to carry over wagons which the shovel-nosed dug outs of the River People could not do. The sail ferries came in and gave way to the cable ferries and the cable ferries held their own through the years until bridges and the atomic energy commission wiped them out. They successfully stood up under the first power ferries which were temperamental and always breaking loose and drifting downstream and into trouble.

The row ferries were narrow boats and two men would row them across the stream. The boat was just wide enough to hold a

wind and would overturn easily . The old Filey ferry at Priest Rapids was a row ferry he called a submarine. It was tight all over the decks to keep out the water but it ~~wouldn't~~ couldn't ~~haul~~ haul too big a load because it would loosen the planks, another common trouble with the row type.

One of the ferries that was a marvel, even with the old-timers was the one at White Bluffs operated by Mr. and Mrs. Craig and was perhaps the only horse-powered paddle wheeler operating on the entire Columbia.

By crossing at Hanford, the travelers could avoid climbing the White Bluff barrier. The fee was 50 cents, and the boat could handle a wagon and team.

Craig would ~~control the cayuses~~ ~~round up~~ round up two cayuses from the pasture when a ~~team~~ wagon arrived, hitch them up and drive them around in a circle attached by cable to an ~~upright~~ upright post on the boat that was connected with a sweep and paddles. Mrs. Craig climbed aboard and handled the rudders to guide the boat across the stream. It was on a main crossing in the early-days before the railroad came. Rawlings operated it later and then Borden.

Borden was knocked overboard and drowned because he couldn't swim. Matt Wiehl operated it until the state put in a ferry and the atomic energy commission came along and that ended the ferry business there just as it ended the Indian ~~camp~~ village.

The old ferry at ~~Walla Walla~~ Wallula was another individual type of operations in the early days. It was horse-powered by a trained ~~hired~~ horse. The animal would tow it along the shore briefly until it was headed into the current and then leap aboard and the current would catch the sweeps and start it across the river. There was an island midway. There the horse jumped off, towed the ferry around the island and then giving it another start while the ferryman



set the rudder and headed it into the stream, would leap aboard again and complete the crossing. Once in the stream the ferryman would set a sail but that couldn't always be depended upon. Sometimes the wind would fill it too quickly.

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That happened once with a load of horses. The boat tipped over, close to shore, drowning all the animals but one which stuck its head up through a hole in the boat and was rescued.

There were no straight sail ferries in operation on the Wanapum stretch of river, most of them were cables leaving the whole work to the current. A straight current was necessary for a cable ferry because eddies on either side would take away the power. Gradually the cables gave in and were combined with a power boat to give them an extra push in times of slow water or rough water.

From the upper part of the country where the Dreamer ranged with his people, Vantage down to the Umatilla rapids and Patterson there were 14 ferries when the full force of civilization was closing in on the River People.

The Montgomery ferry, five miles below Vantage was older than the one at the crossing on the bluffs. Britt Craig operated a row ferry at the head of the rapids below Crab creek. He operated as close to the rapids as he could with safety and worked up and down the river.

Billy Filey, the oldest settler in the River People's country ran a row ferry at the foot of the rapids and later changed it to a cable ferry and Jimmy Sparr was a ferryman for a time. Jackson Richmond came along later but lasted longer than the others and went out of business when the government atomic project came in.

He first located at Vernita, named by the Milwaukee railroad. It was built at Vernita and could handle 6 or 7 cars, 400 head of sheep and up to 35 head of cattle and its towers are still standing as landmarks on the river. The ferry was on the main road from Sunnyside to the Wenatchee country. The road came up Sulphur creek

and Cold creek, crossed the Ratlesnake ridge at barrel springs and passed down into the Black Rock country where artesian wells were developed.

Fifteen miles below Priest Rapids was the Wahluke ferry and then Lanzman's, a gas boat. Mat Wihl's ferry in later days was a gas ferry. Hanford was next. It started out as a private ferry and was state owned at the time the Atomic energy commission came on the scene.

Richland was the next crossing downstream and was known as Timmerman's. A ferry operated at Pasco before the bridge was built. After that was the Wallula ferry, the Umatilla Rapids, Patterson and Diggs or Maryhill, the former Columbus.

There were as many 20 or more north of Vantage to the Canadian border. On the 1st crossing the first was at Whiskey Dick and was later moved downstream to Vantage. The Moatiller ferry was below the mouth of the Colockum and above we see the Wenatchee, the Orando, Entiat, Chelan, the Paterson run by Bumgartner, the McPherson at Brewster, Bridgeport, seven miles upstream, and the Wild Goose Bill ferry. There was another crossing at the mouth of the Spokane and one at Jerom, 1900 which went under water when Lake Roosevelt was built up behind Grand Coulee. Other crossings were at Gifford, Daisy and Bossborg above Kettle falls.

White Bluffs.

The old postoffice of Allard was located below Vernita. It was called Riverlands later and then changed to White Bluffs.

Richmond crossed more sheep than cattle and was in business after the day of the freighters. On one of his busiest days he crossed over 3,000 sheep and 27 cars. and in one year transported 90,000 sheep to the new range across the river. Cattle and horses were 25 cents a head and \$35.50 was the fee for moving 3,400 head of sheep and 13 horses.



The short-lived post office of Mitchell, across the river from the River People, was born in 1904 and lasted only for 10 years. It was the next post office upriver from Wahluke. Richmond was the postmaster until George Arrowsmith was named. He gave it up after a while and Richmond took it back across the river and it was called Vernita. It went out of business and became a rural route in 1938. The Milwaukee railway came through in 1912 and business flourished and the community grew from Beverly and business flourished for the ferry until the railway camp was moved. A school was built there and there was a larger school and community at Vernita, eight miles downstream. When settlers died they were buried at White Bluffs or taken to Yakima.

Billy Filey was the oldest settler around Priest Rapids. None of the old-timers knew when he came into the country except the Indians. He built a ~~wood~~ water wheel on his homestead and sold out later to the Hanford irrigation company and moved over to the Selah country. He built the old Filey road, the first out of there to the Yakima country. There was an old road that ~~he~~ trailed up the river but no way to get to Yakima. Filey put his road up the side of the mountain, 3,600 feet to Cold creek. It started up Sourdough canyon, near the long-secreted burial ground of the Wanapums and zig-zagged over the range to the Rodman place, then down to East ~~Side~~ Selah, through country now occupied by the Yakima firing range. It was a day's trip to Yakima, 30 miles or more. By 1905 the settlers were using another ~~road, called the~~ road, less steep. It was up the canyon along the old road to Cottonwood creek and then headed out ~~eastward on~~ westward just below Saddle Mountain.

The old Filey road was so steep that two horses had all they could do to pull a hack up it and the descent was made by rough locking.

Filey made use of the Sacred Island of the river people. Whenever he decided to go to Yakima he would load his few sheep into a rowboat and take them there where they were safe from prowling coyotes until he too returned.

The old rough-sawn post office of Mitchell was wired down to keep it from blowing flat in the high winds. Richmond's mother lived there, and ~~located the building on a log cabin on the north side of the river~~ half a mile downstream from the ferry landing. ~~It was on the north side of the river.~~ The timber for the post office was freighted over from the Mt Simcoe mill and rafted across the river. He built a log cabin on his mother's homestead later.

Craight's ferry was at the mouth of Housan canyon, just below Saddle Mountain and the old road from Ellensburg used to come down the canyon to the landing. Sometimes he operated as high up as Crab creek to ferry sheep over, hauling 120 at a time in the row ferry. After the ~~opening~~ two men rowed the boat over, an Indian with a horse would tow it back upstream to gain ground that had been lost in the crossing.

Another man named Craig lived at Wapluke and named the post office there Julia for his daughter. Martha Riddell carried the mail by horseback from Julia Connell to Julia and then to Mitchell. It was on the east side of the river, 15 miles downstream from Mitchell.

~~The house~~



Timmermann Bros. opened their ferry between Pasco and Wallula in 1895 to tap the wagon travel to Walla Walla and those going onto the Nez Perce reservation to settle on Indian lands. It was a direct route from Puget Sound, through the Yakima and Klickitat country, to or from Spokane, the Palouse and Northern Idaho. The rate was \$1 for a team and wagon.

The Crab creek ferry, in 1900 was 33 miles from North Yakima and the shortest route from that valley to the Big Bend country, the Colville reservation, Republic mines, Spokane and Ritzville and it provided a crossing for a new road.

George Borden was drowned, at his job in the fall of 1912 after 15 years of ferryboating at White Bluffs. He was crossing the stream with his wife when an oar broke, throwing him into the water. Unable to swim, he soon drowned. Like many of the ferrymen he was a stockman besides and a short time before his death sold a herd of 2,000 horses.

The era of the bridge builders came in a quarter of a century ago to wash up most of the ferries. One of those to go was the famous old Kitty-Grant, ~~located for Kittitas and Grant counties, down to the old line~~ operated jointly by Kittitas and Grant county at Vantage on the Ellensburg-Spokane highway, was transporting as many as 125 cars a day in 1925 and when the bridge construction was authorized, it spurred talk of a town site at Whiskey Dick creek.

Other bridges were authorized at Chelan Falls and Kettle Falls, the Columbia had ~~been spanned~~ spanned at Pasco and an interstate bridge was opened linking Hood River in Oregon and White Salmon in Washington, downstream. Along that stretch

of the river the fabled Bridge of the Gods was ~~reconstructed~~ reconstructed in steel, replacing the old stone archway that Indian legend says crossed the river. It was ~~a 1,530 foot span~~ a 1,530 foot span, costing \$600,000 of cantilever style with a middle span of 705, the longest in the northwest at the time.