

March 18, 1954  
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Mr. C. Marc Miller,  
The Pacific Northwest Land Company,  
Fourth and Pike Building, Seattle 1, Wash.

1212 W. 32nd Ave.

Dear Marc:

Glad to hear from you, and happy to comply with what meagre help I can extend along the line noted. You are welcome to keep it as long as you want, not worrying about losing it, since they are carbons and good only because I try to keep duplicate files because of historical purposes.

Sounds like you have been really putting out a lot of work. It is tiresome business, I am sure.

I too have been doing quite abit, transcribing from microfilm, and I think that much material is being uncovered that otherwise, because of time, would not have been located. I think I have been microfilm conscious from an early stage in this game. I have shoveled out numerous shipments which I presume are finding their way to proper purpose, but I seldom hear from the Department.

I know your report will be up to snuff and a thorough job.

I think a letter of months past must have been lost in the shuffle or something. I wrote about the "anaspums trip to the Area, their courtesy shown and the location of the graves that they were so seriously interested in. It was a good stroke and made them happy on that score. Tomalawash has especially been helpful and friendly since that time. Your help on that score was especially helpful.

Lacking "old maps" of the Fort-Simcoe to Dalles route, I am able to help out only in a small way. Originally the old Army Road, they called it the Military Road, and parts of it are still visible, swung southward from Fort Simcoe as nearly in a bee-line as possible toward the Dalles. From Fort Simcoe it veered southeasterly just over two miles, crossing Toppenish Creek and beginning the long climb up the lowest draw in the Toppenish Ridge. That was quite a climb. It was somewhat to the east of the old Beal trail that zig-zagged down from the Signal Peak region to Simcoe. Once on top it was easier going, through meadows, flats etc. It came out upstream from the Dalles, some three miles. This road was about 65 miles long. The most easterly point it touched was the old Block House site, westerly and northwardly from the Dalles. This was where the old Block House was located that has since been moved to Coldendale. This was the military road built by Capt. Frederick Dent, brother-in-law of U.S. Grant, at the time Fort Simcoe was built, 1858.

Later with the establishment of Coldendale another road followed



the old cattb drive route across the "Satus Pass". That road through the Goldendale country follows quite closely the present auto road. It is the same over the pass. From there on, it was westerly from the present auto road and parts of it can be seen now. Of course it swung toward the Simcoe country before the site where the present auto road takes off downhill to Toppenish.

The mountain road was the shortest of course and used when going light, sometimes freighters going down that way empty, returned on the longer road, that was less steep. And the more direct route was only open a short time in the year.

The later wagon road was open summer and a part of the winter, and in worse weather the trip was via Satus, even more easterly. Sometimes the weather, in extreme deep snow (extreme for that part of the country) blocked even that route.

That may give you a few ideas. The miscellaneous assortment of notes, even a clipping or so, may give you some ideas on historical background relative to homesteading, various land laws, stage stations, etc. and etc. I sincerely hope so.

I've been sticking ~~old~~ quite close at home. This weekend I go to Celilo to finish sculpturing Chief Tommy Thompson. I think I have a much better head of him than the old man.

Watch Life Magazine next week. Maybe layout (not mine) of Cannon Hunters. Don Clark came over from Seattle for a C of C speech and Life photog here rounded up screwball ideas. I got Indians in for some pix. Life is using two pages I understand, 1 full and two half pages, surely not cannon hunting at its best. If nothing big comes along to crowd it out, it will be in, and if not much shows up, maybe they will allow more pictures.

Meanwhile, keep your eyes out for cannons. They have a terrific recoil, and sometimes leave signs of shell shock!

I'll contact you if I end up over in Seattle. Drop in at the office by day, and don't hesitate in giving me a buzz at night if you come through.

kind regards

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P.S. Hope your father is making it in good shape.