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Lancaster Pollard
*Superintendent and
Editor Oregon
Historical Quarterly*

OREGON HISTORICAL SOCIETY

INCORPORATED 1898

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235 SOUTHWEST MARKET STREET

PORTLAND 1, OREGON

April 29, 1954

Mr. Click Relander
1212 N. 32nd Ave.
Yakima, Washington

Dear Mr. Relander:

The delay in replying to your letter has its explanation: we here got more and more intrigued with the problem and, one of the staff being out, could not hasten our determined search---especially, since I'm confident that somewhere I've seen a sketch purporting to be of our famous chief. However, we have found no picture; and believe me we have searched. Here is what we have gathered, and it isn't much:

1] the description of Chinook appearance in volume 4 of the Original Journals of the Lewis and Clark Expedition, page 183-84;

2] the portrait of "Ca-sa-nov" in Kane's Wanderings of an Artist, page 174;

3] the portrait of Charles Culte in Thomas' dictionary of the Chinook Jargon, endpapers.

I'm afraid, though, that you may already be familiar with these. If we can locate anything more I'll write you immediately.

Your friend Don Clark is here this week and asks to be remembered to you.

Sincerely,

Lancaster Pollard

Lancaster Pollard
Superintendent

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PORTLAND 1, OREGON

October 12, 1954.

Mr. Click Relander,
1212 N. 32nd Avenue,
Yakima, Wash.

Dear Mr. Relander:

We have your letter of October 10th, in which you state that you did not receive the book Pacific Northwest Letters of George Gibbs.

As our ledger shows we received \$1.20 from you, we hasten to send to you today a copy of the book mentioned above.

It could very well be that one was never sent, for which we are truly sorry. The explanation would be, that at that particular time in early August there was a change in personnel and probably the transaction was not carried through to completion. In any case we shall trace further to see what actually did occur.

We certainly do appreciate your writing to us, and hope that the delay in receiving your book has not inconvenienced you too much.

Sincerely,

(Miss) A. Dryden.

Secretary-Bookkeeper,
Oregon Historical Society.

/ad.

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Oregon Historical Society

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SINCERE THANKS your gift of YAKIMA WASHINGTON JUBILEE,
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Thos. Vaughan
THOMAS VAUGHAN

Oreg. Hist. Soc.
235 SW Market
Portland 1, Oregon

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Mr. Click Relander
1212 N. 32nd Ave.
Yakima, Washington

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Editor: OREGON
HISTORICAL QUARTERLY
CAPITOL 6-4521

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Mr. Click Relander
1212 N. 32nd Ave.
Yakima, Washington

Dear Click:

We are very pleased to have "Yakima, Washington Jubilee."
This booklet is much appreciated and also the fact that you
would remember us. We are obliged to you.

We'll certainly keep your request in mind concerning Civil
War materials. We have had many requests of this nature
during the last year, but I seriously doubt if some persons
now interested will ever turn out anything.

I look forward to reading the pamphlet--and again our thanks.
We shall give it a notice in the Quarterly.

Very truly,

Thomas Vaughan
Thomas Vaughan
Director

TV:bp



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THOMAS VAUGHAN
Director • Editor
Oregon Historical Quarterly

June 9, 1961

Click Relander
YAKIMA DAILY REPUBLIC
Yakima, Washington

Dear Mr. Relander:

We should be most pleased if you would care to review
Ella E. Clark's INDIAN LEGENDS OF CANADA for the OREGON HIS-
TORICAL QUARTERLY.

Let us know if this is agreeable, and we'll send it
along. About 400 words would be fine, and deadline for the
September issue would be August 1; for December the deadline
would be October 15.

Best regards,

Thomas Vaughan,
Director

TV:pk



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Nov. 6, 1962

THOMAS VAUGHAN
Director • Editor
Oregon Historical Quarterly

Click Relander
1212 N. 32nd Ave.
Yakima, Washington

Dear Mr. Relander:

There were 4 'maps' dealing with the Simcoe agency-- the one you have seen, and 3 by Wilbur (if I remember correctly), all in the "Social and Economic Branch, Office of Civil Archives," at the National Archives. That's where the Indian Bureau records are, and I asked for any plans or drawings of Ft. Simcoe.* As far as I know, there's no index, but it's easy enough to go through the batch of drawings, which are roughly alphabetical (by agency or place). So if you want copies, I should think you could get them easily enough. The Archives places no restriction on use, and their photostats are cheaper than the ones we can get here. We appreciate your asking about the use, but I don't think we have any immediate plans for publishing them. They're from RG 75.

When you see the others which have Wilbur's name, I think you'll agree that he might not have drawn the 1862 sketch-- he's a pretty sloppy draftsman! I have copies of only two--one Wilbur drawing (on squared paper) of the locations of the buildings, with notations as to what they were used for, and the one you've seen. Can't remember if any showed allotments. If you'd rather have us get photostats for you (of the two here), of course we will. (See enclosure on prices--the maps are 18x24 approx., but we can reduce them if you want.)

I don't believe there were any including trails, etc., but the Cartographic Division of the National Archives, where maps from many groups of records have been placed, may have something on that order. Probably you have already checked Special List No. 13, "List of Cartographic Records of the Bureau of Indian Affairs," put out by the National Archives in 1954. Those are in the Cartographic Division, and it also has a group on wagon roads, army maps, etc. I didn't really have time enough (and of course didn't concentrate on the Yakima Agency), so there certainly may be maps I didn't see.

Thanks for your assist on the Yakima Indian Agency records a while back (I've since checked with the Records Center, with the State Parks, and with Washington State University), and for your mention of Mrs. Dana. I'll write to her about the chair.

* and/or Yakima Reservation and Agency

We have two or three old photos of the pre-Scholl Simcoe block-house, taken about that time (1915) by Moorhouse; and six Wesley Andrews negatives of assorted Yakima Indians, unidentified--probably taken about the same time. I'm blank on the Barnett material.

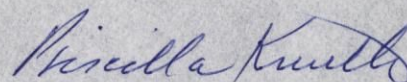
We do have diaries of Mary Melissa Bancroft Trevett, 1860-1864, and Theodore Brooks Trevett, April-December 1865--Mary was Bancroft's daughter who married Trevett, and her diaries, while not so much concerning Indians, were kept while the family was at Fort Simcoe. These are interesting, but information on the Indians is incidental. If you're in Portland some time, you might want to look at them.

Of course I should be interested to hear where you encountered Scholl's name in going through microfilm--it might be a reference I don't have. My main interest in Fort Simcoe, ~~is~~ in Scholl's sketched building plan for the fort. I'm sure that he sent working drawings to Garnett, but they haven't turned up anywhere, so far.

Wilbur is certainly an interesting character. Expect you know the story about Kendall (wasn't it?) who lost his job as Supt of Indian Affairs because he fired Wilbur, and was in turn vanquished by the Methodists? Someone will do Wilbur one of these days, I hope. There are so many fascinating aspects to Indian affairs!

Let us know if you want the photostats.

Sincerely,



Priscilla Knuth
Research Associate



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CA 6-4521

RATES FOR PHOTODUPLICATION

Photographic Prints

4x5"	\$.75
5x7"	1.50
8x10"	1.85
11x14"	3.10
16x20"	6.75

These prices apply when a copy negative is already in the Society's files. Applicant will be advised when such a negative must be made to fill the order, and in such cases the following costs will be added to the above print prices:

4x5"	\$ 1.75
5x7"	2.25
8x10"	3.00

Except in special circumstances the standard Society copy negative size is 5x7". All copy negatives are retained in the Society's files.

Other special photoreproductions, particularly color, must be quoted on special request since costs vary considerably depending on quantity, particular kind of exposure needed, photographer's set-up time, and any special difficulties. The Society will be pleased to have any special quotations made on request.

Photostats

The following rates apply to one copy of a negative [white lines on black background] photostat. For a positive copy [black lines on white background] the price must be doubled. For reference use particularly, a negative copy is completely satisfactory.

8½x11"	\$ 1.00
11x14"	1.25
11x18"	1.50
14x18"	1.75
18x24"	2.00

Prints of large size materials may be joined together by the processor for a small additional charge.

Extra charges include work from bound volumes [\$1.00 per volume], rush orders, copying scattered pages rather than consecutive runs, and extended preliminary searching and collation.

Verifax

\$.25 per page, 8½ x 11"

.35 per page, 8½ x 14"

[\$1.50 minimum on mail orders]

Microfilm and Prints from MicrofilmMicrofilm:

As a general guide, microfilm is charged at the rate of \$.06 per exposure for negative film and \$.08 per foot for positive film. In all cases, the final charge will be the one computed by the Society staff upon completion of the order.

Certain positive films are listed at flat rates in the Oregon Historical Society Publications Catalog, copies of which will be sent free on request.

Short runs of microfilm will be charged at a flat rate of \$3.50, and such runs will be considered to be 60 exposures or less. A minimum of \$3.50 applies to all microfilm work.

Work involving unusual difficulties, extra camera settings, collation, searching, and scattered sequences of pages, will be charged an additional fee.

Prints on Paper

Record prints from individual frames

\$ 1.00 per frame

Electrostatic prints from reel film

\$.14 per print at not over 8½ x 11" page size, one print per frame. Minimum order, \$5.00.

General Conditions

The minimum charge of \$ 1.50 per order prevails. Normal time for print and copying processes is 7-10 days. Rush orders are charged extra rates by the processor and must be added to the applicant's total charges by the Society.

Lengthy orders for photoduplication which entail extraordinary staff time in search and selection will be charged at the rate of \$ 2.00 per hour for staff time.

Society members receive a 10 per cent discount on all orders for photoduplication processing.

Mail and postage fee, \$.25 minimum; insurance is extra and must be specifically requested.

The above prices do NOT include prints the Society agrees to furnish for use commercially, including magazine and large edition book publication. Photoduplication in these instances will be supplied on special quotation depending on the circumstances of such commercial use.

slides 35mm color 4.25
 " black & white 3.25
 8 1/4 x 4 " 4.25

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 Oregon Historical Society



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Click Relander
1212 N. 32nd Ave.
Yakima, Washington

Oct. 24, 1963

THOMAS VAUGHAN
Director • Editor
Oregon Historical Quarterly

Dear Mr. Relander:

You will recall the letter I wrote you some time ago on the Yakima Agency (Ft. Simcoe) photostats from the National Archives. I have ordered a positive made from the negative of the one showing the plan (1862), presuming that is the one you mean, and will send it when it is finished.

Our material on Samuel Hill seems to be limited to newspaper clippings (nothing appears in our other indexes). These are as follows, and we can supply negative photostats at the rates on the enclosed sheet:

"Fire Wipes out Sam Hill's Landmarks" (Meadowlark Inn, townsite near Stonehenge, Maryhill, some data on wife, roads, etc), GOLDENDALE SENTINEL, July 17, 1958 (we can verifax this one for \$.50)

3 articles on Sam Hill, illustrated, in Sunday Oregonians, June 23, June 30, and July 7, 1940, by Ellen Ewing, running 1 1/2 pp, 1 p., 1 1/2 pp. (photostats better, would run 18x24 on full pages)

"Sam Hill Memorial Dedicated" by R.C. Johnson, OREGON JOURNAL, May 14, 1932, on 50-ton boulder set on entrance Columbia River highway, dedicated to Hill's memory (can do in two pp. verifax, \$.50)

"Finishing Work Started on Crypt to Hold Ashes of Samuel Hill, Dreamer" OREGON SUNDAY JOURNAL, Mar. 22, 1931 (verifax 1 p. \$.25)

undated, unidentified clipping "Samuel Hill Leader in Good Roads Movement" by R.C. Johnson, 1 p. verifax (.25)

obit., unidentified paper, dated Feb. 27, 1931 (2pp. verifax, \$.50)

"Many Valuable Gifts are presented to Samuel Hill Museum at Maryhill" Sunday Oregonian, Feb. 1, 1925 (2 pp. verifax)

"Sam Hill Took Lead in Oregon Good Road Move (continuation of Johnson clipping?), JOURNAL, Feb 27, 1931, half page, with photo of Hill and Queen Marie.

This is the only photo of Hill and Queen Marie that we are able to locate, and is in a newspaper clipping, so may not be suitable for your purpose. Verifax copies of photographs are not suitable for any kind of reproduction, but if you wish this copied either on a photostat or on film, rates are on the enclosed sheet.

We have some negatives from the Oregonian (many old glass negatives unfortunately came to us broken), including one of Hill's head. A 5x7 glossy print can be made for \$1.50 (Oreg. neg. No. 4333), if you wish it. Our librarian states that we do not supply negatives, and that if the print is used in a publication, the Oregon Historical Society should be credited.

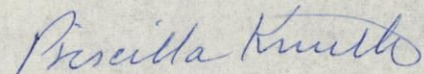
Items Circled
Ordered 10/30/63
5 postal note sent

There is additional material in a number of OHS scrapbooks on Samuel Hill, mostly having to do with his interest in the 'good roads' movement. A biographical sketch (these are all clippings) appears in scrapbook 122, p. 250; an article by Fred Lockley on Hill in scrapbook 132. Scrapbook pages are not flat enough to copy by verifax, but photostatic copies can be made.

Let us know what you would like to have done.

Perhaps the copy of your STRANGERS ON THE LAND was lost in the mail--it never did arrive, though I looked forward to seeing it. The photostatic copy of the Fort Simcoe Indian Agency, 1862, that you want is the one you mention there? It's the only one just like that that we have.

Sincerely,

A handwritten signature in blue ink that reads "Priscilla Knuth". The script is cursive and fluid.

Priscilla Knuth
Research Associate

[Enclosure. 24 Oct 63]



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CA 6-4521

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Click Relander
1212 N. 32nd Ave.
Yakima, Washington

Nov. 1, 1963

THOMAS VAUGHAN
Director • Editor
Oregon Historical Quarterly

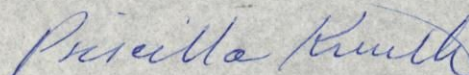
Dear Mr. Relander:

Your verifaxed sheets are enclosed, and we have ordered the print of Sam Hill (will send it along when finished in a week or so). Thanks for the money order.

Managed to do the stories you ordered in two less pages than I figured (one really can't do much with verifaxed pictures, so I didn't try), and included another story. It's unfortunate we don't have that picture of Queen Marie and Hill.

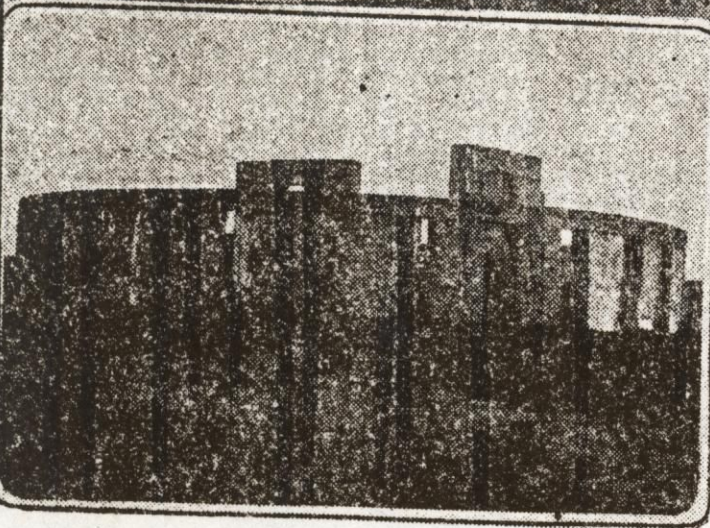
Thanks for your STRANGERS ON THE LAND. We'll be happy to add it to the library. We'll mention it in "Recent Publications of Interest" in OHQ. Only had time for a quick look now, but was especially interested in the Yakima legend of the horse, and the information about the Yakima police force.

Sincerely,



Priscilla Knuth
Research Associate

*Have misplaced information on price +
address of seller on Strangers on the Land.
Do you mind sending that along?*



On a cliff near Maryhill, overlooking the Columbia, with Mount Hood an eternal sentinel over his repose and the Columbia River highway a silver ribbon shimmering into the gorge, a tomb has been prepared for the ashes of Samuel Hill. The region will not be easily tamed and it is likely that the grandeur of desolation which he loved in life will surround his tomb for many years. Above is the tomb, of concrete. It is not far from Stonehenge memorial to Klickitat county was dead, constructed at his orders, and shown below.

Finishing Work Started On Crypt to Hold Ashes Of Samuel Hill, Dreamer

Goldendale, Wash., March 21.—Finishing work has been started on the crypt where the ashes of the late Samuel Hill will be placed. This is in compliance with the wishes of the dreamer and good roads builder who died after a brief illness in a Portland hospital after his return from a European tour last month.

The crypt was started many years ago, but did not prove satisfactory to Mr. Hill, and was entirely rebuilt during the winter of 1928-1929 by his workmen when they were at Maryhill erecting the Stone Henge memorial there.

The Stone Henge memorial was erected by Mr. Hill in memory of Klickitat county soldiers who gave their lives in the World war, and was patterned after the Great Stone Henge on Salisbury Plains, England.

ON HIGH BLUFF

The crypt is located on a high bluff overlooking the Columbia river and the Columbia River highway, at Maryhill, 11 miles south of here. It is built a few hundred feet below the Stone Henge memorial and is approximately three miles east of the museum built by Mr. Hill and dedicated by Queen Marie of Roumania in 1926. Provision has been made in his will to have this museum completed in accordance with his plans made many years ago.

The plot of ground where the Stone

Henge memorial and crypt are located, and which is practically in the center of the 5000 acres of land owned by Mr. Hill in Klickitat county, was set aside and named "Wells Park" after a friend and associate of Mr. Hill. Eben F. Wells owned land adjoining the Hill tracts on the east, and had offices in the Home Telephone company in Portland for many years.

BUILT OF CONCRETE

The crypt is built of concrete and has one large room with a shelf or ledge built across the back and is finished with two large oak doors in front. On one side of the door is a bronze plate giving the date of birth and death of his friend Eben F. Wells, and on the other side an indentation has been left in the concrete preparatory to placing a bronze plate which will bear the following inscription: "Samuel Hill, 1857-1931. Amid Nature's Great Unrest, He Here Sought Rest."

Edgar N. Hill, Seattle, cousin of Samuel Hill, was at Maryhill this week looking over the situation with the view of carrying out the wishes of Mr. Hill. The work of completion will be under the direction of Z. O. Brooks, local attorney and friend of Samuel Hill. The crypt will be re-finished inside and out, the ashes will be placed inside and the bronze plate put in place.

DEATH ENDS BUSY LIFE OF SAMUEL HILL

Samuel Hill, known throughout the Northwest as the leader in the early development of the Oregon and Washington highways, died at 6:38 last night at St. Vincent's hospital. He was in his 74th year.

Death was caused by an affection of the pancreas.

A striking ailment first manifested itself at 4 p. m. Though he rallied occasionally his fighting spirit could not beat back the approaching end, and as night descended his tired body gave up the struggle.

With Mr. Hill at the end were his son, James Nathan Hill of New York; a cousin, Edgar N. Hill of Seattle, and W. P. Turner, president of the S. P. & S. railway and a friend of many years.

The body was taken to Finley's mortuary where the last tributes were paid to it by Portland friends between the hours of 3 and 4 o'clock this afternoon.

The body will leave Portland at 11:30 o'clock tonight over the Northern Pacific for Seattle, accompanied by his son.

In Seattle the body will lie in state from 12 noon until 1 p. m. Saturday for the benefit of relatives and close friends, at the home of Mr. Hill's cousin, Edgar M. Hill, 814 East Highland drive, according to information received from Seattle by Turner.

From 2 p. m. until 3 p. m. Saturday the body will lie in state at the Bonny & Watson funeral parlor, at which time it may be viewed by the public, and at 3:30 p. m. funeral services will be held there, with a minister of the Friends' church officiating.

Frank Terrace, intimate friend of Mr. Hill, will deliver the eulogy.

Men associated with Mr. Hill in his first campaign for good roads 20 years ago will be honorary pallbearers. They are J. J. Donovan, Bellingham; R. L. Kline, John P. Hartman and R. H. Thomson, Seattle; Frank Terrace, Orilla, Wash.; Lee Monahan, Renton; W. A. Bollinger, Method, Wash., and Eli Rockey, Bay Center.

The body will be cremated, and the ashes taken to Maryhill and deposited in accordance with Mr. Hill's wishes.

Edgar Hill went to Seattle last night to make arrangements for the funeral.

Mr. Hill's illness became apparent about two months ago at Victoria, B. C. Contrary to advice of physicians he made a trip to New York, returning to Portland two weeks ago last Sunday on his way to Salem to address the Oregon legislature on the subject of regulating motor truck traffic in competition with the railroads.

He was feeling very badly Sunday night when he reached his room at the Arlington club but was insistent that he would go on to Salem Monday to deliver what he considered an important message, after which he planned to go to Olympia to address the Washington legislature on the same subject.

On Monday, February 9, his condition was such that his friends persuaded him to go to St. Vincent's hospital for treatment. For several days his condition alternated between

Continued on Page 7, Column 1

FRIDAY, FEBRUARY 27, 1931.

DEATH PUTS END TO BUSY CAREER OF SAMUEL HILL

Continued From Page One

good and bad. Physicians hesitated some time about putting him on the operating table, fearing that his heart was not strong enough to stand the shock. Finally an operation was decided as necessary. It was performed last Thursday. It disclosed that his pancreas was so badly affected that it was in what the physicians term an "inoperable condition."

Drains were installed. His heart proved to be stronger than expected and he came through the ordeal in a satisfactory way, but hope of his recovery was abandoned. From that time on it was only a question of days how long he would survive.

MANY CABLES RECEIVED

While on his sick bed the extent of his worldwide acquaintance was manifested in the number of telegrams and cables from prominent people and business associates extending sympathy and expressing hope for recovery.

These touched him deeply and one of his last requests was his appreciation be expressed. "I realize," he said, "that there are lots of good people in the world."

Samuel Hill was born at Deep River, Randolph county, North Carolina, May 13, 1857, a son of Nathan Branson and Eliza Lenora Hill. He graduated from Haverford college, Pennsylvania, with the degree of A. B. in 1878 and from Harvard in 1879 as a bachelor of arts. Later the degree of L. L. D. was conferred on him by Fenn college, Iowa.

Completing his law studies he was admitted to the bar in 1880 and began practice at Minneapolis. Between 1888 and 1903 he was president of the Minneapolis Trust company and was an overseer of Harvard college from 1900 to 1906. After a successful career as a lawyer he became associated with James J. Hill in the operation of railroads and on September 6, 1888, married Mary Hill, daughter of the Empire Builder, who with his son and a daughter survives him.

MARYHILL IS ESTABLISHED

Coming to Seattle about 1900, he acquired an interest in the Seattle Gas company which he restored to financial health. He also bought up a large tract of land on the Columbia river in Klickitat county including the town of Columbus, the name of which he changed to Maryhill.

Another large business enterprise was the purchase of a controlling interest in the Home Telephone company of Portland which he managed a few years.

He was best known through his advocacy of good roads. He brought to the Pacific Northwest a conception of a modern highway and spent many thousands of dollars and most of his time in campaigning for good roads, crystallizing public sentiment in Oregon and Washington.

He was life president of the Washington Good Roads association, president of the Pacific Highway association, honorary president of the British Columbia Good Roads league and vice president of the Columbia River Highway association; also founder and president of the uncompleted museum of fine arts at Maryhill.

His travels and acquaintance were

world wide and among his friends he included King Albert of Belgium, Queen Marie of Roumania, Marshal Joffre of France and other European notables in addition to leading business men of the United States.

DECORATIONS ARE BESTOWED

He was honorary consul general of Belgium for Idaho, Oregon and Washington, and had been decorated as officer of the Legion of Honor of France, commander of the Order of the Crown of Belgium, member of the Queen's Body Guard, Roumania, and Order of the Sacred Treasure of Japan.

He belonged to many clubs, including the Arlington of Portland, the Seattle Harvard; College and Rainier of Seattle; University, Harvard, Minnesota; Cosmos, New York; Chevy Chase, Washington, D. C., and Chicago, Chicago.

An advocate of peace among nations, he erected the "Peace Portal" between the United States and Canada at Blaine, Wash., to commemorate the 100 years of peace between Canada and America. For this work he received the special thanks of the United States senate and the Canadian government.

HILL MEMORIAL TRIBUTE IS

PAID BY CHAMBER BOARD

Members of the board of directors of the Portland Chamber of Commerce marched to the Finley funeral parlors at 2 p. m. and placed a wreath on Mr. Hill's casket.

The board in regular session adopted the following resolution:

Samuel Hill was truly Oregon's first great prophet for a new order in highway construction.

For many years before other business men of this region fully appreciated the importance of modern highways in the state, Mr. Hill was preaching consistently at every meeting he was able to attend, the cause of good roads. He spent years of time and large sums of his own money in advancing the cause throughout Oregon and Washington.

It was he who first, above any of the other outstanding leaders, urged the construction of the highway through the Columbia gorge and from Portland to the sea. He was present when the first Columbia Highway association was formed, made the outstanding address appealing for action, brought speakers from different parts of the Northwest and did everything within his power to get the people of Portland and the Columbia district in a state of mind to build a highway along the banks of the Columbia river.

When Oregon finally launched her modern highway program, Mr. Hill co-operated closely in all of the early phases of the work.

As the state has progressed in an extensive way in her highway building, Mr. Hill has preached the fame of Oregon around the world and has done more than any one other individual to commend the state for the good work accomplished in highway development.

In the light of this outstanding service rendered Oregon in one of our greatest development causes, the Portland Chamber of Commerce pays to Samuel Hill, our pioneer good roads leader, its highest tribute and commends his example to the workers of today and the future.

Memorial Dedicated

By R. C. Johnson

The Samuel Hill memorial on the Columbia River highway was formally dedicated Friday afternoon with eulogies from some of those who were associated with Mr. Hill in the early development of Oregon and Washington.

"To Sam Hill, more than to any other man, we owe our splendid highway system," said Governor Julius L. Meier.

"He lifted Oregon out of the mud, he put an end to the isolation of our communities and changed the whole mode of life of our people."

"No bronze plate or shaft of stone is needed to perpetuate his name."

The tribute of Frank Terrace of Orilla, Wash., who was a companion of Mr. Hill in the promotion of better roads in the Pacific Northwest was:

"He filled the ruts, he smoothed up the road for others to follow."

"GENIUS OF GOOD ROADS"

"Samuel Hill was the genius of good roads in Oregon," said Rufus C. Holman. "Around him centered all those who were favoring good roads in the abstract but were groping for the particular. Samuel Hill supplied the particular. He defined a good road and thereby made definite, practical and progressive the incoherent movement for better roads."

In the opinion of Charles H. Carey Mr. Hill was one of those rare individuals in whom are combined imagination and practical sense. "He was a poet and a business man." Concluding his tribute, Carey quoted from a letter from Mrs. C. A. Dolph commenting on the appropriateness of the selection of the large granite stone with its rugged exterior to commemorate the road builder's activities and how the selection had pleased Mr. Hill when he learned that the memorial was being planned.

Other speakers were Samuel C. Lancaster, who expressed his gratitude that it was through Mr. Hill that the opportunity came to him to design the Columbia River highway, and John P. Hartman of Seattle, one of the "Old Guard" which Mr. Hill gathered around him in the state of Washington. This old guard originally consisted of 14 members of whom only seven are living. Of these seven there were present at the dedication three, Hartman, Terrace and Lee Monahan of Seattle.

TRIBUTE FROM SEATTLE

From Seattle came a tribute from the Seattle Business and Professional Women's club in the form of an ode written by Sibylla M. Storrs:

"No monument no tribute wrought with hands,

No eulogy could added glory lend

To living shrines—in home and foreign lands—

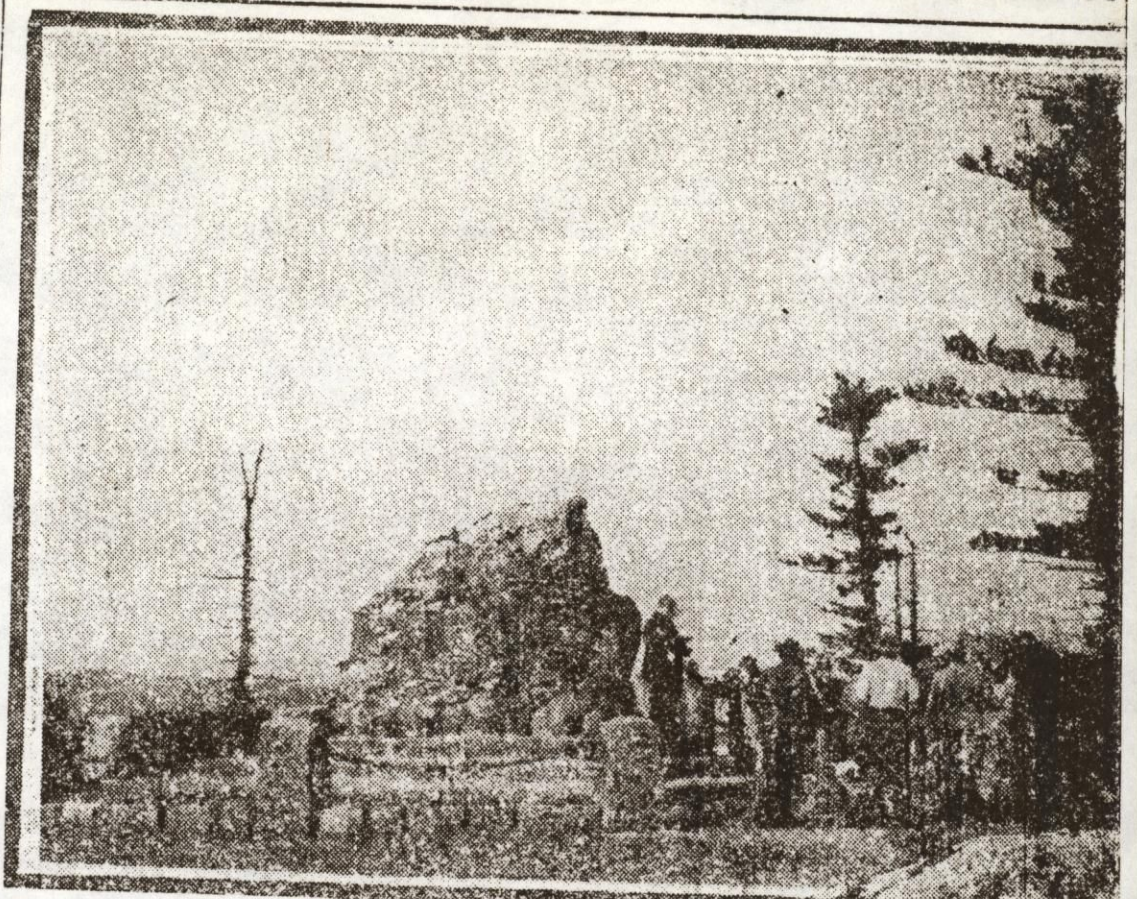
Achievements of a dreamer-builder-friend."

An interesting sidelight on how Mr. Hill brought his good roads movement to Oregon was given by Frank Terrace. For years Mr. Hill had dreamed of a highway down the Columbia river gorge on the north bank. When it came time to realize this dream, opposition arose in the communities of Puget Sound. It was said that the highway would only benefit Portland. The measure was vetoed. "By the Eternal," exclaimed Hill, "the road will be built. I am going over into Oregon and build it on the Oregon shore."

At dedication the family of Mr. Hill was represented by Edgar Hill, a cousin. Others from Seattle were Miss Lulu Fairbanks, representing the Business and Professional Women's club; C. A. Philbrick, W. H. Berry, Don S. Griffith and A. Turenne.

The ceremony was under direction of John G. Edwards, chairman of the general memorial committee.

Claim Stone is Memorial to Pioneer R



Driver Dead; Court Frees Accused Lad

After Charles E. Welsh, 17, of 509 East 41st street north, had testified that his friend, Billy Vandervort, 18, of 774 Clackamas street, was driving when their speeding automobile struck another car and rolled over on the Mount Hood Loop highway at Palmquist road Sunday afternoon, April 26, resulting in the death of Vandervort and Miss Zona Hart, 17, of 459 East 42d street north, Presiding District Judge Olson Friday afternoon dismissed the involuntary manslaughter case against Welsh.

The testimony of Welsh that Vandervort was at the wheel was corroborated by Mary Margaret Vandervort, 11, sister of the dead youth, who said her brother was driving when he and Welsh left the camp near Mount Hood, and by Bob O'Donnell, friend of Vandervort and high school classmate of Welsh, who said that the driver of the car "had on very dark clothes" when the car passed him on the highway about 25 miles from the scene of the accident. There was other testimony that Vandervort was wearing a dark leather jacket, while Welsh had on a light tan jacket.

The testimony came as a surprise, since it had been understood that Welsh was driving the car. Welsh did not take the witness stand at the coroner's inquest, when it was recommended by a coroner's jury that he be held to the grand jury. He explained that by saying that he withheld the information that Vandervort was driving "because Billy's parents were taking it very hard and I thought it would make it easier on them."

Deputy District Attorney Dillard said he was satisfied that Welsh was not the driver.

The only testimony indicating that Welsh was the driver was given by Franz Gubrich, Gresham, whose car



Above—View of ceremony at Chanticleer, entrance of Columbia River dedicated Friday afternoon to memory of Samuel Hill, father of highway in construction of highway or as friends of Mr. Hill. From left, H. Carey, Frank Terrace, Orilla, Wash.; Governor Julius L. Meier, Seattle. Top row—Rufus C. Holman, Samuel Lancaster, John P. Hartman.

New Milwaukie City Park to Be Dedicated Sunday

What once was an eyesore in the form of a garbage dump, transformed into a charming city park on the shores of Milwaukie lake, will be dedicated and formally turned over to Milwaukie at ceremonies to be conducted Sunday.

The park is about three-quarters of a mile long and 400 feet wide, with the lake as the central setting. A way-

Bandits Sorry, But Proceed To Rob Garage

Two men entered the Irvington Auto Service garage at 601 East Broadway, early today and informed Charles Kirby, 586 East 27th street north, night attendant, that they were "sorry" but they were going to rob the cash register.

SAM HILL TOOK LEAD IN OREGON GOOD ROAD MOVE

Continued From Page One

expect to be here many more years and so I am trying to crowd in as much work as I can. The older we grow the more we realize how little we know and how short time is. Don't waste your time making money. Time is the most valuable commodity in the world. Money is only a means to an end. Time is valuable if you will make the most of it, for it gives you opportunity to serve humanity. The longer you live the more fully you will appreciate that the only permanent satisfaction you will get out of life is in making the world a better place in which to live."

Born at Deep River, Randolph county, North Carolina, May 13, 1857, he traced his paternal ancestry back to Samuel Hill, who was treasurer for Oliver Cromwell and who after the restoration of the Stuarts came to America, finding the climate of England unwholesome. He had had his fill of warfare and on arrival in North Carolina affiliated with the Quaker church.

WORKED HARD AS BOY

One of his descendants was Nathan Branson Hill, who became the father of the subject of this sketch. He was a physician and a leading man in his community. He was a strong opponent of slavery and was at the head of the underground railroad in North Carolina, assisting slaves to escape to the Northern States. Naturally, when the Civil war broke out, Dr. Hill became unpopular and with his family he made his way northward by a devious route to Minneapolis and resumed his profession of physician.

In moving to Minneapolis the father had sacrificed his property in the South and when young Samuel was large enough to go to work he secured a job piling millwood at 10 cents per load. Then came the piling of slabwood at 15 cents per load.

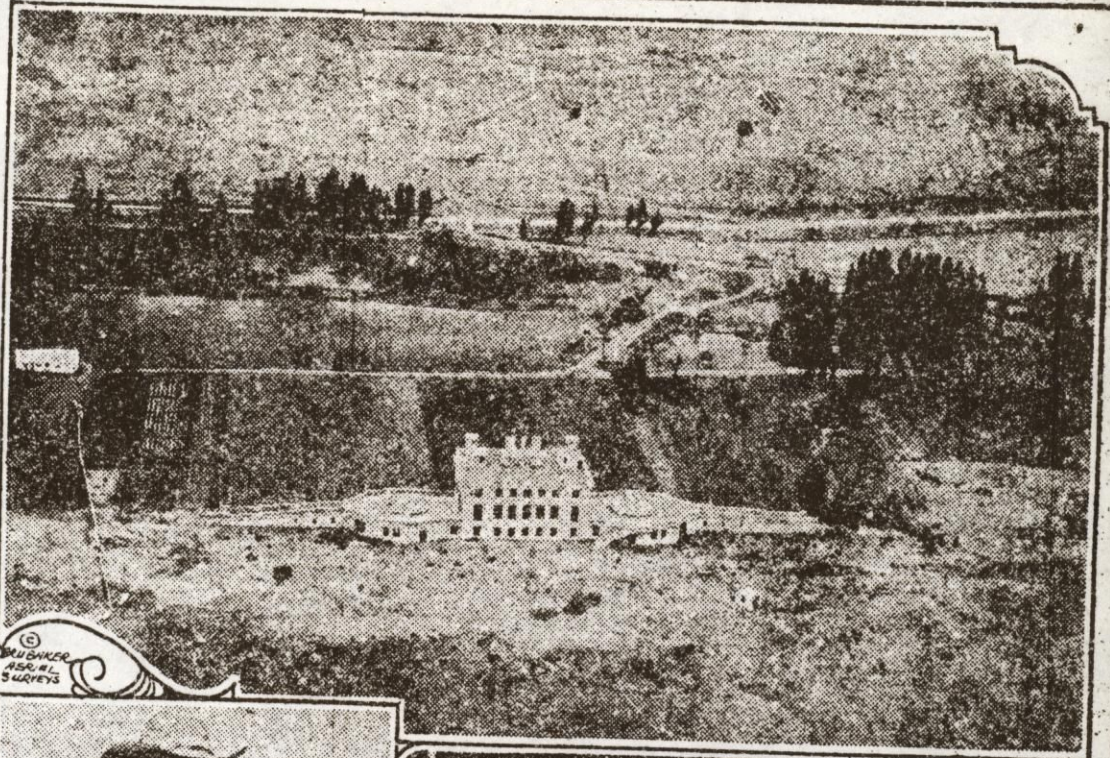
"I next got a job wiping joints for a plumber," he said in relating some of the experiences of his life. Still later I went to work for a painter, but had to quit on account of lead poisoning. I went to Oseo, Minn., where I entered the employ of Isaac Potter as a farm hand. On this farm I learned to milk, to swing a cradle and do other farm work. Later I returned to Minneapolis and went to work for a carpenter. When I was 18 years old I joined a U. S. geological survey in Pennsylvania.

WENT TO COLLEGE

"After I had saved sufficient money I entered Cornell university, where I contracted pneumonia which resulted in my leaving the school. I next entered Haverford college near Philadelphia, where my father had taken a degree. Graduating from this school in 1878, I went to Amherst and still later to Harvard university where I received an A. B. degree. While at college I worked during the summer vacations at various jobs.

"Having finished my college course I entered the law firm of Shaw, Levi & Cray. There were six clerks ahead of me and I was No. 7 boy. I had to carry the ice, sweep the office and fag for the other clerks. Judge Shaw, seeing some of my work, appointed me his personal secretary and I advanced from boy No. 7 to boy No. 1. One day Charles H. Woods came to

Maryhill Castle Monument to Hill



Top—Airview of Maryhill castle on the upper Columbia river, which the late Samuel Hill first planned as a home for his friend, Albert, King of the Belgians, but which will become the Maryhill Museum of Fine Arts if Mr. Hill's ideas are carried out. Below—Left, Samuel Hill at the Maryhill site when the great building was under construction. The wide-brimmed hat he is wearing was a characteristic feature of his dress. Right, Mr. Hill and Queen Marie of Roumania stepping from the queen's special train at Maryhill when she stopped to dedicate the museum for her old friend. In a touching address she said while some might see only an unfinished structure on the mountain side she saw the beautiful dream of its builder.

and made me president of the Montana Central and other roads. I learned more from him than in all

Probably resulting from this visit was the action of the Oregon legislature in creation of a state highway commission to consist of the

sion which he had started and never completed which, on completion, was to be a museum of historical articles gathered in Europe and elsewhere

seeing some of my work, appointed me his personal secretary and I advanced from boy No. 7 to boy No. 1. One day Charles H. Woods came to our office and said to Shaw: 'I am going to Europe and I want one of your clerks to help my partner, Babcock, while I am gone.'

"Judge Shaw pointed to me and said, 'Hill can do the work for you.' Woods turned to me and said, 'I will give you \$75 a month.' I refused the job as I wanted to stay where I was. After Woods had gone I said to Judge Shaw, 'Why did you suggest me? Isn't my work satisfactory?' 'You work is very satisfactory,' he replied, 'that is why I recommended you. I want to see you advance. Babcock is lazy.'

ADMITTED TO BAR

"You will soon be doing all the work. It would be good practice for you. What you ought to do is to be admitted to the bar and take the job."

"I took his advice and took the bar examination and was admitted. I then went to Woods & Babcock as clerk. Babcock began to put work on me and within a month I tried and won my first case. Meanwhile I had been making money out of real estate commissions."

"When Woods returned from Europe I resigned and entered Harvard law school. Beginning the practice of law, I prepared myself by committing to memory the decisions of the supreme court of Minnesota. When I went into a courtroom I did not want to lug a lot of books with me. I contracted with the owner of the Vanderburgh block in Minneapolis to do all his legal work for use of four rooms on the second floor. I subscribed for almost every newspaper published in the state and hired Charles H. Babcock as a clerk. When a client came Babcock would bring me his name and address and tell him that I would see him in 15 minutes."

"During these 15 minutes I would turn to my newspaper from the client's town and when he came in I would be conversant with what was going on in his town. It made an impression on the client. I also read up the affairs of small towns in the state and would visit around Sundays getting acquainted with people in the little towns. It was my boast in those days that if I met a man once I would remember his name and address and the circumstances under which we met. My visits to the small towns resulted in my being asked to prepare charters. I also made it a rule to never take a case that I did not believe in. Juries got to believing that right and justice were on the side of my client."

HAD LAW IN HEAD

"I often heard men in the courtroom whisper, 'No, he does not have to carry any books; he's got the law in his head.' I took lots of damage suits against the railroads. The railroad attorneys would ask prospective jurors 'Do you know Sam Hill?' If the replied 'yes,' they would be excused."

"The railroad attorneys usually would use up all their peremptory challenges. I never used mine. I would look at the jury and say, 'I do not have to challenge any of the jurors because I know they want to see justice done and I can trust to their sense of honesty and fair play.'"

"As a result I had mighty good luck with my cases. I won case after case against the Hill railroads. Finally James J. Hill sent for me and said: 'We would rather have you with us than against us. On what terms will you come with me?' I replied: 'I do not care to be your hired man, Mr. Hill. I doubt if you would care to pay me as much as I am making. The only proposition that would interest me is to be allowed to come here without pay and learn railroad-ing.' He finally accepted my proposal

and made me president of the Montana Central and other roads. I learned more from him than in all the college courses I ever took."

Thus passed Samuel Hill from an anti-corporation lawyer to a railroad executive. Soon his relations to James J. Hill became more intimate through his marriage to Mary Hill, daughter of the Empire Builder.

GOES TO SEATTLE

One of his notable railroad experiences was his employment by the French government to examine the route of the Trans-Siberian railroad before the bond issue was taken over.

As a railroad man Mr. Hill became interested in development of country roads in order to bring the products of the farm to the railroad more economically. His vision broadened into state highway systems which in a sense would compete with the railroads in local transportation.

In the late '90s he retired from the railroad management and came to the Pacific Northwest, locating at Seattle where he became president of the Seattle Gas company, whose affairs he brought out of chaos.

He began to agitate good roads and soon surrounded himself with a body of progressive men whom he always referred to as the "Old Guard." Among them was Frank Terrace. The movement grew and eventuated in the organization of a state highway system. It was a little in advance of the times. The politicians came in and Mr. Hill stepped out of the picture.

LAUNCHES MOVEMENT

At this time there was a great deal of better-roads sentiment in Oregon and to Oregon Mr. Hill came. One of his first approaches was to Governor West. After he had talked with Governor West a few minutes, the governor said to him: "You need not say more; you are just the man we want. God has sent you. You have the means to carry on a campaign, and the prestige coming from a son-in-law of James J. Hill. You belong to no local faction. What we want is a leader. We have been talking good roads for a long time, but have not got anywhere on account of lack of leadership."

"You go back to Portland, do some entertaining, get the Arlington club lined up, work the press and cultivate the grangers. I will back you up."

Mr. Hill came back to the Arlington club, where he found a hearty supporter in C. S. Jackson, founder of The Journal. Simon Benson, who, according to Hill, was complaining of a bad stomach and a lack of something to do for the public benefit, and a number of other prominent citizens. Hill entertained, dinners followed lunches, public sentiment for good roads began to cohere. The Portland press united in its support. In his leadership Hill brought to the public eye the first realization of the modern highway with its low grades and enlarged curves, its economic value and its service in bringing tourists to see the scenic beauties of the Northwest.

ESTABLISHES MARYHILL

During his residence in Washington Mr. Hill had purchased a large tract of land on the Columbia river surrounding the old town of Columbus. Here he planned to establish a colony. He changed the name of the place to Maryhill and advertised the location as one "where the rain and sunshine meet." To Maryhill he brought highway engineers, at that time a new profession, and constructed several types of modern highway to serve as models. During the 1913 session of the Oregon legislature he chartered a special train and carried the members of the legislature from Portland to Maryhill to give them an ocular demonstration of what a real highway should be and its cost of construction.

Probably resulting from this visit was the action of the Oregon legislature in creation of a state highway commission to consist of the governor, secretary of state and treasurer. Provision also was made for counties to finance construction and a small amount of state aid.

HIGHWAY PLANNED

As Highway Engineer Henry L. Bowlby, who had been associated with Mr. Hill in Washington, was selected on Hill's recommendation. A state system of roads was laid out embracing the main roads of the present system and the effort to raise funds for construction began. In several counties campaigns to issue bonds were had. In these campaigns Mr. Hill took a prominent part, traveling over the state at his own expense and carrying with him a projecting machine and hundreds of views of road construction and nature scenes to illustrate.

On a September day in 1913 Mr. Hill invited a party of Portland enthusiasts to a luncheon at Chanticleer Inn on the bluff overlooking the Columbia river. At this luncheon it was decided to undertake the building of the Multnomah unit of the Columbia River highway. The board of county commissioners by the vote of Rufus C. Holman, chairman, and W. A. Hart, elected Samuel C. Lancaster as consulting engineer to lay out and construct the highway. Lancaster had previously been employed by Mr. Hill on the Maryhill roads after Hill had taken him to Europe to study the highways in that section of the world.

LEADERSHIP ENDS

The state highway department had in the meantime begun construction of the Pacific highway in Jackson county and on the Columbia river in Hood River, Columbia and Clatsop counties. Everything was going well for a time. Eventually the politicians began to come to the surface. Trouble arose between the contractors and Engineer Bowlby. His removal was demanded. Governor Withycombe yielded to the demand and the leadership of Mr. Hill in road construction in Oregon was ended.

He was succeeded by Simon Benson and John B. Yeon under whom the state highway department was reorganized on its present basis.

Besides construction of the Pacific and Columbia River highways, Mr. Hill also advocated what he called the "great food" road, beginning at Eastern British Columbia and extending through Eastern Washington, crossing the Columbia river at Biggs and proceeding through Central Oregon by way of Prineville and Lakeview to Aituras and thence down Pitt river to the Sacramento valley. He was also interested in an east and west transcontinental highway from Vancouver, Wash., along the north bank of the Columbia river to Pasco and thence to Spokane and eastward through the northern tier of states to draw tourists from the East to the Northwest.

GREET'S PEACE PORTAL

Turning from active participation in construction of Oregon highways, Mr. Hill did not lose interest. He advocated the beautification of the Pacific highway its full length with gardens alongside.

On the international boundary at Blaine he erected at his own expense what he termed a peace portal to commemorate the long years of peace between Canada and America.

Having been brought up as a Quaker, he desired that there should be peace among men. A further manifestation of this desire was dedication of a bluff at Maryhill to the memory of Klickitat county boys who had been killed in the World war. He also planned here a reproduction of Stonehenge. Another dedication at Maryhill to the public was the large man-

mon which he had started and never completed which, on completion, was to be a museum of historical articles gathered in Europe and elsewhere about the world.

A room in this building to be known as the Roumanian room was consecrated by Queen Marie of Roumania on her visit to the United States a few years ago when she was the guest of Mr. Hill in Oregon and Washington.

SPENT OWN MONEY

Probably Mr. Hill's last connection with the Pacific highway in Oregon was the dedication of the highway at the Interstate bridge by Marshal Joffre of France, who was a guest of Hill on his tour of America after the close of the World war.

Many of Mr. Hill's private business affairs were not successful and the memory of them will soon pass away but the work that he did in the public service will stand for a long time.

Summing up his highway activities in the Northwest he said:

"Converting the taxpayers of Oregon and Washington to the idea of spending money on roads was no small task. I spent my own time and many thousands of dollars of my own money freely for what I knew was the public good and I had to take lots of criticism and abuse for doing so."

"Where do you want to be buried?" he was asked one day. His reply was:

"Standing on the bluff in front of my place at Maryhill and looking down the canyon of the Columbia you will see a mass of jagged rocks, nature's great upheaval. Here on the bluff in time to come, I hope there will be over my ashes a bronze tablet bearing this inscription:

"Samuel Hill, amid nature's great unrest, he sought rest."

OREGON HISTORICAL SOCIETY

WITH WHICH ARE NOW INCORPORATED
THE BATTLESHIP OREGON MUSEUM, OREGON GEOGRAPHIC NAMES BOARD,
OLD OREGON TRAILS ASSOCIATION AND OREGON LANDMARKS COMMITTEE

PORTLAND, OREGON

1230 SW Park Ave.

Oct. 28, 1966 [1967]

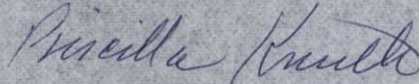
Mr. Click Relander
3701 Commonwealth Drive
Yakima, Washington

Dear Mr. Relander:

We should be most pleased if you would review for the
Oregon Historical Quarterly Ella E. Clark's Indian Legends from
the Northern Rockies.

If this is agreeable, let us know and the book will be
sent along. About 350 words by January 1 would be fine.

Sincerely,



Priscilla Knuth
Managing Editor

OREGON HISTORICAL SOCIETY

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