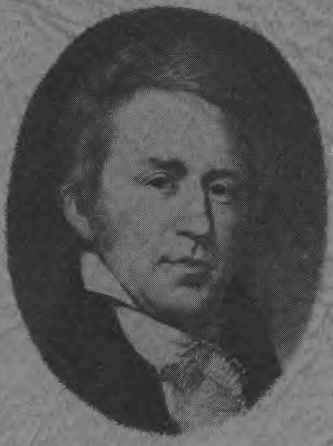
CLARK COUNTY HISTORY



WILLIAM CLARK
1770 - 1838

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Clark County, Washington

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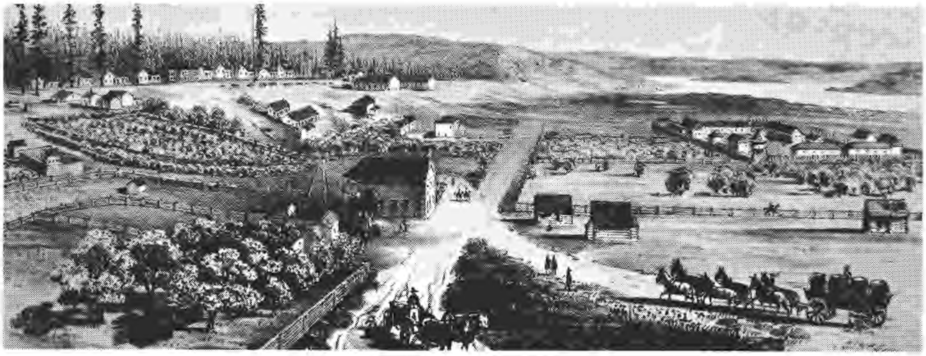

Fort Vancouver, sketched by Sohon, 1854

VOLUME III 1962

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A GROUP OF HISTORIC CLARK COUNTY MARKERS

Have you seen these among others? If not you will feel rewarded by driving, **(1)** to Esther Short Park to see the bronze statue of the Pioneer Mother, by Alvard Fairbanks, a gift to the city of Vancouver from the E. G. Crawford estate, unveiled in 1929. **(2)** Drive east on 10th (W. Evergreen) into the Barracks grounds by fabled old Officers' Row and stop at the Ulysses S. Grant House. **(3)** Drive on east to E. Reserve, turn right to E. 5th, then left and angle up on Davis to a triangle plot near "S" St. **(4)** Continue on east along Evergreen to the junction of Grand Ave. and turn right to west side of the Deaf School. **(5)** Go back to Evergreen, drive east, cross the Lewis and Clark Hwy, then on east on Evergreen to 122nd St., in front of the State Fish Hatchery. **(6)** Park at the north side of the Information Center on Hwy 99 near 8th St. to see the "Spirit of the Trail", bronze on marble, recently moved through the efforts of the Fort Vancouver Historical Society.

Photo No. 1

—Photo by Brouhard

Photo No. 2

—Photo by Prose

Photo No. 3

—Photo by Prose

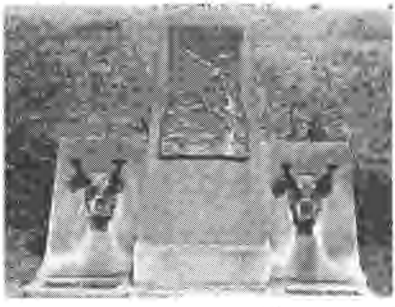
Photo No. 4

—Photo by Prose

Photo No. 5

—Photo by Prose

Photo No. 6



—Photo by Brouhard

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Visitor Center, Fort Vancouver National Historic Site.

VANCOUVER'S HERITAGE PRESERVED

By William R. Sampson

The Hudson's Bay Company, faced with mounting competition and excessive customs duties, decided in 1860 to abandon Fort Vancouver, the once proud headquarters of their extensive commercial operations west of the Rocky Mountains. In June of that year, Chief Trader James A. Grahame deposited the keys to the fort with Captain Rufus Ingalls, assistant quartermaster at the military post. By 1866 all that remained to mark the site of the fort was one "little rick of rotten hay and straw, partially covered by a portion of a fallen roof," for the walls and buildings had been allowed to decay or were demolished until a conflagration of uncertain origin destroyed what remained of the fur trade emporium of the Northwest. In later years the exact location of the fort was all but lost, for the area was converted to farmland where wheat and potatoes were raised. But, in 1910 the site was marked out as accurately as possible from plans and notes made in 1854 by Lt. Col. B. L. E. Bonneville, and in 1915 the War Department, acting under the Antiquities Act of 1906 which provided for the protection and preservation of the historic and prehistoric sites on lands controlled by the United States, designated the location of the stockade as a "National Monument;" (War Department Bulletin No. 27 of July 17, 1915).

Local interest in the site of Fort Vancouver increased as the centennial year of 1925 approached, and in 1922 Senator Poindexter introduced a bill providing for an appropriation of $30,000 to restore the stockade of Fort Vancouver, but the bill never returned from the Committee on Appropriations. Early in 1924 Senator Wesley Jones and Representative Albert Johnson introduced independent bills providing for a $30,000 restoration of the fort, but both of these measures died in committee. Finally, in December, 1924, Representative Johnson at the request of the Vancouver Prunarians and Glenn Ranck introduced a bill calling for a $60,000 restoration and rebuilding to be completed by July 1, 1925 in time for the month long centennial celebrations which were scheduled from July 4 to August 4. A greatly altered bill authorizing the Secretary of War to permit and cooperate in the restoration or rebuilding of the stockade, but withholding a money appropriation, was silently signed by President Coolidge on March 4, 1925. In spite of such disappointments, Vancouver went ahead with plans for a gala birthday celebration. The Executive Committee of the Old Fort Vancouver Centennial Board had capitalized for $50,000 and forty acres of Barracks land were leased for the festivities. Despite early setbacks, including the disincorporation of the Fort Vancouver Centennial Corporation in November, 1924, the centennial celebrations from August 17-22, 1925 were successful largely due to the efforts of Glenn Ranck. The outstanding feature of the program was Dwight Parish's pageant "The Coming of the White Men" presented on August 18th.

Interest in preserving the site of the fort was eclipsed by the installation of a new street lighting system (activated from London by the Governor of the Hudson's Bay Company on March 17, 1928), the erection of a new municipal building and the inauguration of the Northwest's first air mail service in September, 1926 with Vancouver as the distribution point. Local historical interest centered in the relocation of the Covington House to Leverich Park in November, 1926 and the subsequent efforts to develop a historical museum there. However, Senator Jones retained an active interest in having the fort site preserved, and in 1930 and again in 1932 he unsuccessfully introduced bills calling for an expenditure of

$30,000 by the United States Government to restore or rebuild the "Old Fort Vancouver Stockade."

On August 21, 1935 President Franklin D. Roosevelt signed The Historic Sites and Buildings Act which provided for the proper surveying, recording, and preservation of the nation's historic resources. Early in 1936 Miss Fay G. Peabody, General Chairman of the Committee of the Old Fort Vancouver Restoration Association, which was sponsored by the local Chamber of Commerce, interested the newly formed Advisory Board on National Parks, Historic Sites, Buildings and Monuments in her group's plans to reconstruct Fort Vancouver and provide a museum in one of the buildings. A life sized statue of Dr. John McLoughlin was to be placed at the entrance to the fort and a shrine was to be erected for the famous old Apple Tree. On April 20, 1936, Olaf T. Hagen, Acting Chief, Western Division, Branch of Historic Sites and Buildings of the National Park Service met with members of the Association, the Chamber of Commerce, and the County and City Planning Commissions to survey the locations of the fort and a third location proposed for the restoration. At his suggestion the Association rejected Scenic Point as unsuitable; and as the War Department was expected to oppose any attempt to use barracks land, the Chamber of Commerce made plans to acquire the suitable tract immediately south of the Washington State School for the Deaf, the site of Fort Vancouver from 1824 to 1829. In 1938 the 75th Congress passed an act authorizing the City of Vancouver to construct and maintain a historical memorial on the Vancouver Barracks Military Reservation which would have permitted access to the site of the second fort. Although a great deal of enthusiasm was generated among city officials, especially Mayor John P. Kiggins, and the old Vancouver Historical Society was reactivated as the Fort Vancouver Restoration and Historical Society in March, 1940 to further the cause of reconstruction, the City was unable to exercise the option on the land and World War II effectively interrupted such projects.

With the end of the war much of the Barracks was declared surplus to the needs of the Army, and efforts to preserve and interpret the site of the old Hudson's Bay Company western headquarters were renewed. In March, 1947 the Washington State Legislature passed a bill requesting the establishment of Fort Vancouver National Monument, and in June, 1947 Congress appropriated $7500 for exploratory excavations to determine the precise location of the fort. These excavations were conducted by Mr. Louis R. Caywood, a National Park Service archaeologist, and during the fall of 1947 he and his small crew were able to locate the four corners of the stockade. On June 19, 1948 President Harry S. Truman signed Public Law 719, sponsored by Congressman Russell Mack, which authorized the establishment of Fort Vancouver National Monument. In 1950, Vancouver celebrated its Cenaqua with a historical pageant depicting the christening of the original fort on March 19, 1825. The event was doubly significant, for after thirty years of effort, the local citizens could at last be assured that the site of the most influential establishment in early Northwest history would be carefully preserved and interpreted under the protection of the United States Park Service.

Mr. Caywood continued his archaeological excavations during the 1948, 1950 and 1952 seasons, locating most of the stockade walls and all of the principal structures within. In January, 1951, Mr. Frank A. Hjort arrived to assume the duties of the first superintendent of the area, and in 1954 following the completion of the transfer of the necessary lands from the old barracks area, Secretary of the Interior Douglas McKay formally dedicated the National Monument whose historic influence had been so important not only to the development of Washington but also to his home state of Oregon. In June, 1961, the name of Fort Vancouver National Historic Site was substituted for Fort Vancouver National Monument and the acreage lim-

itation was raised from ninety to two hundred twenty acres.

Development of the area was facilitated by the ten year modernization program of the National Park Service which was begun in 1956. Under this MISSION 66 program a permanent historian was added to the staff, the walls and buildings of the fort were outlined, and new roads, residences, and a large modern Visitor Center were constructed. These new facilities providing vastly improved means of interpreting the historic site were dedicated to the people of the nation by Lawrence C. Merriam, Regional Director of the National Park Service, in impressive ceremonies on March 18, 1962, one day short of the 137th anniversary of the naming of Fort Vancouver by Governor George Simpson. And fittingly the flag of the Governor and Company of Adventurers of England Trading into Hudson's Bay flew briefly over the area from which it had been absent for 102 years, a period which has seen a tremendous growth and development, but the heritage of its origins has not been forgotten.

Address Given At Dedication Ceremonies of the Fort Vancouver National Site

March 18, 1962

R. H. Chesshire
Hudson's Bay Company
Winnipeg, Manitoba

FORT VANCOUVER

On an occasion such as this, time permits only the briefest description of some of the events which shaped the fur trading activities in the Old Oregon Territories, or what is today know as the State of Washington. But it is impossible to review the exploits of the period without reflecting on the achievements of those hardy adventurers who first pushed back the frontiers on the western wilderness—men such as Alexander MacKenzie, who discovered and explored the great river that bears his name, and who in 1793 penetrated to the Pacific; and Simon Fraser, from New York State, who accomplished the hair-raising descent of the Fraser River to the sea; David Thompson, who explored the Columbia; and Meriwether Lewis and William Clark's famous overland journey from St. Louis.

From 1801 to 1811, David Thompson was advancing westward, down the valley of the Columbia, building posts in the present states of Washington, Idaho, and Montana. But the Americans were also acquiring rights in the region and their ships had been early in the maritime trade when Captain Gray had discovered the mouth of the Columbia in 1792. Then, too, John Jacob Astor's Pacific Fur Company had established Astoria on the Columbia, and other posts at its confluence with the Okanagan and as far north as Kamloops. Astor had dreamed of being not only the first in the new territory, but of having the field to himself. His men, however, were soon to learn that the Nor-Westers had already established settlements at Spokane House, Kootenae Fort, and Flathead Post. It was the Nor-Westers who were the first across the Rockies, and it was Dr. W. S. Wallace of Toronto, one of the leading authorities on this great Canadian Company, who wrote this way of their exploits:

"No braver or more picturesque band of adventurers ever put it to the touch, to gain or lose it all." "The names of the North West Company partners sound like a roll call of the clans of Culloden. These men were hardy, courageous, shrewd and proud. They spent a good part of their lives traveling incredible distances in birch bark canoes, shooting rapids, or navigating inland seas. They were wrecked and drowned. They suffered hunger and starvation. They were robbed and murdered by the Indians, and sometimes by one another . . . yet they conquered half a continent, and they built up a commercial empire the like of which North America at least has never seen."

From the date of its organization the North West Company had been in violent and often bloody competition with the Hudson's Bay Company, and by the winter of 1819 its reserves were low and fears for its solvency were openly expressed. Finally peace came in the form of a coalition agreement, signed in March 1821, which provided that the older and more powerful H. B. C. should retain its identity and take over all the assets of

the North West Company, which, of course, included the Oregon Territories.

Previously the North West Company had bought out the Astor interests but both countries claimed the sovereignty of the land until in 1818 an agreement was reached, whereby each nation recognized for ten years the other's right to trade. This agreement, subsequently renewed in 1827, remained in force until the Oregon Treaty of 1846.

Then came the expansive reign, made notable by the work and foresight of such men as John McLoughlin, Peter Skene Ogden, James Douglas and John Work, directed by the indefatigable George Simpson.

In the summer of 1824 Simpson left on the long overland journey from York Factory on Hudson Bay to the Columbia. On arrival he was horrified by the extravagance, inefficiency and lack of enterprise which characterized the management of the District. Writing from the junction of the Spokane and Columbia Rivers, he said, "If my information is correct the Columbia Department from the day of its origin to the present hour has been neglected, shamefully mismanaged and a scene of the most wasteful extravagance and the most unfortunate dissention". Characteristically, he had the answer: "If properly managed no question exists that it would yield handsome profits . . .".

Proper management was the hidden drawer in which lay the riches, and retrenchment was the key to the drawer. And so the shakeup began. The first move was to relocate Fort George, then on the south side of the Columbia, at Astoria. Both the Governor and Chief Factor, John McLoughlin, recognized that Fort George was of no great value as a western headquarters being, as it was, too far from the Company's interior operations and providing poor facilities for agriculture. While Simpson favoured a location on the Fraser, or as it was sometimes called, the New Caledonia River, as being more central to the coastal and interior trade, besides providing greater facilities for expansion to the northward and for the supply of all the interior posts, McLoughlin nonetheless pressed for a location higher up on the Columbia. Thus it was that Fort Vancouver was founded in 1824 on the north bank of the Columbia River, on a site selected by Chief Factors Alexander Kennedy and John McLoughlin.

To identify the British claim to the soil with Captain Vancouver's discovery of the river and coast, Governor George Simpson decided to name it in honour of "that distinguished navigator". Mustering the "gentlemen, servants, chiefs and Indians", at a sunrise on Saturday, March 19, 1825, he "baptised it by breaking a bottle of rum on the flag staff" and called for three cheers for King George IV.

The fort remained on the original site until 1828 when it was decided to move it nearer the river, and, once located at the headquarters of navigation — about 100 miles from the Columbia's mouth— the post quickly developed into the emporium of trade for the Columbia District. Thus were the new headquarters of these large territories established and from Fort Vancouver, John McLoughlin —better known as the "Father of Oregon"—guided the trade. Under his able leadership and with the help and direction of Governor Simpson, the fort also became the political and military authority for a vast wilderness region.

Fort Vancouver was a parallelogram about 750 ft. long and 450 ft. broad, enclosed by a picket wall about 20 ft. high. In the early days the fort had bastions containing two twelve pounders each. However, because of disuse the cannon soon became ornamental. The interior was divided into two courts with numerous buildings, all of wood, except the powder magazine which was of brick and stone. Dr. McLoughlin's house had a piazza and small flower-beds with grape and other vines in front. Between the steps were two of the old cannons on sea carriages which doubtlessly impressed the natives. Nearby were the rooms for the clerks and visitors, the Batchelors' Hall — the rendezvous for pastime and gossip — the dwelling for

officers and men, and the Roman Catholic Chapel. As one contemporary pointed out: "Everything may be had within the fort . . . they have an extensive apothecary shop, a bakery, blacksmiths' and coopers' shops, trade-offices for buying, others for selling . . .". Many accounts can be found of "Roughing it on the frontier, Fort Vancouver style". Here is one of them, passed down to us by an officer in the United States Exploring Expedition of 1841:

"The Bell rings for dinner; we see the 'hall', and its convivialities. The dining hall is a spacious room on the second floor, ceilinged with pine above and at the sides. In the southwest corner of it is a large close stove sending out sufficient warmth to make it comfortable. At the end of the table, 20 feet in length, stands Governor McLoughlin, directing guests and gentlemen from neighbouring posts to their places. Chief - Traders, Traders, the physicians, clerks, and the farmers, slide respectfully to their places, at distances from the Governor corresponding to the dignity of their rank in the service. Thanks are given to God, and all are seated. Roast beef and pork, boiled mutton, baked salmon, beets, turnips, cabbage and potatoes, and wheaten bread, are tastefully distributed over the table among a dinner set of elegant Queen's ware, burnished with glittering glasses, and decanters of various coloured Italian wines. Course after course goes round, and the Governor fills to his guests and friends, and each gentlemen in turn vies with him in diffusing round the board a most generous allowance of viands, wine and warm fellowship. The cloth and wines are removed together, cigars are lighted, and a strolling smoke about the premises, enlivened by a courteous discussion of some mooted points of natural history, or politics, closes the ceremonies of the dinner-hour at Fort Vancouver."

This was the fort in its heyday.

A short distance from the fort, on the bank of the river, lay a village of about sixty neat and well-built houses for the married mechanics and servants. Here a hospital was located, a boat house, salmon house and — close by — barns, threshing mills, granaries and dairy buildings.

More than fifteen hundred acres of land around the fort were under cultivation and there were large flocks and herds of sheep, horses, cattle and swine as well as an orchard and flour mills. This was the first large-scale farming on the Pacific Northwest. Lumber from the first Northwestern sawmill, pickled salmon, dairy products and other items of early industry were supplied for other fur trade posts as well as for commerce with distant ports.

The first shipyard, the first school, the first theatre, and the earliest churches were raised at Fort Vancouver. Here existed the "Columbia Library", first circulating library in the Old Oregon Country. Most historians agree that the history of the Hudson's Bay Company at Fort Vancouver and the history of the Oregon Country were, for a time at least, almost identical.

To a great extent this was due to Dr. John McLoughlin. His dominant qualities were kindness, sympathy and humanity, but with such an empire he needed his stern and manlike characteristics to govern the officers and employees. Governor George Simpson, who was not known for his praise, wrote McLoughlin in 1929, ". . .Your whole administration is marked by its close adherence to the spirit of the Governor and Committee's wishes and intentions, and is conspicuous for a talent in planning and for an activitity and perseverance in execution which reflect the highest credit on your judgment and habits of business".

Under direction that was remote in both time and space, McLoughlin's achievements up to 1840 were impressive. Russian and American competition by sea and on land was vanquished. Hudson's Bay ships ranged to Alaska, to California, and Honolulu with Columbian farm produce, fish, lumber, and English trade goods. The chain of posts extended from the Alaska panhandle far south, and Company men had long since established peaceful relations with warring tribes.

The Snake River Expeditions, under Peter Skene Ogden, were outfitted at Fort Vancouver. The trappers and traders of these expeditions traveled into what are now the states of California, Utah and Idaho, traversing the upper waters of the Snake or Lewes River in Southern Idaho, the valley of the Klamath in Northern California, and those areas of Utah to the east of Great Salt Lake, where today the name Ogden City recalls his presence.

The Snake Expeditions were only the more important of several trading and trapping parties which were outfitted more or less regularly on the Columbia. For two years John Work, his successor, was on ground already covered but by 1832 he had penetrated down the valley of the Sacramento to the Spanish Mission at San Pablo Bay.

But few topics loom larger in McLoughlin's letters than his efforts to develop the coastal trade and this was a project to which both the Governor and Committee and Simpson attached the greatest importance.

By 1839, following the "Dryad Affair" the Russians finally agreed to discontinue all trading activities in the mainland portion of the "panhandle" of Alaska, and to lease the area to Hudson's Bay Company for a period of ten years at an annual rental of two thousand land otter skins. For their part the Hudson's Bay Company undertook to deliver at Sitka stated quantities of wheat, flour, barley, salf beef, butter and pork, and this eventually led to the organization of the "Puget Sound Agricultural Company" to supplement the products already being produced on the Company's Oregon farms. From the point of view of the Hudson's Bay Company, the most important benefits of this agreement were control of the coast which would safeguard the valuable trade in the interior, and the freight contract which would deprive American traders of the lucrative Sitka market and thereby drive most of them from the region. On the other hand, the Russians were guaranteed a supply of agricultural products which would enable them to abandon Fort Ross, their expensive establishment in California. And so the Hudson's Bay Company absorbed the trade of the Pacific slope with its schooners and later the S. S. "Beaver" plying up and down the coast; its posts established at vantage points for the marine fur trade, and finally, the contract with the Russian American Fur Company, who bought all their supplies from the Hudson's Bay Company, left no trade for the Americans - and their ships disappeared from these waters.

Basically, the Hudson's Bay Company has always been a company of merchants but, in conclusion, there is also the part they played in the settlement of the region. They cleared land and grew grains, packed salmon, introduced cattle, sheep and hogs, developed farms and brought from England the machinery necessary for the building of a sawmill and grist mill.

Finally its vessels carried the products of these industries - wheat, flour, beef, hides, tallow, lumber, and salmon - to the Hawaiian Islands and the trade along the coast. In this way interest in the district was widened and deepened in persons other than fur traders.

Among these persons were the settlers. Like the missionaries they also followed the routes established by trappers of the Company. The trek across the plains and the mountains took six long and weary months. As a result their reserve supplies of food, furniture and facilities were eaten or discarded enroute. They arrived in the fall of the year entirely unprepared to meet the coming winter season.

Dr. McLoughlin met them kindly, as he had the missionaries, and provided them with food, seed, and other necessities sufficient to meet their needs until they could clear land and care for themselves. In this way he saved many of them from hunger and possibly death from starvation.

Indeed his hospitality to the settlers made his name revered in the story of the North Pacific states of America.

In a letter written in 1851 McLoughlin said:

"I early foresaw that the march of civilization and progress of peopling the American territories was westward and onward, and that but a few years would pass away before the whole valuable country between the Rocky Mountains and the Pacific . . . must become the abode of another race - American. This could neither be successfully resisted nor did I deem it politic or desirable to attempt it. In this spirit I prepared myself to encourage, hasten and further what I thought would be not only attended with good, but inevitable."

With this thinking it is easy to understand why he was so kind to the pioneers.

In the spring of 1943 the few settlers met and laid the foundations of a local civil government. It was primitive but sufficient to attract a large number of Americans and finally it grew through the succeeding years so that by 1846 it had become the recognized government of Oregon.

Under the Treaty of 1846, signed by Great Britain and the United States governments, whereby all territory south of the forty-ninth parallel came under the jurisdiction of the United States, Fort Vancouver fell into the territory subject to the control of the United States, and this automatically curtailed its control in the district. As this fact became known to the Indians, they became restive and reverted to their aggressive antagonism toward the white settlers. The restraining hand of the Company had been removed and no other authority known to the Indian was evident. This hostility grew until in the fall of 1847 it came to a head in the Whitman Massacre.

Here Ogden won. His name became a household word among the pioneers. The Company likewise won. Its Indian policy had been justified in a most spectacular way to the people of the District.

In the final analysis they came to appreciate that the activities of the Company had laid a foundation upon which the settlers could build with assurance. It had demonstrated the fertility of the soil for the raising of wheat which, with its allied products, became an important agricultural asset. It pointed out the possibility of cattle and sheep raising which later took over large areas of grazing lands. From the primitive efforts of the Company, in packing salmon, had developed a salmon canning industry, the products of which have become important articles of commerce. While lumber from its first small sawmill demonstrated the value of the vast forests as potential reserves of great wealth.

In these ways was the district made known, the approach to it made safe, a policy of dealing with the Indians confirmed, and finally the possibilities of its soil and the wealth of its national resources demonstrated to the settlers.

If I speak with pride today of Fort Vancouver, and the part played by the Company in the development of the Pacific Northwest, it is with equal pride and also with admiration that I acknowledge the part which you people are playing in preserving History. Perhaps I cannot end on a more appropriate note than a quote from Joseph Howe, one of the well-known political figures in Canadian history:

"A wise nation preserves its records, gathers up its muniments, decorates the tombs of its illustrious dead, repairs its great structures and fosters national pride and love of country, by perpetual reference to the sacrifices and glories of the past."

The Centennial and Cenaqua Of Fort Vancouver

The centennial of the founding of Fort Vancouver was the occasion of a celebration at the Washington city of Vancouver on the Columbia in the spring and summer of 1925. It was not only intended to give recognition to the important part played by the early fur trading post and its management in advancing the settlement of Oregon Territory. It was hoped that the festival and attendant publicity would, in a modern sense, act as a launching pad from which the prime project of many northwest historians - that of rebuilding the historic old fur trading post, the stockade, Gentlemen's Hall and the rest, would be launched into orbit.

March 19th was the date, in 1825, when George Simpson reported, "At Sun rise mustered all the people to hoist the Flag Staff of the new Establishment and in presence of the Gentlemen, Servants, Chiefs and Indians I Baptised it by breaking a Bottle of Rum on the Flag Staff and repeating the following words in a loud voice, 'In behalf of the Honorable Hudson's Bay Co. I hereby name this establishment Fort Vancouver God Save King George the 4th' with three cheers. Gave a couple of Drams to the people and Indians on the occasion."

In accordance with the historic event a parade was held on that day, one hundred years later, in the city of Vancouver and ground breaking ceremonies were conducted to launch the commemorative project. Mr. Charles H. French, then the Supervisor of the Fur Trade for the Hudson's Bay Company, was present and turned the first shovel of dirt. He was followed by Mayor Allen of Vancouver, Wash., then by Mayor Pendray of Victoria, B.C., Mayor Taylor of Vancouver, B.C., Mayor Setters of Astoria and Mayor Gibbs of the new city of Longview.

The committee in charge of the arrangements was composed of State Senator J. W. Shaw, president, W. Foster Hidden, vice president, Leonard Clark, secretary, and members J. S. G. Langsdorf, William Paul, Dr. A. C. Wagner, Glenn Ranck, W. S. Cohen, Ned Blythe, John Wilkinson, Lewis Shattuck, O. George Olson, Judge George B. Simpson, Dr. A. B. Eastman and E. M. Blurock.

In the evening a banquet was held in the Gymnasium of Vancouver Barracks. This latter was a most impressive recognition of the importance of the role of the historic fort. The banquet was arranged under the able leadership of Clement Scott, who was the Toastmaster.

The menu is a ready reminder of the descriptions of dinner in Gentlemen's Hall. It featured turtle soup, salmon souffle with Indian rice curry, whole roast chicken with Yorkshire pudding, salad, English plum pudding, topped off with English Stilton Cheese and Bent's water crackers. Then came Canada Dry, coffee and cigars. Only McLoughlin's presence was lacking.

There to do the doctor homage were three hundred and thirty four diners who signed the guest book. This was recently presented to the Fort Vancouver Historical Society. Among those present were the list of two hundred thirty hosts which included Governor Hartley and a wide representation of Vancouver and northwest historians and friends. The special group of thirty three honored guests included Governor Pierce of Oregon, mayors of all important cities of Oregon, Washington and British Columbia, church and military dignitaries and historians.

The toasts brought forth speeches by representatives of the United States, the British Empire, the Dominion of Canada, the Province of British Columbia, Hudson's Bay Company, the Army and Navy, the Old Oregon Country, the Mission churches, cities of Oregon and Washington, the local Chamber of Commerce and the press.

In August, from the 17th to the 22nd, there was a city wide tribute in the form of a history pageant, written by Dwight Parrish, entitled "The Coming of the White Men". It offered wide participation by school children and oldsters, was well coached and directed, a credit to the city. Coonskin caps, buckskin jackets and covered wagons enlivened city streets.

Not the least item in the centennial year was the authorization by President Calvin Coolidge of the coinage of a commemorative lot of silver half dollars which were circulated at Vancouver. The coins bore a likeness of Dr. John McLoughlin on the face, with dates 1825-1925, while on the reverse side was the figure of a trapper, with the fort and Mt. Hood in background and the legend "Fort Vancouver Centennial", "Vancouver, Washington Founded 1825 by Hudsons' Bay Company."

These coins, difficult to sell at that time for one dollar, are now a collector's item worth many times the promotional cost. Glenn Ranck, local historian, wrote the story of the "Founding of Fort Vancouver" for the Souvenir Book.

The Cenaqua

As the year 1950 approached Mayor Vern Anderson called in Rudy Luepke for a planning session. The result was the appointment of Luepke as general chairman for the celebration. The name selected for the century and a quarter observance was "Cenaqua". The sponsoring group would be called "Stockaders". Al Learman was named Managing Director.

All active organizations in the county were called upon to plan and participate in a week of celebration, August 6th to 12th. A coordinating group was formed, among them Ray Backman, Editor of the Columbian. He early began to beat the drums of publicity for the popular project. Eight Cenaqua Pioneer Sweethearts were elected from the highschools of the county, coached by Miss Bernadine Batters for an important role in the events.

On March 19th the scene of the original dedication of old Fort Vancouver was reinacted. The roles of Governor Simpson and Dr. John McLoughlin were presented by appropriately costumed Barent Burhans and Major W. E. Farr.

A group of eight kiosks, in the style of the frontier stockades, were built after the design of historian and architect Donald J. Stewart. These were placed at strategic city centers and at the main highway entrance of the towns of the county. They were manned by pretty pioneer maids who handed out programs and literature and sold souvenirs, buttons, script books and most colorful Cenaqua neckershiefs featuring the Cradle of the Northwest, Vancouver, Washington, 1825 -1950. One of these kiosks may still be seen at the north entrance to the city near historic Covington House and another at the west entrance to the town of Battle Ground.

The Portland Oregonian and Journal carried news and history background articles, the former a full double page spread of pictures and articles, supported by a full column editorial on March 15th. At the Rose Festival Parade in Portland in the month of June the Cenaqua float won first prize for cities outside of Oregon. It was a replica of a merry-go-round, the horses and vehicle decorated by thousands of Esther Reed daisies, while riding the float in their authentic costumes were the eight Pioneer Sweethearts of Clark County.

The women's "Glad Hatters" organization made five hundred pioneer style ladies bonnets, to add color to all occasions. A big kick-off meeting was held on July 15th at which Mayor Anderson, Rudy Luepke and Al Learman laid down the plans for a whopper celebration. The Vancouver police broke out in plaid shirts and ten gallon hats while the firemen wore flaming red shirts and brilliant Cenaqua ties. The City Hall women employes wore pioneer outfits, turning that staid edifice into a delightful headquarters.

Cenaqua week was opened on Sunday, August 6th with the Vancouver council of churches presenting a historical religious pageant at Kiggins Bowl. Thousands of visitors were arriving in the city and area for the celebration. On Monday

evening city and county officials participated in the opening ceremonies where Mayor Anderson delivered the keynote address. This was followed by the coronation of the Pioneer Sweethearts and then by an authentic old fashioned wedding in which bride Betty Corder and groom Kelley J. Peters were united in matrimony. Tuesday was the date of the Coronation Ball and the address of Governor Arthur B. Langlie. On Wednesday came the Junior Parade and show and in the evening the presentation of the Cenaqua History Pageant enacted at the Kiggins Bowl.

Thursday was Grange Day at Leverish Park, celebrating the birth of the State Grange in Clark County. At the Barracks grounds were historical exhibits, reminders of old Fort Vancouver. In the afternoon the Grange had their program at Kiggins Bowl, followed in the evening by the second showing of the Cenaqua Pageant. On Friday there was special Open House at the Ulysses S. Grant House and the concluding Cenaqua pageant at the Bowl. Saturday was devoted to the Cenaqua Open Golf Tournament at Royal Oaks Club, the grand Cenaqua parade, and in the evening the Cenaqua Folk Dance Jamboree at Kiggins Bowl. Sunday finished up with the Golf Tournament finals and Cenaqua Frontier Days at the Saddle Club arena.

Continuing daily events during the celebration included afternoon open house at the historic Covington House, exhibits on display at the site of old Fort Vancouver and in the Barracks Fire Station, arranged by the National Park Service. Tours were conducted to the archaeological diggings where traces of the old fort were being unearthed and artifacts recovered.

A nightly carnival was centered on 5th St. and Reserve and kangaroo court mandates kept the decorated streets lively. Occasionally there was a fireman's drill and at the pageant a group of can-can girls spruced up the spirit of the frontier with life and color.

The Stockaders' management was not unmindful that most such extravaganzas end up with red entries in the ledger. They were resolved that while the visitors were here and hungry for entertainment the time was ripe to wipe out deficits and clean up the slate. A goodly crew of loyal backers took over some vacant space at 6th and Broadway, built up a casino type edifice, 100' by 100', all in a day, and offered the type of diversion to be found in the old mining towns in boom days. Before the first night was over they had cleared $3,000, just the kind of a night the Cenaqua treasurer needed.

The sheriff decided that the limit of horse play and frolicking had been reached so came to close up the place. The kangaroo courts were still claiming jurisdiction and, much to the temporary embarassment of the law, he was hustled away to his own bastion and since the mission was completed the casino was taken down as quickly as it was built.

The Columbian had a decorated float in the Grand Parade on Saturday from which news boys handed out copies of the "Fort Vancouver Columbian", printed with the Fort news items appropriate to the founding year of 1825. The paper had carried a double page spread on August 4th, boosting the Cenaqua, and after the week's carnival was over crowed, "Vancouver's Greatest Celebration". Over 5,000 saw the History Pageant at Kiggins Bowl on Friday night. More than one hundred entries were in the two and a half hour long show provided by the giant parade of Saturday. The theme had been 125 years of progress. Of the parade the Columbian said, "The parade began shortly after 10:00 a.m. and wound up in the Barracks at approximately 12:30 p.m. Leading off with the Scotch Bagpipe Band from Vancouver, B.C., which came down as royal guard for the mayor of that city, Charles E. Thompson, the parade included the mayors of all surrounding cities, horses, oxen, Indians, cowboys, in fact the whole panorama of early and modern Vancouver."

"The year 1975, the sesquicentennial year, will have a real target to shoot at after the Cenaqua of 1950."

THE SHIP COLUMBIA

By Walter D. Briggs

To most persons the story of the ship *Columbia*, where she was built, who were her crew, and how she discovered the mighty river that bears her name, is probably now an unfamiliar tale.

The *Columbia* was a full-rigged ship, eighty-three feet long and measured 212 tons. She had two decks, a figurehead and a square stern, and was mounted with ten guns. She was built in Massachusetts in 1773 by James Briggs on the North River, a narrow tidal stream which divides the towns of Marshfield and Pembroke from the town of Scituate.

In contrast to the mighty Columbia River, the North River, where the *Columbia* was built, is a small and insignificant stream, yet on this river more than one thousand vessels were launched, many of which carried the American flag around the world.

The North River was a busy shipbuilding center both for New England and Great Britain in early Colonial days, and many of our country's leading shipbuilders served their apprenticeship there[1]. Only judges, ship-owning merchants and clergymen enjoyed a higher standing in those days than the men who built ships. Shipbuilders, ship captains, mates, along with rope makers and sail-makers were in great demand. Without their skills the merchants were nothing. It was the courageous, inventive Yankee shipbuilders who produced the great merchants and ship captains of later generations and gave maritime Massachusetts its important place in the early history of our country.

Looking down the North River in early days from Hanover bridge, eleven shipyards could be seen filled with ships in all stages of construction. Men toiled in the yards for a dollar a day - a day which began at sunrise accompanied by the sounds of steel on wood, iron on anvil and the creaking of tackle, and pulleys. Loads of fragrant oak, pine and hackmatack were hauled in by ox-teams, and timbers were hoisted to the workers' chanteys. All work stopped at eleven o'clock and again at four with the foreman's welcome shout of "grog-o". Rum, and plenty of it, was needed in those days to build ships. A quart a man per ton was usually required, and more was often needed to launch a ship properly[2].

The North River, a very winding stream, flows through broad marshes to the sea. It is only about seven miles long "as the crow flies", but winds about for some eighteen miles in length. At one point, called the "no gains," after flowing back and forth for several miles, the river advances only about a hundred feet in its progress to the sea.

Because of its sandy bottom, the strong tides, and the fast flowing current, the North River's channel often changed, and it seldom afforded more than nine feet of water. The river's shallow depth and winding banks made it extraordinarily difficult and expensive to launch ships. Many of the larger vessels had to be lifted over the shoals with gondolas or heaved with kedges. It is hard to believe that ships of up to 400 tons were built where there was hardly enough water to float a good-sized motor boat. Ships would often poke their sterns into the opposite bank at launching and had to be dug out. Specially trained pilots were needed to handle the ticklish business of getting the ships down the narrow, winding river while gangs of workmen, with ropes tied to the ship's bow and quarter followed along on both banks hauling and checking as the pilots, enthroned between knightheads, would shout, "Haul her over to Ma'shfield!" or, "Haul her over to Scituate!"[3]. Lacking modern machinery, the North River ships often had to be kedged or heaved up to an anchor dropped ahead by the pilot's boat. It would sometimes take fourteen tides and all that Yankee in-

genuity could provide to get a ship free of the stubborn river and out to sea.

A bronze tablet on the North River bridge at the Hanover-Pembroke line in Massachusetts, confirms the fact that James Briggs built the ship *Columbia,* the first American vessel to circumnavigate the world and from which the Columbia River received its name, at Hobart's Landing in 1773. James was the brother of Seth Briggs who was born in 1721 and died in 1801. Seth was my great, great, great grandfather, and also built ships on the North River. In addition to the *Columbia,* James Briggs also built the *Massachusetts,* a ship of 400 tons, which was the largest ship built on the North River before 1800.

By those who knew him, James Briggs was described as an upright man, and a good citizen of the town of Scituate. He was noted for his courage, and when the call was made for men to enter the Continental Army, he was among the first to volunteer. Because it was next to impossible at that time to buy a gun, James had only a stick of wood to carry on his shoulder for drilling when he entered the army. When asked what he was going to do with the stick, he replied, "I am going to knock down the first British soldier I see and take his gun." It is recorded James did come back from the Revolutionary war with a gun, which was in the possession of L. Cabot Briggs, one of his descendants, as recently as 1936[4].

James Briggs had the reputation of being the most expert swimmer in Scituate. Once when he was with a group of men who were pickerel fishing and spearing eels through the ice on the North River, he fell through a hole in the ice and instead of fighting under the ice against the current to get out through the same hole, he struck out for another hole about eighty feet farther down the river. He came out safely much to everyone's surprise.

In his later years, when he was unable to built ships, James Briggs followed the trade of a combmaker, making combs from cattle horns which he sawed into shape, and then pressed between two pieces of board until they were straight. The climate of Scituate was exceedingly healthy and many of its inhabitants lived to an advanced age. In the town of Scituate's "Bills of Mortality," James Briggs was listed as still alive at the age of 96.

Ships were built at Hobart's Landing on the North River for almost a century by the Briggs' family. There were a number of especially notable shipbuilders in the Briggs' family, including Enos Briggs, the nephew of James Briggs, who built the frigate *Essex,* which was the first American vessel to double the Cape of Good Hope and fought with great distinction in the war of 1812 under the command of Captain David Porter. The *Essex* was built in Salem in 1798 and 1799 in record time at one of the most critical moments in our country's history when we seemed to be drifting into war with France. It is told that while the *Essex* was under construction, George Washington, then making a presidential tour, came aboard the scaffolding when Elisha Briggs, brother of Enos, was driving trenails, and asked for his mall to drive a trenail. He did it well and gave Elisha some money for the men to drink his health.

James Briggs' grandsons, Edward and Henry O. Briggs, built clipper ships with small displacement and carefully designed waterlines which often produced remarkable speed. Their *Northern Light,* 1021 tons, built in 1851, completed a round-trip voyage from Boston to San Francisco in exactly seven months and sailed to Manila in 89 days from Boston in 1856, fast sailing for those days. Other bright lights of the Briggs brothers were the *Boston Light, Starlight,* and the ill-fated *Golden Light,* which was struck by lightning, and abandoned at sea ten days out on her first voyage.

Following the American Revolution, whale and seal hunting around Cape Horn again resumed, and American ships engaged in direct trade with India and China. The importance of the Northwest

fur trade was brought to the attention of American shipbuilders by the journal of a young American seaman, named Ledyard, who had sailed with Captain Cook on a voyage of exploration in the Northwest Pacific. Cook's report of the abundant supply of valuable furs offered by the Indians in exchange for beads, knives and other trifles, together with tales that set otter skins were sold by the Russians to the Chinese for 16 to 20 pounds each, awakened the interest of the shipowners who felt that a rich harvest could be reaped in the fur trade.

With the purpose of combining the fur and China trade, a company of six men was formed in Boston, in 1787, including Joseph Barrell, Charles Bulfinch, Samuel Brown, John Derby, Captain Crowell Hatch, and John Marden, who subscribed over $50,000 and bought the *Columbia,* or, as she was afterward often called, the *Columbia Redivia.* The *Washington,* a sloop of 90 tons, which was specially designed to collect furs by cruising among the islands and trading with the Indians, was provided as a companion ship for the *Columbia.* Today, these ships may seem ridiculously small but they were staunchly built and manned by skilful navigators.

The *Columbia,* under Captain John Kendrick of Wareham, Massachusetts, who had done considerable privateering in the Revolution, accompanied by the *Washington* under Robert Gray, of Tiverton, Rhode Island, a 32-year-old former naval officer in the Revolution, left Boston on September 28, 1787, with a crew of thirty men, including an expert furrier, a surgeon, and an artist, Robert Haswell, the *Columbia's* third officer, who kept a careful record of the expedition from which much accurate information has been derived. Haswell was a clever artist and made some interesting sketches of the ships. The first mate of the *Columbia* was Simon Woodruff, who had been one of Captain Cook's officers on his last voyage to the Pacific.

The *Columbia* sailed in a period of unemployment and paid ordinary seamen only $5 per month and able seamen $7.50. Later, with commercial expansion, wages quickly rose. The Yankee seamen of that period were young because of the demands of our rapidly expanding merchant marine. John Boit, fifth mate of the *Columbia,* was only seventeen. As a further illustration of the youthfulness of the *Columbia's* crew, a letter from John Hoskins, clerk of the *Columbia,* written to one of the ship owners, requests "Sir, you'd please to let my mama know that I am well."

The two ships were heavily armed, carried special papers issued by the Continental Congress, and a cargo of goods ill-fitted for the Northwest trade. The *Columbia's* stores included "four cannon and eight swivel guns furnished by John Derby, one of the owners, probably taken from one of his father's privateers: twine, lead pencils, one medicine chest; 14 bbls. of pitch and turpentine; 6 anchors, horn 'lantherns', tin kettles and a coffee pot; a blacksmith's bellows; 27 lb. tallow; 71 lb. grape shot, cordage, 135 bbls. beef; 3 hds. N. E. Rum, 2 hds. W. I. rum and 3 kegs essence of spruce, 3 ironbound casks; 20 bbls. cider, 6 of cranberries, 2 of barberries, and 10 pigs."[5]

Besides their necessary stores, the *Columbia* carried as cargo, blankets, iron bars, knives, copper pans, buttons, toys, beads, necklaces, jew's harps, snuff and snuff boxes, rat traps, and pocket mirrors all of which, except for the mirrors, were a dead loss, for the Indians showed far more discrimination than was expected.

After a good run to the Cape Verde Islands, and a two month's stopover at the Falkland Islands where they found no wood, but plenty of geese, ducks, snipe and plover, the two ships resumed their trip on February 28, 1788. For nearly a month they encountered heavy seas and strong westerly gales. They finally doubled the Horn but soon afterwards were separated in a raging hurricane. The *Washington* continued her course with many adventures and finally reached the Northwest Coast in August 1788, with her crew suffering from

scurvy. Near Cape Lookout, the Indians, in canoes, brought them berries and crabs, ready boiled, which the seamen gladly bought with buttons. The Captain's boy, Marcos, who had shipped at St. Iago, was killed in an attack by the Indians and Gray, nearly overpowered by the natives, barely escaped losing the *Washington*. Firing their swivel guns, the little sloop scattered the Indians.

At this time, Gray was near the Columbia River but, encountering a good breeze, he decided to sail up the coast, passing up the West side of what is now Vancouver Island. Here he found a good anchorage, which he named Hancock's Island for the governor under whose patronage the expedition had sailed. On August 16, 1788, the *Washington* arrived in Nootka Sound. A week after their arrival they sighted the long-lost *Columbia* which arrived in sad condition and with her crew suffering from scurvy, two of them died from it. The *Columbia* had suffered great damage in the terrific gales off Cape Horn. She had put in at Juan Fernandez for help and had been well received and supplied by Governor Don Blas Gonzales.

In May 1789, the *Washington* was painted and set on cruise to collect furs. At one place the Indians in canoes approached the sloop and offered their sea otter fur for one chisel - a mere bit of scrap iron - for each skin. Over two hundred sea otter skins, worth from $6000 to $8000, the best bargain Gray ever made, were bought from the Indians. Usually the Indians' price was six to ten 'chissels' for a good sea otter skin. An average price was one skin for a blanket, four for a pistol, and six for a musket.

In June, Gray sailed along the whole east coast of Queen Charlotte's Island, never before explored by men from any civilized nation. He later made an excursion in Nootka Sound and entered an opening between the 48th and 49th parallels which had been found by Berkeley in 1787 and was supposed to be the opening of the Strait of Juan de Fuca, He then returned to the Pacific where he met the *Columbia*. It was agreed that Gray and Kendrick would exchange commands of their ships and, with Gray as her Captain, the *Columbia* left with the furs which had been collected by both ships for Canton, China. The two captains met once more in the Pacific two years later, but then as rival fur traders.

The *Columbia* finally reached Boston on the 10th of August, 1790 with a $60,000 cargo of tea, after logging 41,899 miles, and having carried the flag of the United States for the first time around the world. Her arrival was greeted with a salute of 13 guns and loud cheers from a great crowd of citizens. The *Columbia's* first voyage did not make much profit for her owners but it was an achievement in which they took pride. It started the Northwest fur trade, which enabled the adventurous merchants of Boston to tap the vast reservoir of China's wealth.

As soon as she had discharged her cargo in Boston, the *Columbia* was thoroughly overhauled and furnished with new masts and spars as quickly as possible, preparatory to embarking on another voyage to the Northwest Coast. Bearing an important sea letter from President Washington, and others from Governor Hancock and foreign consuls in Boston, together with specific instructions from her owners: "to proceed with all despatch; to take no unjust advantage of the natives; to build a sloop on the Coast during the winter; to visit Japan and Pekin if possible; not to touch at any Spanish port nor trade with any of the subjects of His Catholic Majesty for a single farthing, and to be a father to his crew."[6] Gray was instructed not to stop until he reached the Falkland Islands, and then only for a short time.

The *Columbia* sailed again from Boston on September 28, 1790. On her second voyage she carried "143 sheets of copper, red, blue and green 'duffills' and scarlet coating, 4621 quarter point 'chissels' as well as 150 pairs of shoes at 75 cents, blue duffle trousers at 92 cents, pea jackets, great coats, buttons, blankets, nails, 100 old muskets and blunderbusses. The chisels were merely strips of iron

and many of the articles were manufactured in England. New England rum was curiously absent from the Northwest fur trade and molasses and ship-biscuits were used instead."[7]

Calling only at the Falkland Islands, the *Columbia* arrived at Clayoquot, near the entrance of the Straight of Fuca, on June 5, 1790. Gray remained in that vicinity, trading and exploring until September. He explored many inlets and passages between the 54th and 56th parallels. One inlet which had been named the Portland Canal by Vancouver, Gray penetrated for 100 miles northeastward without reaching its termination. This inlet Gray supposed to be the Rio de Reyes of Admiral Fonte. Here on August 12, 1791, three of his crew were massacred by Indians in the jolly-boat, a short distance from his ship. It was a sad day for the *Columbia's* crew and they named the spot Murderer's Cove. Gray spent the winter of 1791-92 in Clayoquot.

The Indians were dangerous customers. Gray had been warned by Captain Kendrick to "tret the Natives with Respect where Ever you go. Cultivate friendship with them as much as possibel and take Nothing from them But what you pay them for according to a fair agreement, and no suffer your peopel to affront them or treet them Ill." This he did although he found the Indians already treacherous and agressive which he attributed to earlier English outrages. It was also difficult to win the confidence of the natives as irresponsible fly-by-night traders would pirate a cargo of skins and never return.[8]

On April 29, Gray met Vancouver who had been sent out from England with three Royal Navy vessels to explore the coast. Vancouver told Gray he had made no discoveries as yet and asked Gray if he had made any. Gray said in latitude 46° 10' he had recently been at the mouth of a river which he tried to enter for nine days but the outset was so strong that it had prevented him doing so. Gray said he would try it again. Vancouver was skeptical of Gray's report of the mouth of a large river. He mentioned he had passed a similar opening several days before but took it to be a "small river" inaccessible on account of the breakers, and not worthy of further consideration. Had Vancouver entered the river first it would certainly have had another name and another history.

Gray turned south once more on the chance the good weather would permit him to examine the coast more carefully. On May 7, he saw an inlet and, with a boat signaling ahead the depth, the *Columbia* stood for the bar. Making a quick run between the breakers, the *Columbia* entered a spacious harbor which his ship's officers named Gray's Harbor after their captain. In his log, seventeen-year old John Boit, the *Columbia's* fifth mate, wrote "we are without doubt the first civilized people to visit this port, and these poor fellows viewed us and the ship with just astonishment."

Towards sunset on the tenth of May, 1792, the *Columbia* was clear of Gray's harbor and her course was set to the southward, and for the location where, several weeks before, Gray had seen evidence of a large river's mouth. The next morning, at 4 A. M., Gray's official log reads: "saw the entrance of our desired port bearing east-south-east, distance six leagues; in steering sails, and hauled our wind in shore. At eight A. M., being a little to the windward of the entrance of the harbor, bore away, and ran in east-north-east between the breakers, having from five to seven fathoms of water."[9] With these brief words, Captain Robert Gray describes his entrance into the waters of a river which up to that moment had been but a legend.

An account of Gray's discovery of the Columbia River is also found in the log of the ship *Margaret*, which sailed from Salem, under Captain James Magee. She was the second American vessel to sail to the Northwest Coast in search of furs in 1791, and is said to have made contact with the *Columbia* when it made its entrance into the Columbia River the morning of May 11, 1792. According to the *Margaret's* log, the *Columbia* entered in "a large river of fresh water" ten miles

above its mouth. From their villages along the banks of the river the Indians came out in canoes to inspect the strange visitor as she passed up the river. The *Columbia* remained in the river for several days, busily trading and taking water on board. On the 14th of May, Gray sailed up the river about fifteen miles further. However he found the channel on the side of the river, up which he was sailing, narrow and crooked and the *Columbia* grounded on the sandy bottom but backed off without difficulty. Rightly deciding he had taken the wrong channel, Gray dropped down the river on the 15th. On the 16th, he anchored off the Village of 'Chenook', whose population came out in great numbers. On May 17th the *Columbia* was calked and painted with all hands working fast to repair the ship. On May 19th Gray landed near the mouth of the river and formally named it the Columbia after his ship, raising the American flag and planting coins under a large pine tree, thus taking possession in the name of the United States.[10]

When it is claimed Gray discovered the Columbia River the meaning is that he was the first man to cross its bar and sail up its broad expanse and give it a name. Before Gray, Spanish, Russian, and British navigators cruising up and down the Pacific Coast had seen what looked to them to be the bar of a river, yet none had attempted to enter it. Carver, to whom the word *Oregon* is traced, may have heard of the river, in 1767, from the Indians in the Rocky Mountains; Heceta, in 1775, was near enough to the Columbia's mouth to believe in its existence; and Meares, in 1788, named Cape Disappointment and Deception Bay. But none of them can properly be said to have discovered the river. D 'Aguiter was credited with finding a great river as far back as 1603, but according to his latitude it was not the Columbia.

The honor of discovering the Columbia must rest with Captain Robert Gray. His ship, the *Columbia,* was the first vessel to sail up the river and Gray's chart was the first to be made of its shores. The flag which Gray unfurled to the breeze was the first ensign of any nation to wave on the banks of the Columbia river. For this reason the ceremony of occupation was something more than a holiday pastime. "It was a serious act performed in sober earnest and reported to the world as soon as possible."[11]

When we remember that as the result of Gray's discovery, the Lewis and Clark expedition came in 1804-05, together with the settlement of Astoria in 1811 - to say nothing of our diplomatic acquisition of the old Spanish rights - then we may say that the title of the United States to the Columbia River and its tributaries became incontestable,[12] and there was never a question that the river was the Columbia for all time.

On leaving the river, Gray sailed up the Naspatee and soon after in going up Pintard's Sound was again attacked by Indians in war canoes, and obliged to open fire on them with serious results. Soon after the *Columbia* struck a rock off the east coast of Queen Charlotte's Island and had to undergo repairs. He was given generous assistance by Governor Don Quadra at Nootka.

Gray later sailed to China and on February 3, the *Columbia* set sail for Boston, where she arrived on July 29, 1793, and received another hearty welcome. Again the expectations of the owners were not realized, but the discovery of the Columbia River was sufficient "profit" for any vessel. This alone immortalized the owners as well as the ship and her captain far more than teas or furs or gold would have done.

A few years after this the *Columbia* was worn out and taken to pieces. Gray sailed out of the Columbia River and virtually out of history. He returned to Boston where he lived on Back Street. He commanded several other vessels after the *Columbia,* and is said to have died in 1806 of yellow fever in Charleston, South Carolina, while engaged in trading along the Atlantic Coast.

Gray was a daring, able mariner in a day when our infant Republic needed such men. He was loved by his men, it

is said, and respected by other captains. It seems probable that he was more pleased by his success in trading with the Indians than with the fact that he had discovered and named the mighty Columbia River.[13] It is possible that "except for his matter of fact courage, and perhaps his damn foolishness in driving the *Columbia* through the wild beaches of a dangerous bar, Gray would have been the merest footnote in history."[14] It is almost incredible that the man who first sailed with the new American flag around the world and on his next voyage discovered the Columbia River, should have died so obscurely. Because Gray was obviously a man who did not seek fame or care whether his name appeared in print, it is satisfying that the name of his ship has endured and that she replaced such names as the Northwest Passage, River of the West, and the Oregon.

Last summer I revisited Fort Columbia State Park at Chinook and talked with Franz Johnson, the genial curator of the museum, and once more I looked at the model of the *Columbia* so skilfully and accurately built in every detail by Fred Rice. It was a chilly, windy day outdoors with sheets of intermittent slanting rain, with now and then a flash of lightning and a rumble of thunder. As I gazed towards the mouth of the Columbia River, now curbed with a breakwater extending part way across its entrance, the great, white breakers boiling up high in the distance remained a danger to any ship afloat. No fishing vessels were allowed by the Coast Guard to be out that day. In the museum, numerous pictures of ships wrecked at the Columbia's entrance are a still further reminder of the river's power to strike back.

I was suddenly filled with a strong feeling of admiration for the ship *Columbia* and those who built her back on the North River, whose determination and skill, coupled with the daring of Captain Robert Gray, her commander, had made it possible to cross that angry, foaming bar, giving our country its first claim to the mighty Northwest nearly two centuries ago.

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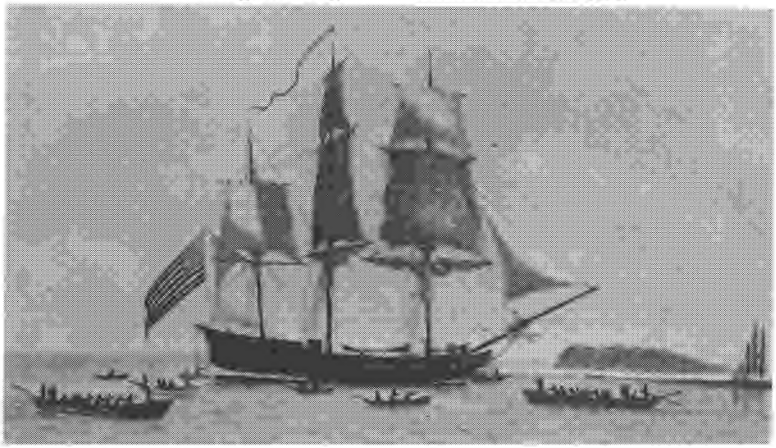
Boston Trader COLUMBIA—Captain Robert Gray.
Scale Model by Fred S. Rice.

Briggs' Shipyard and Hobart's Landing.
Showing the original workhouse on the left.



Ship COLUMBIA entering the river. Drawn by Fred S. Cozzens.
Courtesy Washington State Historical Society.

Pioneering Days On The Simmons Donation Land Claim

By May Simmons Gentry

When I was a little girl in the late nineties there were some exciting events at our home a mile east of Fisher. Remington Landing was there, next to Father's place, where the steamers came in to load cordwood for fuel. We children liked to watch the crew loading wood. The captain was always in a hurry and if he wasn't on the dock talking to someone he was up in the pilot house calling down as the men worked.

It was the days of the intense rivalry of the Charles R. Spencer and the Bailey Gatzert. They were sternwheelers and both ran from Portland to The Dalles. On their way up river they often left Portland on the same hour. As they passed our place their stacks trailed lines of rolling smoke and their paddles furiously beat the waters of the river. As we watched their diminishing shapes on their way upstream the waves of their wakes lashed our shore.

When we were older and going to the Fisher School the boys had a baseball team and we all went to Hood River for a ball game. We went on the Bailey Gatzert, one of the steamer queens on the Columbia. It was the first long steamer trip for me and many of the others. Watching the scenery and the churning wake of the big boat kept us very busy. It was a long walk around her decks. There were comfortable seats inside but we had little time to sit down. After the game we came back on the return trip of the same steamer. We had gotten used to the scenery and the novelty of riding so we began to chase each other and the more noise we made the more fun we had. Some ran up on the boat deck near the pilot house. The captain came out and commanded in the sternest voice for us to be quiet and quit running or get completely off the boat deck.*

My paternal grandfather was William Mortimer Simmons and Grandmother was Ann Jemima (Fisher) Simmons. They had started west in 1850, bound for California gold fields by ox team. While on the way they heard many reports and changed their destination, coming on to Oregon. Two children died enroute but they reached Portland with three remaining children, two daughters and a son. On February 10th, 1851, they filed on the Donation Claim where the family home has remained through three generations and the fourth is on hand. Grandfather's family consisted of twelve children.

Their first home was built on a prominence on the north bank of the Columbia River. It was not a log cabin as were many. There was a mill, originally built by the Hudson's Bay Company, about where the State Fish Hatchery now stands. Grandfather Simmons obtained the lumber there and towed it up the river to their landing.

Grandmother died in 1867 and Grandfather in 1878. The youngest of the first Simmons family was Thomas Lincoln Simmons who was my father. He was born on the homestead and on his twenty first birthday, December 15th, 1886, married Miss Josephine Alice Lee, my mother. Mother's folks were the W. K. Lees. They had come west by emigrant train to San Francisco, then north to Portland on the steamer Ajax in 1879. Grandfather Lee was a cooper by trade, a cousin of General Robert E. Lee. After working in Portland two years he homesteaded a farm near Fisher's Landing, which is now the Ackerman place.

My father took over the original Simmons claim and made many improvements. He installed ponds and propagated trout on the small stream there. He also

built a waterwheel which generated the electricity for our home use and furnished power for his own feed mill.

I can remember when the Indian fishermen came with their boats to the landing to work on their gear. They had fish traps along the shores. Then, at certain times of the year there were several families of them who came along the road near our house on their way to and from the coast. They lived up toward The Dalles. We sometimes saw the Indians coming while we were playing. We had been taught to be afraid so we ran and hid in the barn. There were cracks we could look through while we watched them going by. They had a couple of horses and they were pulling poles whose trailing ends drug on the ground. On the poles were their camping gear, berries, fish and small children. Squaws and dogs walked behind, the men usually in front.

My mother often told us the story about Grandmother Lee and the bear. She loved their home and they had a fine flower garden surrounded by a picket fence to keep cattle and deer out. Her meat house, where meats were smoked and stored, was out beyond the fence. One day she went out the front gate and down along the fence to the smoke house to get a roast for dinner. She took her butcher knife with her, opened the barred door, cut off a roast which she placed in her apron, then started back.

There was brush beyond the narrow path outside the fence. She was greatly surprised to see the brush part and a black bear come out in the path between her and the gate. The bear was evidently interested in her and in what she had in her apron so came toward her blocking the way. She knew she had to get to that gate and didn't dare to stop. She took her knife firmly in hand and kept going. As the two met the bear growled and prepared to bite and claw her.

The instinct of preservation seemed to take over for Grandmother struck quickly with the knife and the bear hesitated a moment at this unexpected turn of events. This offered encouragement so Grandmother struck quickly and jabbed again and again. Soon the bear was sagging and she stood there regaining her composure.

Grandfather Lee was away, working in the woods, se she went to a neighbor with the news and he returned with her and skinned the bear. One of the paws has been preserved as a family heirloom and is now kept by my sister, Mrs. Josephine Stevens, of Ocean Beach, Washington.

My father, Thomas Lincoln Simmons, had a crew of Chinese getting out cordwood for the steamers. They lived in bunk houses far back on higher ground at the end of a dirt road. Their camp was near the Whipple place on Fourth Plain, about four miles from the Landing. Father went up there at intervals on business and I greatly enjoyed going with him on horseback. The Chinese lived in their Oriental style, such a funny cooking shed, it seemed to me, with big iron pots for boiling rice.

School Days

My first school was a makeshift affair, about a mile east of our place, near the rock quarry. It was a small one-room building, located at the road side and had only a front door and one window at the rear. The door was left open for better light when not too cold and dust came in, covering our homemade desks. Miss Nellie Johnson was our teacher there in 1898.

For the next year a school was opened at Fisher, The teacher was Miss Jessie Johnson, a sister of Miss Nellie. She later married Orson Turk. The new school was a little more pretentious than the first one, being a one-room school with windows and benches along the walls and stove in center. Just inside the door was a wash bench, a tin pan, a water bucket and tin cup.

It was a favored chore for two boys when they were sent to the spring to fetch a pail of water. One day a boy, whose hands were always dirty, was on the water detail and when he set the pail down dropped the cup in the water. It

sank to the bottom. He put his dirty hand, with badly soiled sleeve into the water and retrieved the cup. Then he carried cup and pail along the benches where the other children had their turns at taking a drink. I decided I could do without a drink that day.

At Fisher there was a general store and post office. S. W. Fisher had been the first postmaster, appointed April 10, 1861. Mrs. William Cole was postmistress there then and attended the store while her husband ran the blacksmith shop alongside. The R.F.D. took over mail delivery and the Fisher office was closed on Oct. 16, 1907. (See the article by Ken Rystrom in the Columbian, Nov. 25, 1957, about the rock quarry and trouble with the Chinese.)

Many Changes Since 1900

Great changes came in 1907 when the north bank railroad was building. It cut through our place and the contractors were in and out of our house all hours of the day. They were using the hand-winder telephone which Father had hooked into the Vancouver-Camas line. After the trains began running in 1908 the hobos came. Mother was soft for giving out sandwiches and once a poor fellow was wet and cold and his clothing torn and he learned from us that he was going the wrong way. He was headed for Seattle. We mended his clothes, gave him warm food and he left for a new start.

I went to Vancouver in a buggy with some other young people at the time the railroad was finished. We made the excursion trip from there to Lyle to see the driving of the golden spike. It was a gay time we will not forget.

All the young people were enthusiastic about the trains. Several of us walked to Camas, then boarded the train to Fisher, just to get the ride. The fare was twenty five cents. Passengers could flag the train down so once several of us girls flagged it down at our place and rode one mile to Fisher. The conductor charged us five cents each.

The river has changed a lot since 1910. At that time there was no Sand Island out there in front. It has built up since that time. Also at that time there was always a colony of seals in the river. They used the rocks at the mouth of the slough at the lower end of Lady Island for their sunning place.

Before the railroad was built our family made occasional trips to Vancouver by buggy. They traded at Jaggy's store and at J. D. Mayers. Dr. Wiswall was our family doctor on the rare times when needed. Sometimes a group of young people would go into town. There were young men who worked at the quarry and we'd make up a party. I was keeping company with Everett Gentry and we enjoyed the Fourth of July parades and the band concerts at Esther Short Park. If I wanted to stay over night I went to the home of my friend, Miss McKee.

Everett Gentry Takes Over

My husband was sixteen in 1907 when he came to run the donkey engine at the quarry for the Columbia Construction Company where Charles E. Wallen was the superintendent. It was a short distance east of our home and was a large operation employing 250 men. They furnished stone for the jetty work at the mouth of the Columbia. They had a brass band of 17 pieces which Everett joined. They furnished music at several places, including Guirado's Castillion Grill in Vancouver. I first met him when the band, which was led by a musician named Jackson, was playing for the dances at Hawkins' place near Fisher.

When the jetty work was nearing completion Everett went into Vancouver where he operated the first vulcanizing plant there. It was located in the basement of the Vancouver Laundry at 3rd and Main. In 1910 he moved into Frank Wilcox's garage and expanded his business to include seven Miller steam molds, repairing rubber tires, from bicycle size to four inch casings. When my folks decided to go to California Everett and I decided to get married and live on the old family place.

An Interest in Stone Age Evidence

It was quite a change for us after living in Vancouver. Father had six plow horses, three large barns and a good dairy operation but we liked the challenge of running the place. Soon Everett had another interest in connection with the farm which was fascinating to both of us. The north shore of the river in that area had been in prehistoric times a popular dwelling place for Indians. There were petroglyphs on the outcroppings of stone and some large boulders had dozens of cup-like holes in their faces, evidently the work of Indians.

Everett became increasingly interested in these indications and watched carefully for arrowheads and other artifacts turned up in plowing. He collected the good specimens, began reading up on the subject of Archaeology and consulted pioneers and Indians who still lived up the river. He wrote to the Smithsonian Institute and other authorities to learn the significance of the stone carving and the method of using some of the tools.

There was one discovery he made which is little known to archaeologists. The Indians sought material for solidly mounting their stone tools and weapons on wood or horn handles. This is referred to as hafting. In damp weather the usual rawhide lashings stretched. Sometimes they substituted the very tough casing of the spinal cord which is found in sturgeon. He has hafted a collection of these implements with the tough material, war clubs and hammers, and now has one of the best artifact collections to be found in the area. Mortars and pestles were of all sizes. One of the large mortars, two feet in diameter, stands near the pathway by our garden door.

The Simmons Donation Claim has given us a lot of good living. The original acreage is now divided into a number of tracts, rights of way, and one of our sons, Thomas E. Gentry, has a small-boat moorage and ramp on the river's edge, keeping up with the times.

* Captain T. H. Crang was master. He was followed by Captain Leroy C. (Barney) Wier. In the year of the fair at Portland, 1905, the "Bailey Gatzert March" became a favorite of the brass band which entertained the excursionists in the run up to The Dalles. — Ed.

May Simmons Gentry, 1908.

Everett O. Gentry
and collection of Indian stone artifacts.

Steamer DALLES CITY, Captain Short, loading wood
at Remington Landing, 1892.

Steamer BAILEY GATZERT at the Cascades, 1901.

THE CEDAR CREEK GRIST MILL

By Roy F. Jones

Out in the north end of our county, on a purling and dashing stream, hidden in a sylvan glen, stands the old grist mill. It has served three generations of Clark and Cowlitz County people.

Across the noisy creek, above the fish ladder, is a small park used for picnics. This was the place used by farmers for a camping area, their horses or oxen tethered about or munching on some of the wagon bed hay or getting a treat of middlings from the first run-off.

Many happy recollections have centered around the old mill. When the miller closed down for the day and supper was over the customer farmers were often joined by neighborhood settlers and then there sounded above the rippling of the water the twang and whine of a fiddle being tuned and the clear laughter of young voices resounding within and without the walls of the old mill.

It was a place of satisfaction for the farmer. He stood and watched or helped the miller pour his own sacks of grain into the hopper. He knew he would need no money for this service for the miller took one bushel in eight for his toll. If a good load had been fetched there would be flour to take home for the year ahead and middlings or shorts to feed his stock in winter. For the women it was a chance to visit, for the children a never-to-be forgotten carnival of fun, sleeping beneath their wagon, looking through overhanging trees to the stars, or nestled down on a hay or chaff bed in the mill.

The old mill has seen good times and poor. Its dam at the head of the falls was a serious hurdle for salmon trying to return to their spawning grounds. Three millers in succession built their own versions of fish ladders to help the fish pass the dam. The last was a series of wide and deep steps blasted in the rock to provide a natural cataract for the finny horde.

The intensive logging period added a chapter of drama to be witnessed by the old mill. A sawmill operator was located a half mile below the grist mill. He had a splash dam and rollway on the creek above where he owned stands of timber. When a good supply of logs were in the creek the splash dam was raised and a great flood of water swept the hundreds of logs down the creek and over the stone grist mill dam, heading for the log pond of the sawmill below. The sight of logs flying over the dam was one to bring disbelief and apprehension to all who witnessed this show of force. The narrow canyon above the dam was a natural place for a log jam. When the weight of many tons of angry water and hundreds of twisting and groaning logs pressed upon the one key log lodged against stone outcroppings at the top of the dam, it took a heroic axman to cut the binding log. Several of these hardy woodsmen went over the dam with the logs and it is a fine tribute to the condition and resourcefulness of these men that none were killed. One managed to ride the bobbing and plunging logs until his mount hit a sheer stone face, end on, with such speed and force that it threw him over the stone and into the brush, - but he walked away.

History of the Mill

Cedar Creek joins the North Fork of the Lewis River two miles below the grist mill. At that point were the store and river ferry maintained by Jim Forbes. The store was washed away in the high water of '94. The grist mill was built in 1876 when there was no other mill on the stream.

News coverage in the sparsely settled country was limited. The Vancouver

Independent of July 15, 1876 described an Independence Day celebration on the Lewis River. "The Picnic was held on the North Fork of the Lewis River, in Cowlitz County near the residence of John Robinson, Esq. The Steamer Hydra left La Center on the morning of the Fourth. Mr. Caples, the purser, collected the 50c fare. Capt. Weir was in command. *At The Picnic:* Officer of the Day was Samuel Galten, Esq. Prayer, Reverend Mr. Gardner. Declaration of Independence by Columbus Klady, Esq. Oration by Hon. Columbia Lancaster. Address by Hon. J. S. Bozarth, Benediction by Rev. Riley Bartlett."

Dinner was then served. There were some sports but since it was hot, the fat men's race was called off. The steamer left promptly at 5 p. m. There was an all night dance at the Lewis River Grange Hall, downstream.

The Independent of July 22, 1876, carried a news item, "From Pekin. George W. Woodham is building a grist mill on Cedar Creek. It will be ready to grind wheat this fall." On Sept. 16th the paper stated that "Woodham's mill on Cedar Creek is fast nearing completion."

The events of the summer of 1876 are now beyond the ken of all except a few who were then infants. Family legend gives us this account of the mill construction. Mr. Woodham, who was reported as the builder, had the help of his sons Will and Joseph, the latter then about fifteen years old. Split cedar shakes were used on the roof and cedar slabs for both siding and flooring. Mr. Woodham found suitable granite and cut his own milling stones. Mrs. Bessie White has stated that her father, A. C. Reid was the builder. There is some conflict in the legends.

The Independent reported that by the end of October, 1876, a road had been completed from Chelatchie Prairie to the grist mill. A small bridge which crossed the creek at that point, was found to be too low for high water and was later raised. Those who used the river could come to the landing at the mouth of Cedar Creek, then go by road on the east side, past the present Etna store. Ten years later a branch road led down to the A. C. Reid sawmall, located a half mile below the grist mill. At the sawmill a bridge crossed the creek and a road on the west bank led up to the camping ground at the grist mill and connected with the Chelatchie road.

Woodham began operating in the autumn of 1876 and when the plant was in satisfactory running order turned over the operation to his son, Joseph. They learned from the Indians how to place baskets at the side of the falls to easily catch plenty of fresh salmon in season. The descendants of the Woodhams say there was little or no social activity centered around the mill at first. Perhaps there were too few nearby settlers.

Woodham's operation lasted only three years, probably due to better roads leading to Marble's Salmon Creek or the Gee Creek Grist mills. The Vancouver Independent, according to the notes of Carl Landerholm, on June 26th 1879 printed a news item from Pekin. "Mr. George W. Woodham, of the Red Bird Mills of Cedar Creek has sold his farm to Mr. Otwell, moving to Centralia, Lewis County, taking his family and mill machinery along. The Latona, Capt. Weir, made two trips to the mouth of Cedar Creek to bring them out."

For seven years the mill lay idle. Thos. P. Otwell received the U. S. patent on the property, dated Dec. 15, 1882*. The property had passed to the ownership of Mike Lynch, in January of 1886, when Gustave Utter leased the mill and site. He obtained sawn lumber from the new Reid mill, built shortly before this time, a half mile below, and recovered and refloored the old frame. He is reported to have installed a new turbine but we have been unable to establish the date. Mrs. Rose Gray, a daughter, states that Mr. Utter removed an old outside water wheel and installed a turbine. Earl H. Utter says that lignum vitae formed the base bearing. Paul Schurman says the turbine was made by James Leffel & Co. Mr. Utter installed a full set of flour

and feed mill machinery with the help of Reid and began milling.

The mill soon became a center of interest and neighborhood dances were frequently held there. Since the old wooden fish ladder had rotted out, Ad. Reid built it up again. Utter had worked in a flour mill, but at that time was a painter, spending much of his time at his trade in Portland while sons Emil and Fred ran the mill and aided in Reid's logging operations. Times were hard in the '90s so Utter took to raising hogs as a way to convert his miller's share of the feed to cash. Emil Utter was one of the loggers who drove logs through the canyon, and over the falls at the grist mill.

The young fingerling salmon gave the mill operators trouble at the time of their migration to the sea. They tended to prefer going into the flume instead of over the falls or down the fish ladder. Screening them out of the flume resulted in masses of small fish lodging against the screen and cutting off the water flow to the turbine.

Mill Tales

Some good stories are told among old time residents about the men who rode log herd, sometimes over the dam itself. Among these were Walter and John Taylor, Frank and Gus Scotberg, William Spurrell, Vander Lund and Joe Emerick. John Wesley an Indian, was an expert driver, in fact one of the best on the Lewis.

John Taylor, Joe Emerick and William Spurrell made spectacular rides over the dam but Spurrell's was probably the most unusual. He was then a young man and had been paying very serious attention to a certain young lady. He stood out in the middle of the raging stream cutting at the key log when a logger on shore yelled, "Bill, you better run!" "I'll give her one more lick", he said, as he swung his ax again. The logs popped and released the whole pack. They began moving far up the creek but the pressure was so great that the big sticks flew in all directions at the dam site. Spurrell jumped to a log nearer shore but by then they were moving fast and he was being hurled out over the falls. He made a split second decision not to try to ride that wild bunch of Devil's match sticks so he sprang sidewise as he went over the crest. He landed in the slack water pocket at the side of the falls and swam under. He held his position while several hundred logs went booming over the falls, directly overhead.

When the rush passed, he swam and clawed his way to shore and was dragged out. He sat on a stone to get his breath as the loggers crowded around. One said,

"Bill, what were you thinking about while you were hiding under the falls?"

"I only thought of one thing. I was wondering who would be getting my girl."

There were hard times in the 90's when all the sawmills closed. The Salmon Creek grist mill must have closed for people came from as far as Vancouver to get their grain milled at Cedar Creek. The social evenings at the mill were enjoyed by many. Laurence Willey lived with his family where the grist mill road leaves County Road 16. He says that his mother was one who learned to dance at Utter's mill. That was when he was a very small boy, looking on. Later, when Roslund ran the mill, he, himself, learned there. Mrs. Bertha Bliss says her father Mike Lynch, used to call the square dances there in about 1887, before his marriage in 1888.

There were stories of the Indians who came and looked on through the windows, for the dances were on the main floor. The grain bins were above. Utter continued operating until 1901. Then there was another period when the Cedar Creek Grist Mill stood idle.

The Roslund Operation

In 1905, G. P. Roslund purchased the property, no doubt with plans to reactivate the mill. Sons Victor, Oscar and Elmer worked at logging. In 1907 Victor was running a steam donkey in the woods. In 1909 he and his father began working

on the grist mill. They installed a feed mill and also a shingle mill in the shed at the rear. As they progressed it became evident that "Vic" Roslund had an unusual mechanical aptitude. On Sept. 11th, 1911, Goran P. Roslund and wife conveyed the property, of about twelve acres to their sons, Victor and Oscar Roslund.

Victor took a great interest and pride in the mill, purchased an old generator, rewound and reconditioned it, built his own voltage regulator and supplied the mill and neighbors with electrical service and electric heat for his own quarters. Logging was booming and there was much call for mechanics so he purchased an old lathe and drill press, reconditioned them and turned the mill into a machine shop. He made an air compressor from an old Chevrolet engine. From his shop came a surprising series of fine mechanical productions.

A blacksmith shop was built on the front end of the mill where brother Elmer did the smith work. At the death of the father Victor partitioned off some of the upper story where he made apartments for himself and mother. He never married. A love of music ran in the family. Vic's specialty was the accordian. He was proud of his Edison Fireside Phonograph, installed with remote loudspeaker in 1909. In later years he brought in an organ, probably largely for his mother. Dances were held upstairs during Roslund's time and there was plenty of variety, square dances, waltzes, the schottische and polka. Other local musicians who volunteered their art during the period were Art Moe and George Giddings, violin; Jimmy Johnson, guitar; Oscar Roslund, violin; Hugo Wik, drums, and Andy Heddin, the pump organ.

During the years following 1900 logging became very active. There were logging roads and flumes, tapping the best stands of timber. The flumes carried shingle bolts, railroad ties and cordwood. One flume line came down Cedar Creek opposite the grist mill.

About 1910 the County built a covered bridge at the grist mill crossing. This stood until dismantled in 1930, according to county records.

A story is told about Nick Rashford, a prominent logger of La Center, who came to Roslund for a job of welding the break on a cable drum. Vic wished to pass it up for it was a difficult job and hard to prove out. At Rashford's insistance he went ahead, adding to his reputation. He built many unusual devices there, many of an inventive character. He brought up the old turbine from the deserted Reid mill and built a new one for Bill Thompson. This business went on, with Roslund working in slack times at the Haapa Gravel Pit or running a garage in Woodland, until World War II. At that time he was contacted by Art Wilson, who had flown the "Jennies" of World War I. He had a design for a revolutionary type of aircraft motor. Together they built the then secret model and tested it out. It was of radial design, the pistons operating within a cylindrical ring rather than in separate cylinders. The hollow crankshaft was designed to serve as gun barrel. When they were ready to apply for a patent they learned the same principle had been patented while they were testing.

Not long after the war the State Fisheries Department objected to the dam on the stream, purchased the property, blasted out the dam and much of the rock of the old falls, and built a concrete fishway there.

The Fort Vancouver Historical Society took a lease on the old mill in April 1961, restored rotting foundation walls, rebuilt a section of the flume and now uses the old camping ground for public picnics.

* Courtest of Howard Burnham, Clark County Title Company.

The Old Grist Mill

The covered bridge at the foot of the hill
Crosses the stream near the old grist mill
Where it dreams in the shade of a friendly tree
Remembering days as they used to be—

When the wheel turned round
With a splashing sound
While the farmer's grain
Was slowly ground.
And the urgent noise
Of those busy days
Rolled along in the autumn haze.

Now the little stream chuckles
Its way down hill.
Only time is ground
By the old grist mill.

Esther Durgan
(Mrs. Kenneth W. Durgan)

The Cedar Creek Grist Mill as it appeared in 1947.

Group below mill. Left to right are Oscar Roslund, Oscar Scotberg, Lawrence Willey and Victor Roslund. Flume and fish ladder on left.

Victor Roslund in his control room, about 1912.

View downward of turbine at bottom of penstock.

Southwest corner of Roslund's machine shop.

A. C. Reid waterpower sawmill, showing dam and fish ladder.
Mill was located a quarter mile below grist mill on Cedar Creek.

CAPTAIN WILLIAM A. DAVIS
Pioneer Steamboat Man

By Ada May Davis

My father, William A. Davis, was born in Drytown, California, October 28, 1855. After the death of his mother, his father, Ennels C. Davis, moved to Sacramento. Then in 1860, he, with his three children, Ennels C. Jr., Mary E. (who later became Mrs. George Maxwell), and my father, then a boy of five years, embarked on the Steamship *Brother Jonathan,* for the Lewis River country, which was to be his home for forty years.

The *Brother Jonathan,* at that time, docked at St. Helens. In order to reach their destination, they were transported by row boat or skiff to Kinder Rock where they were to make their home with the paternal grandmother, Mrs. Gallatin Kinder.

Father spent many happy days on the river, swimming, hunting and fishing, but not neglecting to go to school and learn his three R's. McGuffey's Reader played an important role in forming the minds of the young in those times. I only remember the name of one of his teachers, Mrs. Mary Lockwood, who was always a steadfast friend to both families. Later he, with several other young people of the section, went to an advanced school at Columbia City, Oregon. During this early period he learned to like the activity along the rivers but had no idea that his life would largely be spent in transporting people and goods between the Lewis River country and Portland and in the steamboat traffic lanes of the Columbia.

Father made friends with the Indians on the Lewis. One whom they called "Old Janey" liked the little boy who was so good natured. She gave him the name of "Tum Tum Billie". When he had grown to manhood and had not seen her for many years he chanced again to meet her. He was driving some cattle to the Spokane Valley where he had planned to make his home. She was riding in a travois with some of her tribe, recognized him at once and cried out "Tum Tum Billie, Tum Tum Billie"!

On June 4th, 1875, he shipped on board the Steamer *Wenat,* a paddle steamer, at Astoria. She had been purchased in Portland by Captain Britton of Seattle. After arrival on Puget Sound he continued working on the boat until 1876 when he returned to the Lewis River and began working on the Steamer *Oneatta,* owned by Bob Hume.

On October 31st, 1878, he was married at Kalama to my mother, Martha A. Black, daughter of William A. Black, who was residing in Clark County at that time. Several years later, after four children had been born to them, they decided to try cattle raising in the Spokane country. They had not been there long when news of his father's death reached them. Grandfather had been living at Davis Landing. On coming back to the Lewis River and taking another look at the climate and industry, he decided to return. Beginning at that time he was to spend a long career in Lewis River transportation. He worked on the *Lucia Mason, Elwood, Lena, Egalite, Walker* and *Mascot.*

Father kept logs, or diaries, and some of the entries are most interesting. He noted the stage of low or high water, the currents, tide and flood effects. Quite often the boat could not make it to La Center because of low water and the passengers had to be transported by stage or scow, the latter pulled along by a horse on the bank. On September 13th, 1898, passengers for La Center had to walk part way, as the water was too low even for the scow. The log books, while interesting, are too detailed to quote here. I note where fares collected to Portland were 50c. Two cows to Portland, $1.50. One man and horse to St. Helens, 75c,

Potato digger, 25c. There is no mention of the cost of meals, likely 25 or 50c, but I can remember that the food was good. Ah Sing, the cook for many years on the *Mascot,* was excellent at his trade.

In some years there was exceedingly low water and many snags appeared in the river. These had to be pulled out, for often the boats were snagged and damaged. However, the boat usually made it through in some way. I can remember standing on the bridge which crossed the Lewis River at La Center, listening for the whistle of the Steamer *Mascot,* as she came around the bend.

In 1881 father went to work for the Lewis River Transportation Company on the Steamer *LaTona* as mate, with Captain W. G. Weir. In 1883 he received his Master's License. For a long period he was master of the *Mascot,* one of the most popular boats to run on the Lewis. He left that river in 1904. He was then master of the *Lurline* and *Undine* on the Portland - Astoria run for almost thirty years. His license covered all navigable rivers in the area.

On December 1st, 1934, he retired, after being on the rivers for fifty nine years. On January 10, 1946, he passed away at the age of ninety years and two months. He is now resting in the Mt. Zion Cemetery at La Center, Washington.

Captain William A. Davis.

The steamer MASCOT, Captain Davis at the wheel. Captain Archie McNeil on the boat deck. The GOV. NEWELL is pushing the wood barge, GEN. HANCOCK.

OFFICERS' ROW AT VANCOUVER BARRACKS

By Victoria L. Ransom

Over a century has passed since the first building was erected, marking the beginning of what is now known as 'Officers' Row' in Vancouver Barracks. This building, now known as the U. S. Grant House, was built about 1849 of logs, which at a later date were sheathed by boards. It was a large two- story structure and served the Commanding Officer as headquarters and home. During the many years of its existance it has also served as a Bachelor Officers quarters, an Officers Club, and at present is a Museum. Originally heated by means of fire places and stoves, it was not until this century that central heating was installed.

When the troops first came to Fort Vancouver in 1849, they were housed in buildings owned by the Hudson's Bay Company. It was 1851 before Captain Rufus Ingalls could report that both officers and enlisted men were in their own quarters. These various buildings had been for the most part built by the soldiers, as it was impossible to obtain civilian help. The gold fields were largely responsible for this condition. In fact even soldiers were deserting to go to the gold fields, and Commanding Officers were hard pressed to keep their troops together. The soldiers were paid $1.00 per day for their labors. Captain Ingalls reported that 60,000 board feet of lumber was used at a cost of $3600.

Shortly after the Grant House was erected, eight other houses were built, four on either side of the Commanding Officer's Headquarters, but far enough apart that a 'baby's cry' could not be heard by occupants of other houses. These houses were single story frame construction, small and probably not overly attractive or comfortable. Those were pioneer days and this was a wilderness area. Officers and their wives expected hardships, accepted them calmly for the most part and tried to do their best. Visitors were frequent and social life was patterned after that found on Eastern Military Posts.

Bachelor officers, or those not accompanied by their wives were expected to live either in bachelor officer quarters when available, or make their own arrangements for living accomodations in private homes, rooming houses or the like.

At the beginning the Military Reservation was very large. Orders dated January 1849 listed it as being 10 miles square with the name of Columbia Barracks. Another order in 1850 defined the limits of the reservation to about 16 square miles, subject to any and all valid claims of the Hudson's Bay Company and others. Also in 1850 Army orders changed the name to Fort Vancouver, and it was not until 1879 that it became Vancouver Barracks. The Hudson's Bay Company occupied the post jointly with the Army until 1860.

The first Commanding Officer was Major J. S. Hathaway who came around Cape Horn and to Fort Vancouver by way of Hawaii, with two companies of the First Artillery.

When Captain Rufus Ingalls took over as Commander, he selected the ridge behind Fort Vancouver as the place for the building of officers quarters, and either by luck or design, selected one of the most desirable areas in the Reservation, out of danger of floods, and with a delightful view of the river.

The work of building the military post began in 1850, and a Mr. C. C. Redman, who later built the first Court House in Polk County, Oregon, was among those who surveyed and helped build the Fort. The Solar transit thought to be the one

used by Mr. Redman in this work is now in the possession of Dr. John C. Brougher of Vancouver. This building went on for several years, and by 1859, in addition to the nine houses in Officers Row, there were barracks, offices, stables, shops, etc., in that area now known as the "Lower Post". The Hospital was East of the Parade Ground and the Catholic Mission occupied a wedge shaped area southwest of the Reservation and adjacent to it. During this time small quarters for non-commissioned officers were erected on the Lower Post.

When Colonel W. L. E. Bonneville became Commanding Officer the Reservation was reduced to 640 acres.

In 1859 the Reservation was surveyed again under the direction of Captain George Thom, by Lts. J. B. Wheeler and J. Dixon, Corps of Engineers. It was now 638 acres, and was laid out on magnetic north rather than true north.

By 1865 it was deemed necessary to erect new Officers' quarters as the Post was rapidly expanding. In this year the Department of the Columbia was established with Headquarters at Fort Vancouver. An Arsenal had already been established in 1856.

The Indian Wars had made necessary extra Army troops, as well as Territorial Militia. The Fort was a gathering point for troops, and was a supply depot. These wars which had been going on, off and on, ever since the Army came to Fort Vancouver, finally ended with the Sheepeaters War in 1879, and a number of enlisted men and Officers lost their lives as a result of these Wars.

The Civil War also caused many changes in troops and officers. The Fort Vancouver Military Reservation could rightly be called the hub of all military activities in the Northwest, making it an exceedingly busy place.

Separate Officers commanded the Department of the Columbia and Fort Vancouver, and the Department Commanding Officer outranked the Fort CO.

The first two of these new homes for Officers are located at 820 and 902 East Evergreen Boulevard. They were completed in 1867, followed by many others, the last being built in 1906. (See table of houses and costs). All of these houses were of frame construction, some with basements, but all heated by stoves and fireplaces. Some still have their original beautiful fireplaces. Many of the quarters had their own kitchen gardens in the back. Some of these gardens were in the area now occupied by Hudson's Bay Athletic Field, and Memory Swimming Pool. The quarters were designated for either company or field grade officers' and in most instances the field grade officers' quarters were slightly larger than those of company grade, with the Commanding Officer's being the most elaborate of all. In those days officers were authorized servants and in many of the houses may still be found small, rather unattractive rooms, either tucked away in the attics, or in the most undesirable place on the second floor, for them. (See attached table of Officers' Pay and Allowances for 1861 which changed but little for a number of years.) Central heating was not installed until after 1900, and still later electricity.

In 1886 the new quarters for the Commanding General was built, and that building is now known as the Red Cross building.

There is a record of an electric station and sub-station being installed in 1904. The station cost $8000, and 231 poles with 5546 outlets were installed. The sub-station cost $3000.

Some 70 officers who later became generals were at Fort Vancouver at some period of their careers. In addition there were many who became well known because of individual acts of heroism, or by their writings. An early officer at the Fort, and who was Commanding Officer at times, was Theodore Talbot. His delightful journals, written for his mothers' benefit contain many interesting facts and descriptions of the early Army days.

Lt. U. S. Grant was here in the fifties —received a promotion to Brevet Captain, and from here went on, first to

failure, then success as General and President. Of his days here he makes but little mention, but the story of his desperate attempts to augment his income by raising potatoes, among other things, is very well known.

Lt. Phil Sheridan was stationed here at one time, and was only a Lieutenant when he departed for the Civil War with the fervent wish he would be promoted to Captain.

Among others stationed at Fort Vancouver were George B. McClellan, Frederick Funston, Oliver O. Howard, Thomas M. Anderson, Philip Kearney, Nelson A. Miles, Joseph Hooker, George Crook, E. O. C. Ord, all of whom were notable in the Civil and Spanish American Wars. Some officers who later served the Confederacy were George E. Pickett, George B. Crittenden, William Dorsey Pender, and Gabriel J. Rains.

At a later date Arthur MacArthur, father of General Douglas MacArthur was stationed here for a short time. At a more recent date, General of the Armies George C. Marshall of World War II fame, was here. Later he turned statesman and was the father of the Marshall Plan which was of such great help in restoring the war torn countries of Europe.

During World War I, Vancouver Barracks played a very important part in training troops, as well as obtaining supplies for the War. This was repeated in World War II. It has always been a busy and important post.

The Officers and their families enjoyed a gracious and active social life, and the Officer's calling cards were as much a part of his equipment as his dress sword. Children on the Post were provided with excellent transportation to and from school, and were the envy of many of those less fortunate. Vancouver was a busy and thriving town, and Portland a rapidly growing city. It was a station greatly to be desired, and any Officer was considered very fortunate indeed, when he received orders transferring him to Fort Vancouver.

Many of the men who became notable lived in Officers' Row, either in the present houses, or those preceeding it. Some of those houses have been demolished, but many are left, forming a link with the past.

Vancouver Barracks has played a great part in the economic life of the area, and at one time poured approximately ten million dollars a year into the local economy.

At present, all of the houses in the Row, with the exception of the U. S. Grant House, and the Red Cross Building are owned by the Veterans Administration. Members of the hospital staff occupy them, and as in the past, the houses in Officers' Row have played their part in the good morale and work of the staff. They are one of the big reasons V. A. people like Vancouver as a station.

The future of these buildings and of the entire Barracks is dim. With only a few acres left, the Barracks serves Reserve and Air Force units for both Washington and Oregon. Undoubtedly within a few years the Army will give it up entirely, and judging from what has happened at other abandoned Military Posts, it will become a catch-all of freeways and cracker box houses, and this includes Officers' Row. It is a pity, as much of the Northwest History had its beginnings here.

PAY SCALE FOR U. S. ARMY OFFICERS, 1861

Grade	*Base Pay*	*Rations per day*	*Horses*	*Servants*	*Total*
Lt. General	$270.00	40		4	$770.00
Major General	$220.00	15	3	4	$469.00
Brig. General	$124.00	12	3	3	$323.50
Colonel	$110.00	6	3	2	$235.00
Lt. Colonel	$ 95.00	5	3	2	$211.00
Major	$ 80.00	4	3	2	$187.00
Captain	$ 70.00	4	1	2	$137.00
1st Lt.	$ 53.33	4	1	1	$120.83
2nd Lt.	$ 53.33	4	1	1	$120.83
Brev't 2nd Lt.	$ 53.33	4	1	1	$120.83

Mounted Officers allowed 2 horses in Cavalry, Dragoons, Riflemen and Light Artillery.

Regular Artillery and Infantry Officers, no horses allowed below rank of Major. (Note: Base Pay is less for Officers in these categories.)

Colonel	$ 95.00	6	2	$218.00
Lt. Colonel	$ 80.00	5	2	$194.00
Major	$ 70.00	4	2	$175.00
Captain	$ 60.00	4	1	$118.50
1st Lt.	$ 50.00	4	1	$108.50
2nd Lt. & Brev't Lt.	$ 45.00	4	1	$103.50

Street Number (E. Evergreen Blvd.)	*Cost*	*Date*	*Rank*	*Area*
1516	$ 4,233.67	1884	Field Officer	4950 sq. ft.
614	$ 7,025.00	1885-86	Double Company Officers' Qtrs.	6714 " "
700-02	$ 6,461.00	1186-87	Double Company Officers' Qtrs.	6792 " "
716-18	$ 7,268.00	1881	Double Company Officers' Qtrs.	7337 " "
802	$19,300.00	1906-07	Double Company Officers' Qtrs.	9361 " "
611	$ 3,408.25	1885	Field Officers' Qtrs.	2930 " "
619	$ 2,142.00	1885	Field Officers' Qtrs.	2998 " "
820	$ 2,626.95	1867	1 Company Officer	2378 " "
902	$ 2,800.00	1867	1 Company Officer	2583 " "
1000-02	$ 6,015.27	1886-87	Double Company Officers' Qtrs.	6580 " "
1016-18	$ 7,196.98	1885-86	Double Company Officers' Qtrs.	6004 " "
1200-02	$ 7,953.19	1886-87	Double Company Officers' Qtrs.	9135 " "
1212-14	$ 7,087.67	1887	Double Company Officers' Qtrs.	6779 " "
1300	$ 1,963.00	1885	1 Company Officer	2995 " "
Grant House	unknown	1849	Commanding Officers' Headquarters	
1310 (Red Cross Bldg.)	$14,779.10	1886	Commanding Officers' Qtrs.	8368 " "
1400-02	$ 7,436.10	1885	Double Company Officers' Qtrs.	8941 " "
1416	$ 3,087.77	1884	Field Officers' Qtrs.	5875 " "
1500	$ 7,773.53	1885	Field Officers' Qtrs.	5040 " "
1600-02	$ 5,370.00	1889	Double Field Officers' Qtrs.	8106 " "
1616-14	$20,540.00	1903	Double Field Officers' Qtrs.	9765 " "
Rufus Ingalls Hall (Lower Post)	$40,262.23	1903-04	Originally built to hold 6 families and 6 bachelor officers, it later on became a Bachelor Officers Qtrs. and at present is the Officers' Club.	

The areas given do no include basements.

No. 820, East Evergreen Boulevard. One of the first replacements for the old single story houses constructed in the 1850's. Completed in 1867.
—Photo by W. A. Richardson.

No. 1310, The Commanding Officer's Quarters. Built in 1886. Now used as Red Cross Building.
—Photo by Prose.

WASHOUGAL
Before The Twentieth Century

By Martha Kloninger Ford

OUR WASHOUGAL ILLIHEE

Where a winding sun-flecked river
Sends its waters to the sea,
There's a city, river bordered,
Where I'll always long to be.
It's a lovely little city,
Flanked by hills that gently rise
And frame the town in scenic grandeur,
In timbered slopes, toward azure skies.

— Harriet Markham Gill

Explorers Reach Washougal

Several early explorers, including the Spanish Captain Bruno Heceta, the English Captain John Meares, and the American Captain Robert Gray sailed along the west coast of America, but failed to find the mouth of the Great River of the West, because of the raging waters of the bar. Early in 1792 Captain George Vancouver and Lieutenant William Robert Broughton noticed the gray color of the water offshore, but did not enter, and passed on along the coast. In May of that year, Captain Gray returned, succeeded in crossing the bar, and claimed the river for the United States, naming it Columbia after his ship.

When Broughton heard of this, he in the same year entered the stream, explored it as far as the beginning of the Gorge, and claimed the land drained by the river and its tributaries for Great Britain. He camped on a prominent protrusion of a low plain from which he had an excellent view of a glistening mountain to the eastward. His camp was opposite the present Crown Point and near the mouth of Lawton Creek. He named the camping place Point Vancouver, in honor of his captain and the mountain he named Mount Hood, after a British admiral. This was only a few miles east of the present site of Washougal. Here he noticed that the tides ceased to be perceptible.

At that time the vicinity was thickly settled by Indians. Mr. W. K. Peery, in one of his "Peeryodicals", tells of having seen the foundations of an Indian Village on the south bank of the Washougal River a short distance above its mouth. "They were circular, which indicated these Indians lived in circular wooden houses which were quite common along the upper river after passing Government Island." Another source states: "At the mouth of the Washougal River there were once many signs of Indian Villages, but most have disappeared under the advance of civilization. On the north side of the river," he continues, "there is a practically undisturbed site containing eleven house pits up to four feet deep and forty in diameter. The pits are round, indicating the semi-subterranean type house, instead of the usual rectangular plank house." It is suggested here, too, between Washougal and Skamania that evidences of habitation are lacking because there was a shortage of game or roots for sustenance.[1] Several other sources speak of the thick population along the Columbia. "Once their numbers reached upwards of 80,000 until smallpox, fever ague, and measles all but wiped out the race, the diseases having been brought in by white traders, trappers, and slaves."[2]

Another writer tells us that along the north bank of the Columbia, in the environs of Washougal, are the remains of many Indian camps. In one place there are nine house pits in a row. Arrow heads, stone work, and flint chippings were found in large numbers. River banks show many fire lines — dark horizontal streaks that may be at various levels in the cutting banks. They show where there once was a surface.[3] Among some

of the larger Indian camps mentioned by early whites, was one at the mouth of the Washougal River. It has been emphasized that these were not warriors' camps, but permanent settlements and that the Indians lived on roots, salmon, and berries, the later two they dried for winter use.

One of the most descriptive accounts of this locality is that given us by Captain Meriwether Lewis and Lieutenant William Clark who found a friendly welcome by the Indians when they arrived on November 3, 1805. They made detailed maps and charts and wrote accounts of natural features, field notes of their surveys, and their impressions of the vicinity which seems to have impressed them greatly. They referred to the Quicksand River (We now call it the Sandy) on the south bank of the Columbia, and called the stream on the opposite bank the Seal River because of the prevalence of those animals near its entrance. They were told by the natives that it was short and not suitable to navigation. They saw the mountain named Mount Hood by Lieutenant Broughton.

After proceeding to the mouth of the Columbia and spending the winter there, they returned to what is now Washougal and camped there from March 31 to April 6, 1806 on their way back to their starting point. From here William Clark made explorations and discovered the Willamette River which he named Multnomah River. Other scouting parties, too, explored the region. Names given to some of the physical features were Diamond Island for what is now Government Island, and because they had found immense flocks of water fowls, they called Lady Island "The Island of Fowls". On later maps it was called White Brant Island. Lieutenant Broughton had previously named it Johnstone Island. They wrote accounts of the abundance of mammals including deer, elk, and bear.

Rev. J. Neilson Barry tells a story of three bear cubs which Sergeant Patrick Gass and a small party had watched for two days waiting for the return of the old bear. When she did not return, they took the cubs and came back to camp. Clark wrote in his journal, "The Indians who visited us today fancied those pets and gave us wappato in exchange for them." The wappato grew abundantly in the region. It was a bulb used for food like potatoes. Their associations with the Indians were most friendly. During their week's stay here, they killed many deer, elk, and bear and smoked the flesh for future use.

The next heard about this region is from representatives of the Northwest Fur Company who competed with the Hudson Bay Company and visited the site of Washougal.[2] David Thompson was a noted geographer. He made one of his map-making expeditions in 1811 and Alexander Henry came in 1814 to look for a possible site for a fur-trading post. The latter related when his party stopped at the Indian village at Washougal they purchased some dogs on which they had a "sumptuous repast".[4]

Among the Indians who befriended Lewis and Clark was Chief Coboway. To show their appreciation for his many services, they gave him Fort Clatsop near Astoria. The chief and his family moved in and used the table which was a cut-off tree around which one of the houses had been built. At one time he made a trip with some goods up the Columbia to the settlement and trading post at The Dalles. While returning, the chief and his party were attacked by unfriendly tribes and the survivors reported that their chief and been killed. A war party started up the river to punish the murderous Indians, and as they went, they wailed the death song and showed their grief by striking their paddles against the sides of the canoes. As they reached what is now Washougal, suddenly their chief appeared on the bank. He had been able to defend himself against the attack by the use of some highly prized horn spoons carved from mountain goat horns. He used the spoons as clubs to fight his way through the hostile Indians, and journeyed through rough country reaching Washougal just as he heard the familiar sounds of the Clatsop Indians.[5]

It was also in 1811 that three inexperienced young men made the trip from Astoria to the Cascades in three days.[4] One of them, Alexander Ross, wrote how they passed Johnston's Island and "staid for the night at Washough - ally Camp near Quicksand River which enters the Columbia on the left" or south. This is the first time that the name of Washougal is recorded in history.

"Tea Prairie was the name by which the Washougal Valley was known in 1817 and for many years later," says Rev. Barry. "There the voyagers on the river delighted to rest, and it became known from the plant which seems to have been most abundant."

Ross Cox, one of the most interesting writers, wrote, "We camped at dusk about five miles above La Prarie du The', so called by the Canadians from a species of mint which grows in it, and which they are fond of using as a substitute for tea."[4]

Mrs. Mason Gibbons told a younger neighbor that when the Gibbons Family arrived in Washougal Valley, there was a peppermint growing wild.

Nathaniel J. Wyeth, who opened this country to American settlers, described the Tea Prairie in 1832, as "About three miles long and through it is a small creek which enters the Columbia." At one time he considered the establishment of a fort at this place.

In 1836 Dr. Samuel Parker, who preceded Dr. Whitman in journeying west to survey the mission field, described Washougal. "This is a rich and beautiful prairie of some miles in circumference, and at this early part of the spring was coveted with a coat of fresh grass five or six inches high. A little back from the river, there is a beautiful lake, the resort of water-fowl, which are seen exhibiting their unsullied plumage; and in the rear are forests of fir, whither the deer which crop the grass of the prairie flee when they see man ascend the river's bank. A gathering storm rendered the night dark, cold, and dreary; for as yet no friendly habitations are reared upon these fertile fields for the resort and comfort of man."

Rev. Barry further stated, Admiral Charles Wilkes of the United States Navy was sent in 1841 to explore regions then but slightly known among which was the Oregon Country. In one of a number of books and maps which he produced he describes Washougal giving the depth of water in the Columbia, and other characteristic features. Since his accounts tell so much of this region, they are most interesting, and since there were so many scientific men on the ships of his squadron, they made this region known by their writings.

Gen. John C. Fremont of the United States Army, in his seven years of exploring and surveying, mentions the "Tea Prairie" and the beauty and characteristics of the region. He visited the site in 1843 and Rev. George Gary in 1844 described the region as having "magnificent scenery" and being "enchantingly beautiful".[4]

Small wonder that the early settlers were enchanted by the beauty and fertility of the region!

First Settlers

Washougal has the distinction of being the site of the first settlement of American Pioneers in the present state of Washington. It was in 1844 when a group of emigrants from the East reached The Dalles intending to settle in Oregon. The party was largely financed by one George Bush who, being a mulatto, wanted to get away from the prejudice caused by the slavery question. Upon reaching the West they learned that there was a brief period in Oregon's history when negroes were not allowed, and since the British still claimed the territory north of the Columbia at that time, it was decided that the group would settle in the British area and the site chosen was Washougal. Among members of the settlement were Mrs. Bush, a white woman, Mr. and Mrs. Michael T. Simmons and others with their families. Most of the party wintered here although George Bush, Captain Will Shaw, and others remained near The

Dalles and drove the cattle along the Columbia in the spring of 1845. It was here, also, that Christopher Columbus Simmons was born in April 1845, the first white child of American settlers in what is now the state of Washington. Some time after this, Simmons, Bush, and some other men left for the Puget Sound area to find a suitable claim, rather than to the Willamette Valley, because of Oregon's law against colored people. Later this law was changed and full rights were available to George Bush. In 1850, however, Congress established his claim to 640 acres on Bush Prairie near Puget Sound.[4]

The willingness of the British to relinquish their claims to the region north of the Columbia was probably strengthened by British officials meeting this party from Washougal in the Puget Sound area. They realized that they might have trouble if many American settlers came into this region. As a result the Treaty of 1846 was signed with the 49th parallel established as the southern boundary of British claims.[4]

There are records of several Indian Chiefs who lived in this vicinity and little incidents have been preserved. One Chief Sly Horse and his wife, Running Fawn, lived part of the year at the Cascades and a part of the year at Washougal. They had a beautiful daughter named White Wing.

In 1838 a British seaman, having served for many years on Hudson's Bay Company vessels plying between Columbia River ports and London, left his ship and settled in Washougal. He gave his name as Richard Howe, but, being an Englishman, he dropped "H" and not being able to sign his name, so the story goes, the recorders wrote down his name as "Ough". The records were never changed, for they show that he purchased land in Washougal on March 1, 1849. He was a man of giant stature and good looks, and so in the course of time he wooed and won the hand of the beautiful Princess White Wing. They were married in Vancouver by Dr. McLoughlin, after which she was affectionately known as Betsy Ough.

To this union were born ten children. Dick, Ben, and John lived in or near Washougal with their families. Dick had three children, John, Jasper, and Katie. Ben married a mulatto and had four children, Hattie, Oscar, Mable, and Belle. John married the beautiful Hattie Durgan and their children were L. B. and Gracia. The latter married Reggie Jones and lived in Washougal until a few years ago when they went to White Swan to engage in cattle raising. There was another son, Frederick William, and six daughters. Mary married a minister named Sweeney, who went to Arizona for health reasons. After his death Mary remained there with her family. Sarah became Mrs. Andrew Cambrose, and lived in Washougal. Grace, as Mrs. Joseph Latourelle, lived with her husband at Corbett, Oregon, near Latourelle Falls. Cecilia and Emily died when very young, and Mrs. Elizabeth Ough Dunn died when her fourth child was born. One of her sons, William Dunn, settled in Washougal and piloted a steamboat between Washougal and Portland for many years. His daughter Inez, Mrs. Emil Wagner, is the only descendent of Richard and Betsy Ough now living in Washougal.

Richard Ough died at Washougal in 1884, aged about ninety years, never having moved from his home near the broad Columbia River. Betsy lived here many years longer, respected and loved by her neighbors. She is said to have lived past her 112th birthday, with a memory as clear as in younger days. (The account of the Ough family was given to the writer by Mrs. Inez Dunn Wagner.)

David C. Parker came to Washington Territory from Missouri in 1845 and took up the first homestead in the present State of Washington on the north bank of the Columbia, a little below the present town site of Washougal. He built a log cabin and lived there with his wife and four children, cleared one fourth acre of land, and planted potatoes from the Hudson Bay Company store. He was the first permanent settler in Washougal.

His daughter married A. J. Wiley who settled on a tract adjoining the Parker place. After his death in 1858 his widow lived with the Wiley's for many years.

Joseph Gibbons, born in Philadelphia in 1797, was somewhat of a rover. First he went to New York and married Maria Giddings in 1834, then to Canada and then to Illinois. From there he started in the spring of 1847 to move his family to the West, arriving at The Dalles in November. He sent his wife and family to Vancouver by boat and drove his cattle along the north bank of the Columbia in quest of a spot that would suit his requirements. After much weary trudging he called a halt, gazed in silent rapture at the prospect before him where lay rich bottom lands of the Columbia, and through the alluvial deposits a clear stream overshadowed by umbrageous bows of sylvan beauty. "Here is the spot I have long sought", he cried, and there he determined to make his future home.[6]

This was near the mouth of what is now known as Gibbons Creek. He found the land for sale, so purchased it from the owner, James White. He and his son, assisted by men named Carter and Leonard, built a cabin 18 feet by 20 feet for $15.00. He planted peas and potatoes from the Hudson Bay Company's store for his first crop. On December 21, 1874, he died, but his widow, Maria Gibbons, and their two sons, Edward and Mason, survived him by many years. Ed built a cabin on the east bank of Gibbons Creek on what is now the Kerr place, the remains of which were visible until recently. Mason established himself farther north. His daughter - in - law, Mrs. Charles (Olive) Gibbons, still occupies a part of the old home place.[6] An item in the Morning Oregonian of May 4, 1874 stated that the residence of M. Gibbons was destroyed by fire. The family saved nothing except the clothes they wore. Loss was between $800 and $1000.

That J. Duncan arrived in 1850 and that he took a claim near the Ough Place is mentioned but briefly.[6]

A few years later J. E. C. Durgan came to the Northwest, arriving in September 1854. He settled on a Donation Land Claim on the Columbia River, situated five miles east of the present Washougal. Records show that he purchased land in T 1 N, R 4 E on May 1, 1855. He remained until 1864, when he moved to Vancouver and engaged in the butcher business. Then he farmed on Government Island and later on at Cape Horn Mountain (east of Washougal). In 1879 he came to the Parker place, known as Parker's Landing, where he opened a store.[6]

Apparently his was not the first store, for according to Alley and Munro-Fraser, Michael Wintler came to Washington Territory in 1858, settled near the site of Washougal, opened a store at Parker's Landing in company with Isaac Kaufman, and continued it a year when it was sold to Hexter Brothers. Wintler then purchased a farm between Washougal and Cascades, living there for seven years after which he moved to Vancouver. Nothing more was said about Hexter Brothers.[6]

The Town Takes Root

H. H. Carpenter moved to Parker's Landing from Portland, built a store, and commenced business June 1, 1877. In 1880 he sold the store to Joe Durgan and moved to Portland where he was employed by the Oregon Railway and Navigation Company. His earlier association with Washougal seemed more attractive, however, for he was in February of 1881 again in Washougal - now a platted town. He bought a block from Richard Ough, built a new building and started his business again in June 1881.[6]

The platting of Washougal was surveyed May 6, 1880 by the Civil Engineer Alexander McAndrew, authorized by Joe Durgan and Captain Lewis Love of Portland. It is stated that Joseph E. C. Durgan bought twenty acres from Ough and donated it for the townsite.

The town was laid out in squares, two streets running east and west, and six streets north and south. The main thoroughfare east and west was Second Street,

and the principal one north and south was Main Street. From east to west on Second were Durgan, Ough, and Gracia. The street just east of Main was Love, the next, Jefferson. Two more additions were added a little later; one by Rudolph Surber, who came to Clarke County in 1875 from Wisconsin. This comprised four blocks and was followed by the Ough Addition of the same size. The added streets easward were Washington, Surber, and Webber.[7]

A. H. (Al) Kersey, a carpenter, came to Washougal about that time and found plenty of employment. The first building he erected in the new town was a residence and store for Joe Durgan and family. The store was built on the southwest corner of Second and Main Streets, but was moved a little westward some years later to make room for his new and larged edifice, which is now the Evergreen Tavern.

Other buildings followed soon after. Among these were Braun's Hotel and Saloon, a residence for Al Kersey on Second and Durgan Streets, and his carpenter shop. Then the Town Hall, a two-story structure on the northeast corner of First and Durgan, plus residences for Andrew Fletcher and Ellsworth Bailey were constructed. A good wharf was also built that year, the terminus of the Steamer Caliope which made regular runs to Vancouver and Portland. Other boats, the Traveler and the Dixie Thompson made stops at the wharf. The facilities were soon enlarged to provide storage for freight. In 1881 the town boasted of a blacksmith shop, a saddle and harness shop, and a butcher shop.

Of utmost importance in the middle of Second and Main Streets was the town pump with its horse trough attached. This was the first water supply for the town. The people of all the residences and business buildings had to carry water from there. The pump remained here for many years.

It is said that Fritz Braun, who was born in Germany in 1839, and emigrated to America in 1875, first came to Parker's Landing and started a hotel there. He was about to put in the windows when he saw how the town was prospering at the Washougal site. He tore down what had been built and re-erected it in the new town. To the Brauns were born a daughter, Frances (Frankie Cheatham) and a son, Fritz Jr. Frankie, still living here, was the first white girl born after the town was platted. A boy, Albert Stone, of whom very little is known, is reputed to have been the first white child born here.

For many years Braun's Hotel and the park adjoining it on the north was the scene of numerous festivities. During the summer parties from Portland chartered steamboats on Sundays to spend the day dancing and carousing in Washougal.

The Morning Oregonian of April 10, 1861 lists the post offices in Clark County as follows: Fisher's Landing, Lake River, Vancouver, and Washougal.[8] This, no doubt, was located at Parker's Landing. The first in the new town was in Durgan's store with J. E. C. Durgan as Postmaster from 1880 to 1886. Then David H. Gary bought the store and was appointed until 1894 when Thomas S. Sampson received the appointment and served in Durgan's residence. On July 1, 1898 John Herzig, a business partner of Gary, became Postmaster until his death of a heart attack on January 1, 1901.

Besides the Durgan Donation Land Claim there was another claim granted to C. C. Stiles who operated a dairy farm. The Morning Oregonian of January 12, 1874 stated that C. Stiles of Washougal reported on his dairy farm: "48 cows producing 160 pounds of butter per week. In the summer of 1873 they produced 18,000 pounds of cheese which was shipped by steamboat to Portland where it was marketed."[8] This busy life must not have suited Mr. Stiles, for an item in the Vancouver Independent of October 24, 1875 states that the 819-acre Stiles farm has been sold to David Shepherd of Union Ridge for $15,000. Transfer was made November 1, 1878. With the sale went 64 cows, 20 head of young cattle, the dairy and cheese factory and farm implements.

David Shepherd, born in Scotland in July 1822, arrived in Portland January 31, 1875, with five sons and a daughter. Finding the climate favorable he returned to Scotland for his wife. Uniting the family again on June 14, 1876, he rented a farm at Union Ridge (now called Ridgefield). He found dairying profitable, so after staying there for two years he bought the Stiles Farm in Washougal. The family increased to ten children, later all made their homes in the vicinity. One daughter lived in Salem, another married a dairyman and lived on Government Island, while the rest remained in or near Washougal. Then the youngest son studied law and practiced in Portland.[9]

After the Town of Washougal was platted, Mr. Shepherd bought a piece of land west of town. A part of this he donated as a building site for a church.[7]

In 1880 the Rev. Dr. Atkinson began services in private residences and in the school-house. Then with $250 from the Congregational Church Building Society and $250 collected from the citizens of the town, especially from David Shepherd, J. E. C. Durgan, and D. L. Russel, a twenty by thirty foot church was built on the southwest corner of First and Durgan Streets, across from the Town Hall. The building was dedicated November 5, 1882, with the above three men as the first trustees. The name of the first church in Washougal was Bethel Congregational Church.[6] There were a number of German families among the early settlers. For their benefit, a German pastor, Rev. Gotlieb Hafner, came from Portland frequently and preached in the church in the afternoons. He also instructed the youth in the rudiments of the German language.

Later the Methodists held services in homes and buildings. One of the early ministers was a Rev. Hosford, father of the riverboat captains L. P. and Olin Hosford.

With an area being settled as rapidly as this was, there were soon children who needed educating. Exactly where the first school was located seems debatable. It may have been located near the present Orchard Hills Golf Clubhouse. When it was rebuilt into a residence many years later by William Woods, there were still evidences of the old blackboards. The Town Hall served as a school before the new two-story structure on Second Street was erected in 1892 on land donated by David Shepherd.

Another "first" of considerable importance was the organization on March 31, 1883, of the first Grange in the Territory of Washington. There were thirty charter members, of which D. L. Russel was the first master and C. J. Moore the first secretary.

Many of the early writings contain such glowing accounts of the favorable climate that we can hardly realize that there were exceptions. Chatfield Knight, a former Old Timer, gave the following information about the severe winters of those early days, one of which lasted from Christmas Day to May 1, 1862. The temperature went to -12 degrees, and snowdrifts were ten feet deep on April 20. On January 2, 1879 the Columbia River was closed to navigation by ice. The winter of 1892-3 was very severe. Two feet of snow fell and then the falling flakes turned to sleet and rain and created a crust of ice nearly an inch in thickness. On December 20, 1892, it began to snow. By morning it was more than a foot deep.[9]

The writer's father was caught in that storm. He had gone to Portland by boat that morning, but by afternoon the boat could not return to Washougal. Having a wife and small daughter at home alone, with the dairy to take care of, he started to walk home from Vancouver. He reached the Biddle place by nightfall and remained there for the night. As the ice on the knee-deep snow would not hold his weight, walking was very difficult. Improvising snowshoes, he finally arrived home safely the next day. (The distance traveled was nearly twenty miles.)

Much more might be recorded of early day Washougal and surrounding settlements. The lore is widely varied, - Indians,

their camps, and trails, explorers, miners, steamboat days, river excursions, and the coming of the railroad and industry. It was a popular place for pre-history Indians, an enchanting spot to early explorers, and a favored area for settlers and the pioneer builders who developed Washougal.

ACKNOWLEDGEMENTS

Very helpful have been the following persons who gave so generously of their time in relating incidents about the past, and in lending precious old photographs:

Mrs. Charles Gibbons, Mr. Luther Gary, Mrs. Wanda Gary Duback, Mrs. Rae Wing Stayton, Mr. George Bailey, Mr. Frank Durgan, Mrs. Rita Wright Stelter, Mrs. Maude Workman Teuscher and Mrs. Inez Dunn Wagner. A hearty thank you to them all.

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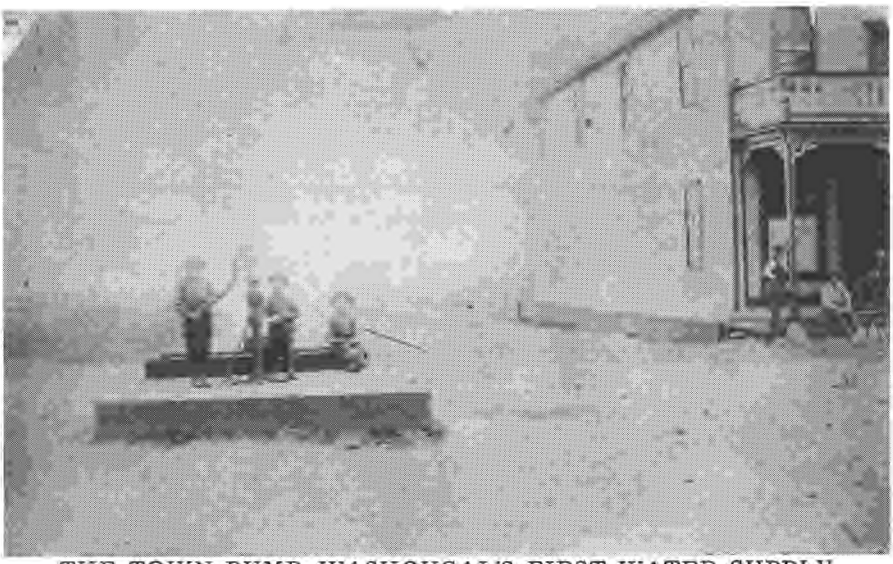
9. Carl Landerholm—*Cayuse to Cadillac*

WASHOUGAL SCHOOL IN EARLY NINETIES

Some of the older pupils identifiable are Jim, Joe, Susie, and Viola Gibbons, Birdie and Lacy Wing. In the middle row are Jasper Ough, second from left, and Zella Cottrell, near the middle. Others in the foreground are Alice Wright, Anna and Bessie Stoops, and Hattie Ough. (Persons identified and photo courtesy of Mrs. Rae Wing Stayton.)



THE TOWN PUMP, WASHOUGAL'S FIRST WATER SUPPLY

Illustrating its use are the three Gary boys. Luther providing the power, Nelson holding cup, and Albert just waiting. Photo courtesy of Mrs. Wanda Duback.

VIEW OF WASHOUGAL, ABOUT 1887

Approaching the town from the wharf on Main Street, at right is Braun's Hotel and barn with entrance to Park. Left of Main Street are Durgan's Store, Kersey's carpenter shop, and at extreme left is the Town Hall.

—Photo courtesy of Mrs. Wanda Duback.

BRAUN'S HOTEL, FEBRUARY 18, 1888

Left to right: David Gary, William Steenson, Richard Ough, William Dunn (Ough's son-in-law), Andrew Fletcher, Mrs. Fritz Braun, William Strong, John Strong, (unidentified), Bleutch Ginder, (unidentified), Rudolph Surber, and Fritz Braun with his horse and cart. (These people were identified by Luther Gary.) —Photo courtesy of Mrs. Wanda Duback.

WASHOUGAL'S FIRST STORE

On left is Henry Sadewasser, Sr. with team. On right in the cart is William Steenson watering his horse at the town pump (trough showing). On the porch of store is the D. H. Gary family with unidentified men. The man with horse and buggy is possibly named Jorgensen. Wagon and driver, unknown. Photo courtesy of Mrs. Wanda Duback. People identified by Luther Gary.

INDIAN CHARLEY

By Esther O. Olsen

Doubtless one of the most colorful Indian families of Clark County was the Charleys. Jim Charley, a Yakima tribesman, lived on the level piece of land above Daybreak Bridge. This was about five miles southeast of La Center. Other Indian families living there were the Peats, Jacksons, Ileys and Siplyanns. They must have felt well established as there is an Indian burying ground on the hill. Not much is recalled about the elder Charley by anyone living now, but his two sons, William and George, are well remembered.

William Charley acted as an Indian agent and eventually returned to Yakima. George Charley remained to make a fabulous record for himself in the logging camps and log transportation on the Lewis River. The late Leila Gaither Bacon recalled that her father, Perry Gaither, while Justice of the Peace of La Center, attended to their legal papers.

George Charley built all the skid roads for the Old Highland Mill, which began sawing logs in 1896 but had started preliminary preparations after the "big storm" of 1894. Sam Christensen recalls that as a lad he was sent by George Charley to his home to get two huge horned oxen so that Wiley Martin would have a yoke of oxen to drive. Sam greased the skids and took orders from George Charley who expedited everything, being an A-1 man of the woods. George Charley's last work for Old Highland Mill was logging the "southern forty" where one can see today huge stumps among the growth of vine maple, dogwood, and second-growth douglas firs.

George Charley is best remembered for his expert work as a "river pig" or log driver. He worked five or six years for Old Highland Mill and then went to the North Fork. He boomed the huge logs to the mouth of the river, whence they were rafted to go to the mills of Portland, St. Helens, etc.

At one time he had a contract for Jim Wilson and another time for Baccus and Blaker to crib ties. He built the crib six to eight ties high and then used long pike poles to shove them down river.

George Charley was versatile, having many skills; such as sharpening the huge saws of the mill, or doing anything pertaining to logging. He was well versed in Indian lore, explaining many interesting phenomena. He knew the Indian language and the jargon of local tribes. When the Lewisville baseball team was organized, the first team outside of Vancouver, he was pitcher. All speak of him in superlatives. Robert Lund recalls how ably he handled the logs in the turbulent North Fork. When I asked Sam Christensen if I might say he was the best log driver in Clark County, he answered "In the Northwest, as he could beat any of them." John Wilson recalls the burling contests of the LaCenter Fourth of July celebrations. He said with a chuckle that George Charley had difficulty in finding anyone to compete with him as he always won. He dressed gaily in tights and bright colors for the occasion.

Gauging by his own age, Sam Christensen says George Charley must have been born in 1870 or 1871. George Charley's two sons, Jim and Henry, live in La Center. Jim says his father died in Toppenish on December 27, seven or eight years ago. Typical of the modern age, these sons have none of the Indian skills but are mechanics and drivers of cars.

George Charlie and wife Nellie.

Catholic Mission Church at West Pioneer, about 1904. The rector was identified by Will E. Carty at Father Mons. The original mission church at this location was across the road near the site of the present day modern structure. Saint Mary's was dedicated on September 5th, 1865, as the Lewis River Mission, by the Bishop of Nesqually, Augustine Blanchet. The graceful little structure pictured was used largely for weddings and funerals, at which times the rector of Saint Thomas Church at Camas came to officiate. The building served residents of the Pioneer-Ridgefield arear for about sixty years.

—Picture furnished by Thomas Kane.

It Happened One Night At Felida

The "Old Maid's Convention", held in the I.O.O.F. Hall at Felida, July 17th, 1909, was a mock play and a "scream". Many living at Felida and those participating still shout with laughter as the antics at the spinsters' convention are recalled. These pictures will challenge your recognition of most of the Old Maids, and Professor Makeover and his assistant. Nine of this group still live in or near Vancouver, Wash. Mrs. Mae Latham's yellow dog played his part along with; President, Carrie Wilson (Swick), Sec. Pauline Johnson (Hanson), Grace Anderson (Beletski), Merle Kingen (Streets), Bessie Beall (Geoghegan), Carrie Carrington (Timmen), Mary Carrington (Peterson), Zenith Vernon (Kingen), Lois Wilson (Lundstom), Edna Hathaway (Chamberlain), Reta Harper, Hazel Brittain, Bertha Brittain (Ketel), and Lydia Tucker (Everitt). Belman Johnson and Alfred Davis were the magicians and courteously converted each Old Maid into whatever she desired to be by grinding them up in their Makeover machine. The magic results provided a more serious entertainment of Music, orations, etc. until one Spinster lied about her age and wrecked the machine.

Knitting, cats in bird cages, the proverbial awkward umbrellas, women's rights, lists of eligible men of Felida, fans, a horrible mouse got loose, old fashioned clothes and painted cheeks added to the hilarity of the occasion.

Requests that the play be repeated in Vancouver and elsewhere were declined because some of us felt that we had made fools enough of ourselves for one year. The production was a surprising financial success so the returns were offered to the Felida community for improving walks near the store and hall but the local people refused the money and urged we spend it for our own enjoyment. The result was a steamboat trip to and from The Dalles. Such a lark it was! It could be another story.

The Genesis of Apple Culture in Washington and the Pacific Northwest

By Carl Landerholm

April, 1952

Apples, and in general our common fruit trees, were not indigenous to the old Oregon Country, of which our state is a part. Horticulture here is definitely a contribution of the white man, and the first fruit trees planted were in the present state of Washington, at the old Hudson's Bay Company's Fort Vancouver. The most probable date of this first planting is 1827, certainly not later. The present year, 1952, would therefore mark a century and a quarter of apple growing in this part of the world.

Unfortunately for the propagation of exact history, events later proving to be of great interest often are not recognized as extraordinary when they happen. No diarist recorded that first planting. We must therefore rely upon incidental remarks of occasional travelers of the period, or upon memories perhaps a bit dimmed by intervening years. This much is clear - that our first apples were grown from seeds and that a number of sources point to Lieutenant A. Emilius Simpson, in the employ of the Hudson's Bay Company, as the bearer of the seeds from England. One such source tells the story as follows: "The first fruit tree grown on the Columbia, sprang from the seed of an apple eaten at a dinner-party in London. The dinner had been given to Lieutenant Simpson, of the Company's coast service. One of the ladies present, more in jest than in earnest, took from the apples brought on with the dessert, the seeds; and dropping them into Simpson's pocket, told him to plant them when he should reach his Northwest wilderness. The lieutenant had forgotten the circumstance until reminded of it while dining at Fort Vancouver in 1827, by finding in the pocket of the waistcoat which he had worn last in London, the seeds playfully put in by his lady friend. Taking them out he gave them to Bruce the gardener, who carefully planted them; and thence within the territory of Oregon began the growth of apple trees[1]." Another chronicler, writing in later years, is however more specific about the disposal of the seeds: "My father and Mr. Pambrun and Simpson were together, and they three planted them in little boxes. They kept little boxes in the store somewhere where they could not be touched, and put glass over them. I do not know how long they were there. By and by my father came to me and said, "Now come and see; we are going to have some apples." They were all green, and by and by we got apples. — At first there was only one apple on it, and that everyone must taste. — It was ripe; the only apple; the only apple on the little tree. It was a great treat, for everybody had just a little slice. There was a good many it had to go around among[2]." Clearly, between the episode of the little boxes and that of the little slices some years must have intervened.

Jedediah Smith, American trapper and adventurer, after having escaped Indian massacre on the Umpqua River, arrived at Fort Vancouver on August 8, 1828, "unhearlded and without credentials". Generous Chief Factor John McLoughlin took him in and lodged him for some months without charge. He certifies that there were "some small apples and grape vines" growing there then[3]. The Reverend Jonathan S. Green in his missionary report on Oregon, 1829, tells of meeting Lieutenant Simpson in Hawaii who said that he had planted grapes and apples in

Oregon, and "they appeared to be flourishing[4]."

Mrs. Narcissa Prentiss Whitman, wife of Dr. Marcus Whitman and one of the two first American women to cross the plains to Oregon, arrived at Fort Vancouver on September 12, 1836. Her diary contains the following entry: "What a delightful place this is; what a contrast to the rough, barren sand plains through which we have so recently passed. Here we find fruit of every description—apples, peaches, grapes, pears, plums, and fig trees in abundance; — Here I must mention the origin of these grapes and apples. A gentleman, twelve years ago, while at a party in London, put the seeds of grapes and apples into his vest pocket; soon afterwards he took a voyage to this country and left them here, and now they are greatly multiplied[5]." The "twelve years ago" is clearly an error, as the original fort at Vancouver was not built until the following winter 1824-1825. Furthermore, Lieutenant Simpson did not arrive at Fort Vancouver until November 2, 1826[6]. Under date of October 25, 1836 Mrs. Whitman wrote: "The grapes are just ripe and I am feasting on them finely. — I save all the seeds of those I eat for planting and of apples also. This is the rule of Vancouver[7]."

Apple culture in the Pacific Northwest, in short, began about one hundred twenty five years ago. The place was Fort Vancouver. The method of propagation was by seeds; and this method continued for some time.

Is there any survivor of this long ago first planting?

The "Old Apple Tree" at Vancouver.

Near the southwest corner of the old military reservation at Vancouver, Washington, a couple of hundred yards from the Columbia River and just north of the Evergreen Highway stands an aged apple tree, obviously a seedling. It is inclosed by a concrete and chain fence, near which is a marker bearing the following legend:

THE OLDEST APPLE TREE
IN THE PACIFIC NORTHWEST.
THE SEED WAS BROUGHT FROM
ENGLAND AND PLANTED BY THE
HUDSON BAY COMPANY
IN THE YEAR 1826.

The credit for having the fence built and other protective measures taken to preserve the tree goes to the late E. L. French, Clark County orchardist and at one time state director of agriculture. Early in 1911, Mr. French, then state senator, first interested himself in the matter. He called upon A. A. Quarnberg, then county horticulturist, and asked the latter to take steps to save the long neglected and all-but-forgotten tree[8]. Mr. Quarnberg in turn convinced Colonel George K. McGunnegle, commander of the Barracks, that the tree was indeed of the first planting, with the result that orders were issued to preserve it[5].

Again memory and circumstance must be brought into play to substantiate as far as they may that the old apple tree is truly a genuine "first". At the outset one notes the startling fact that the tree stands approximately a half mile southwest of where the historic orchard, mentioned by Mrs. Whitman and numerous others, stood. Their statements and the contemporary maps show that this orchard was located just north of the stockade, and the tree is quite isolated from any other former orchard! Because of this, doubts have been expressed regarding the claim. For instance, about 1925, the late George H. Himes of the Oregon Historical Society thought that the tree was a descendant rather than an ancestor of the Hudson's Bay Company orchard[8].

But, paradoxically, the location and isolation of the tree really argues *for*, rather than against, its priority; for, when the seeds were planted — in 1826 or 1827 — the original fort on the hill at the site of the present State School for the Deaf was still the only establishment at Vancouver. There is no evidence of any fruit trees being planted there. The historic stockade, located over a mile west, on the plain, was not constructed until

the spring of 1829. Hence the planting of the orchard there would hardly have occurred before the following summer of 1829, or two years and over after the seeds brought by Simpson were planted. Furthermore, the 'Old Apple Tree' stands on ground high enough to be pretty well out of reach of river floods, to the west and very close to where the road passed from the Hudson's Bay Company wharf to the original and later fort alike, and only a short distance from the wharf. It seems to be almost an ideal spot for that first planting: A well watered place, but level and elevated enough to be free from overflow and adjacent to the only road to the fort.

A Vancouver newspaper dated May 17, 1883 carries the following item: "The first apple trees in Oregon are described in the Oregon City *Enterprise* in the following interesting reminiscence: 'The first apple tree on the Pacific coast was raised from seed. The seed was obtained from six apples which had been sent out on a Hudson's Bay Company's ship from England to Vancouver. Mr. P. C. Pambrun, father to Mrs. Dr. Barclay of our city (Oregon City), was the gentleman who had the honor of being the first to plant a tame apple tree that bore fruit. This was done in the year 1826—. We wonder if any of the trees are yet standing at Vancouver?'

"In answer to the above inquiry we are informed by a gentleman who has lived in Vancouver for 30 years, or since about 1853, that two of the original apple trees are still standing on the government reserve[9]."

The writer of this present article inquired of one of the present directors of the Fort Vancouver Restoration and Historical Society, who spent much of her girlhood, during the 1880's, at the military reservation, whether she knew anything about the tree then. She replied affirmatively. She recalls *two* trees, one of which is the Old Apple Tree. They were regularly referred to as "The old apple trees" even then; and she states that for some seasons she and others gathered fruit for household use from them[10].

Another writer of more recent times (1938) states that there were originally five trees from the first planting, but does not give the source of information; and states further that the one tree was spared in 1894 from the fate of the rest because of a kind-hearted sergeant found a robin's nest in its branches. She qualifies the last assertion by saying that it is "as legend goes"[11].

The above clews to the authenticity of the claims for the venerable old apple tree hang together pretty well and are all favorable, save the opinion of Mr. Himes, which I have discussed, and indicated that his very objection is really a strong point *in favor* of the claims. Finally, no other explanation for this ancient tree at that place has ever, as far as I know, been advanced. We can, I believe, safely say that the apple culture of the Pacific Northwest began at that little inclosure.

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"The Old Apple Tree"

PRESIDENT'S REPORT

Nov. 1961

At the Annual Election and Dinner meeting of the Fort Vancouver Historical Society I feel that it is my duty and privilege to report something of the work the Society has accomplished during the year. It is at this meeting that the largest group of people interested in Clark County history have the opportunity to consider the challenge that lies before them in this historic county.

Where can one find a county with a more beautiful location than here by the famous Columbia River? Truly, the Columbia has been a "Highway of History" along which a colorful pageant of great names has passed. There was Dr. McLoughlin of the Hudson's Bay Company, the venerable doctor and friend of the pioneer; Sir James Douglas, the Chief Factor who followed McLoughlin and who later became the first governor of British Columbia; George Simpson, Peter Skene Ogden, David Douglas, John Kirk Townsend, Thomas Nuttall, Dr. John Barclay, Dr. William Tolmie and Dr. Meredith Gairdner. Then later such hardy mountain men as Jedediah Smith, Nathanial Wyeth and Joe Meek came to the Northwest territory and were visitors at old Fort Vancouver.

During the years of Vancouver Barracks' history, one may recall the names of famous men, or men who became famour, as for example, Lieutenant U. S. Grant and General George C. Marshall.

With such a background, I am sure you will all agree that we should work to make a strong historical society that will preserve for posterity all evidences of this great heritage.

In this respect, I am sure you are all pleased with the acquisition of the old Cedar Creek Grist Mill on a ten-year lease from the Department of Fisheries. Some restoration has been accomplished. Money for the work was obtained from three sources, Foster Hidden, $25; Battle Ground Kiwanians, $54; and the profit from our salmon barbecue. The LaCenter Wheel Club has kept the grass cut and removed some trees that were leaning against the building.

You have heard something of the efforts to place markers in the county. This, I feel, is our most important project for 1962. After a recent appearance of Senator Jackson and Representative Hansen before the Chamber of Commerce and Lions Club, Mr. Will Carty introduced me to his friend, Senator Jackson. While in the city the Senator visited the Marshall house in Officers' Row and told me he was chagrined to find no plaque on the building honoring General George C. Marshall. He considers this man one of the great men of our generation. It would be a privilege indeed to place a suitable placque on this building telling of some of his accomplishments.

Our Editor, Roy Jones, has produced Annuals for 1960 and 1961 of which we are proud. Letters of commendation for these have come from libraries and individuals in various cities. However, our present editor will not always be able to do this for us, and we shall soon need an assistant editor. Please gather diaries for him and try doing a little research yourself about some early town, how it received its name, and who first settled there and so on. We also want pictures to preserve for our files. Please let us copy any that are unusual and of historic interest.

It has been estimated that twenty five tourists a day coming to a community are equal to a $100,000 industry in benefit to that community. We want to advertise our historic city and make it a cultural center of the southwestern part of our state. This we can do by publications, advertising our historic areas, the Fort, Grant House, Covington House and other points of interest.

In connection with the urban renewal area, Robert Hidden, Chairman of the

committee on preservation of historic sites, has been particularly interested in saving the Slocum house with the widow's walk on top, a typical New England house facing the waterway. The Parks Department is considering the possibility of moving this building to Esther Short Park. Other houses of significance in this area are the first school house, the first Masonic Hall and the Columbia Lancaster home. Lancaster was an early Judge in Oregon City. He moved to Clark County, near the mouth of the Lewis River and became the first Delegate to Congress in 1854 from the new Washington Territory. His picture hangs in the Governor's office in Olympia.

We have had some excellent speakers for our programs this past year. These have included:

A lecture and slides shown by Dr. George Cottrell, covering the Nootka Sound area, on Vancouver Island, where the Tonquin was sunk in 1812.

A lecture, By Arthur Crookham, on the Civil War and its aftermath.

Pictorial presentation and lecture on Indian petroglyphs, by James Lee Hansen, local sculptor.

An address on "Cultism Among the Indians" by Professor Clifton Wignall.

In addition to these informative and interesting addresses, we have been favored with exhibits of historical interest, at the meetings. These have been enjoyed by all.

Exhibits Presented by Members —

Civil War Mementos, by Ted Hart.

A Family Bible and other items, from the estate of Esther Short, displayed by a granddaughter, Mrs. Fred Olson, and presented to the society.

Early Day letter covers and stamps, by W. D. Radford.

Indian Artifacts display, by Mr. and Mrs. Donald Parkey.

Exhibit of Indian pictures and artifacts by Mr. and Mrs. Dorsey Schalk.

A Clark County history exhibit at the County Fair, by Mildred Phelps.

An exhibit of model Indian canoes, by Mr. and Mrs. Joe Pagel.

Models of Indian canoe of type used by Northwest Pacific tribes. Made and shown by Joe Pagel.

LIFE MEMBERS

W. Foster Hidden

SUSTAINING MEMBERS 1961-62

Aluminum Company of America
Columbia River Paper Mill
Crown Zellerbach Corporation
Clark County Title Company
Hall's Highway Pharmacy
The Don Fraser Company, Inc.
Fraternal Order of Eagles
Mr. Aubrey N. Morgan
Northwest Natural Gas Company
Pacific Northwest Bell Telephone Company
George Patten Investment Company
Scheel's Capitol Hill Pharmacy
Swan General Agency
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GRIST MILL RESTORATION

Battle Ground Kiwanis Club	$45.00
W. Foster Hidden	50.00
Otto Acker	10.00
Albert O. Carver	5.00
R. A. Minkler	5.00
Arthur Carlson	Lumber
Robert Hidden	Lumber and Truck
Frank Swick	Signs
Arnold Robison, Ninion B. Edwards and John Beseda	Trucking