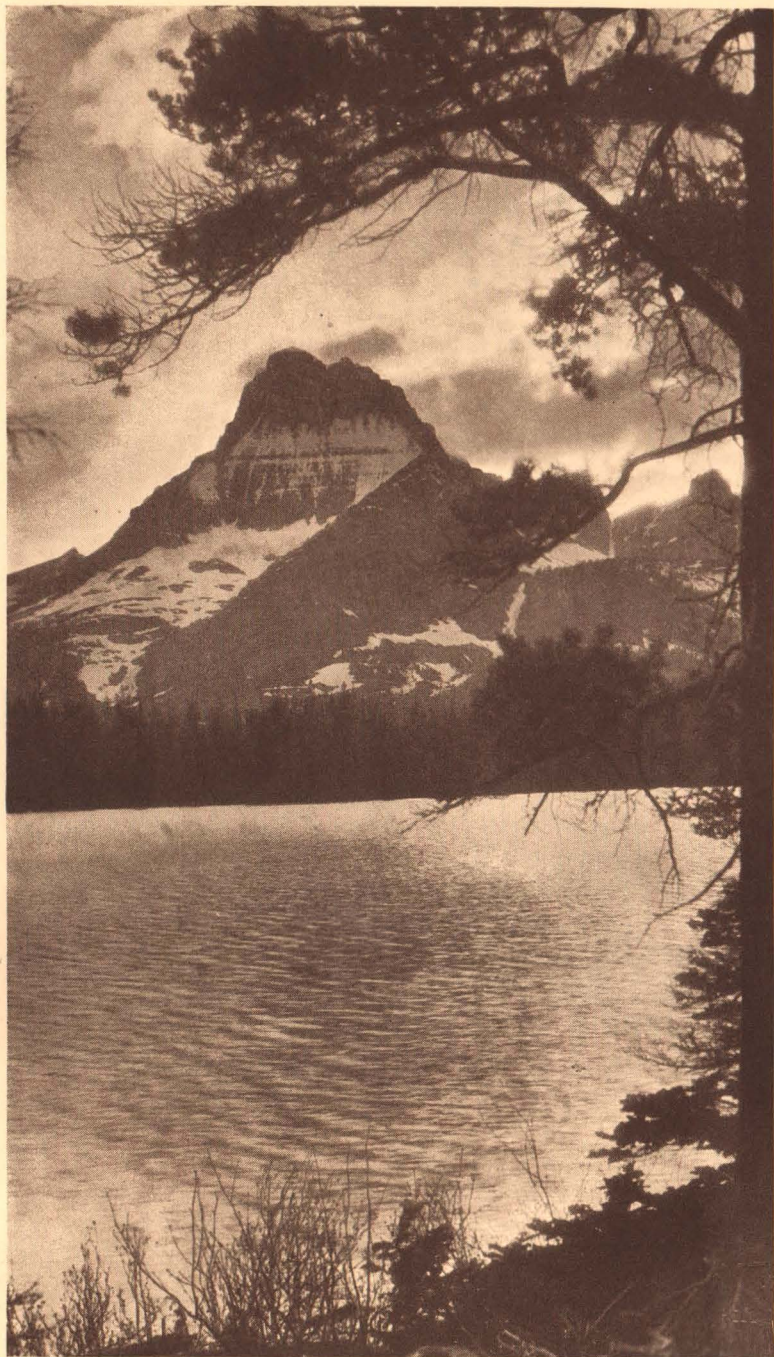


The
**Columbia River
Historical
Expedition**

1926





Sunset on McDermott Lake, Glacier National Park

The Columbia River Historical Expedition of 1926

Foreword

Much has been said and written of late about the Pacific Northwest. Its energetic and successful present and the incalculable promise of its future have occupied their full share of public attention; but the important and many-sided story of its past is less well known.

From the summit of the Rockies westward to the blue Pacific, from California northward to and beyond the international boundary, lies what was once known as the Oregon country, what before that was the fabulous kingdom of Anian, or merely a space left blank on the gradually forming map of the continent with the challenging legend *Terra Incognita* written upon it.

When the vigorous, unruly British colonies along the Atlantic were declaring themselves a free and independent state, when American savages had knelt for a century or more to mission bells in California, when French and British fur traders had threaded the wilderness from the St. Lawrence to the Saskatchewan and the upper Missouri, from Hudson's Bay to Great Slave Lake and the mouth of the Coppermine, the Oregon country was still undiscovered, a temperate and lovely land of legend, drained by the unknown River of the West, where the straits of Anian—the long-sought Northwest passage—were to be found.

But the curious fatality was soon to end which had hidden Oregon for two hundred years and more from the wide ranging mariners of the old world.

Viceroy of Mexico and English King once more sent out expeditions of discovery and at last they were successful. In 1774-75, the Spaniards discovered the coasts of the Oregon country and kept their own counsel; Cook explored them two years later and his great map gave them to the world.

Trading expeditions followed; Boston merchantmen bartered tomahawks for furs, furs for Canton tea and circled the globe on their trade tours. The Northwest passage did not exist, but

an Englishman found the straits of Juan de Fuca and an American discovered the River of the West. Indians in carved and painted canoes, dressed in robes of sea otter, with white eagles' down sprinkled in their hair, traded and fought, sang strange, soft songs of welcome and massacred whole boat crews when opportunity offered.

Hawaiians and Hollanders, Spaniards, Frenchmen, British and Yankees arrived on the white-winged ships; the coasts were charted, the season's trade carried on, and then the glimmering sails dipped below the horizon leaving the wilderness coast to its immemorial possessors. It was not by sea, but overland across the continent that the occupying army was to come.

By the Missouri, across the great central plains dark with their grazing myriads of buffalo; down the Columbia, thickly lined with the rush houses of its busy fisher people, alive with silver-bellied salmon, tumultuous with waterfalls and splendid with crowded pines and towering mountain peaks; by the rainbow-watered Kootenai, came the men who led where the population of half a continent has followed. Some have achieved their due measure of acclaim; others have been overlooked in the forward march of our hurrying civilization; all have written the romance of their daring adventure into the story of the American Northwest.

The task of those who followed them, the men and women who occupied those newly explored and wholly unsubdued regions, was no less arduous and heroic. Slender bark canoe and flashing paddle of the French boatmen gave way to lumbering prairie schooner and heavy-footed ox, and the pioneers streamed across plains and mountain passes and down the Pacific watershed to the Columbia.

As the achievement of Lewis and Clark, the Astorians, David Thompson and all the heroic company of missionaries, fur traders and pioneers who gave us Oregon—receives the accolade of time, it takes an ever more significant place in the history and conquest of America.

—G. F.

The Columbia River Historical Expedition of 1926

In July of this year a group of distinguished historians and writers and the winners of the High School Oratorical contests on "The French Pioneers in America" will meet in Chicago to make a journey into the Pacific Northwest. This party is being organized under the leadership of Governor Theodore Christianson of Minnesota, Governor A. G. Sorlie of North Dakota, Governor J. E. Erickson of Montana, Governor Chas. C. Moore of Idaho, Governor R. H. Hartley of Washington and Governor W. M. Pierce of Oregon, in cooperation with the Historical Societies of these states, and will be known as the Columbia River Historical Expedition.

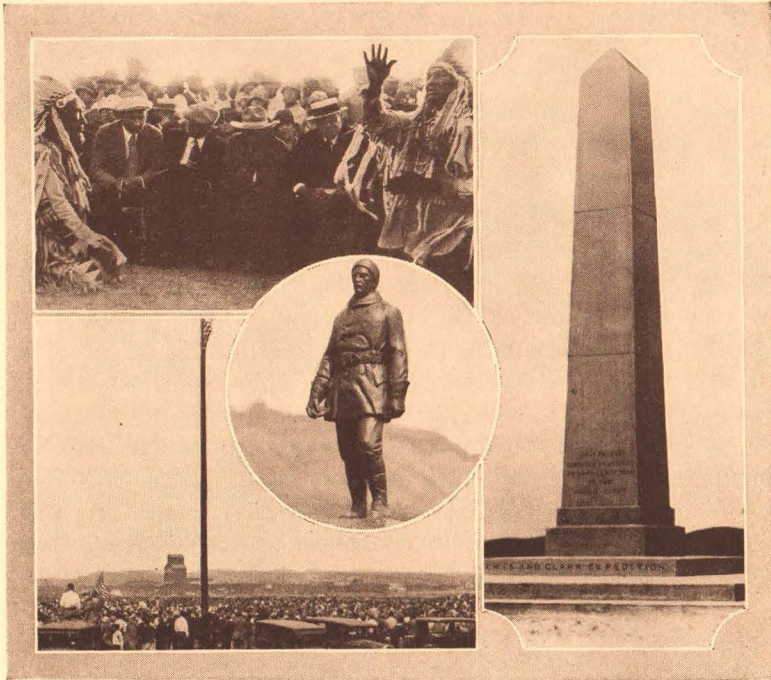
One of the principal objects of the Expedition is to do honor to certain early explorers, traders and pioneers who rendered valuable services in opening up the Northwest to civilization. Another object is to dedicate permanent monuments to commemorate events of outstanding historical significance.

The party will follow an historic trail along the Mississippi, the Red River of the North, the Mouse, the Missouri, the Kootenai, the Pend d'Oreille and the Columbia, rivers whose waters bore the slender bark canoes and cumbersome keel boats of the earliest explorers and pathfinders and on whose shores still may be seen the sites of the old fur-trading posts and missions.

In commemorating outstanding events in the exploration and occupancy of the country the excursion of this year is carrying on the work and purposes of the Historical Expedition of 1925.

The 1925 pilgrimage was known as the Upper Missouri Historical Expedition and the trip was of about nine days' duration in the states of North Dakota and Montana. Early explorers and fur traders of the Northwest were honored with appropriate ceremonies and monuments to some of them were dedicated.

The Expedition skirted the Mouse, the upper Missouri and Maria's River and ascended along the headwaters of the latter



Fort Union, the Stevens Statue and the Lewis Monument

stream to the crest of the continent at Maria's Pass, where the official activities of the journey terminated.

Among the prominent people who made up the 1925 Expedition were:

THE HONORABLE PIERCE BUTLER, Associate Justice of the United States Supreme Court.

GOVERNOR A. G. SORLIE of North Dakota.

GOVERNOR J. E. ERICKSON of Montana.

MAJOR GENERAL HUGH L. SCOTT, retired, U. S. Army, and member of the United States Board of Indian Commissioners, considered the greatest living authority on the North American Indian.

LAWRENCE F. ABBOTT, New York, Contributing Editor of Outlook Magazine and President of the Franco-American Branch of the American Good Will Association.

LAWRENCE J. BURPEE, Canadian historian, author of "The Search for the Western Sea" and other notable books on the History of the Northwest.

AGNES C. LAUT, authoress.

GRACE FLANDRAU, authoress.

T. C. ELLIOTT, of the Oregon Historical Society, prominent historian and scholar.

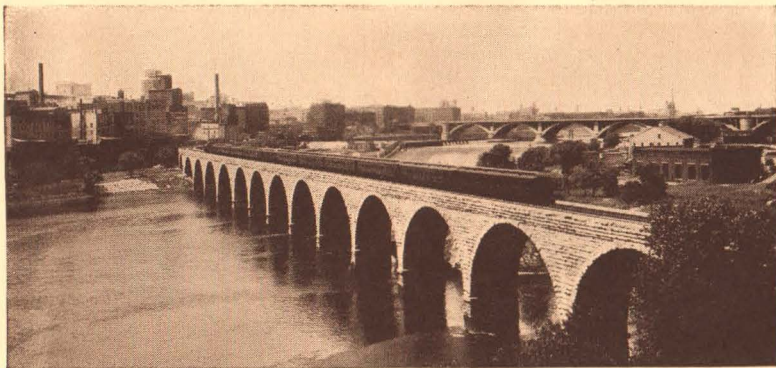
JOHN F. STEVENS, of New York, whose engineering achievements in the Northwest give him an honored place among the makers of history in this region.

CHARLES M. RUSSELL, cowboy artist, of Great Falls, Montana.

Official representatives of many historical societies were also members of this Expedition, including Solon J. Buck, Superintendent, Minnesota Historical Society; Lewis F. Crawford, Superintendent and O. G. Libby, Secretary, North Dakota Historical Society; David Hilger, Librarian, Historical Society of Montana; Doane C. Robinson, Superintendent, South Dakota Department of History; Miss Stella M. Drumm, Librarian, Missouri Historical Society; Floyd C. Shoemaker, Secretary, State Historical Society of Missouri; and Mrs. Clarence S. Paine, Secretary of the Mississippi River Valley Historical Society.

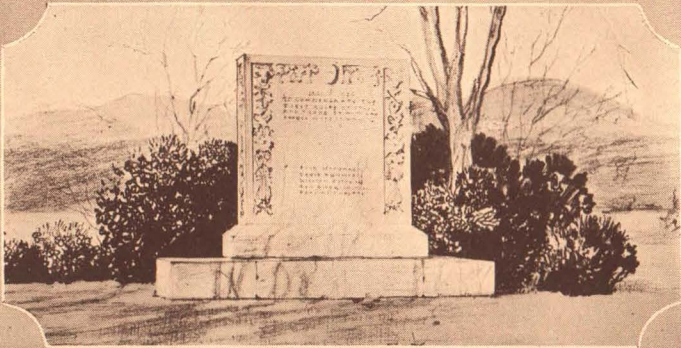
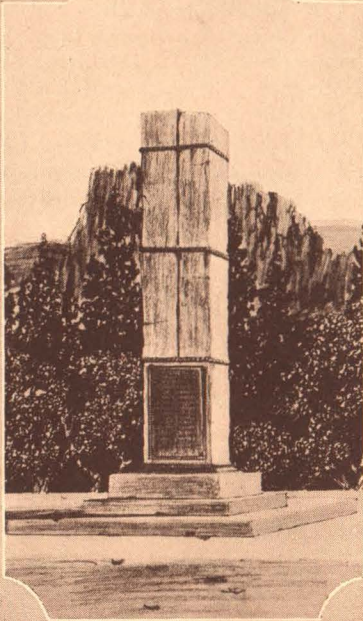
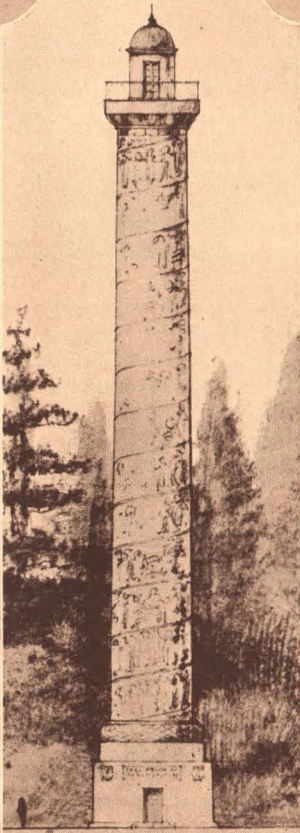
Nearly all of these people have indicated their intention of accompanying the Columbia River Historical Expedition in July, 1926.

The Expedition of 1926 will continue southwest along the Missouri from where the first Expedition left off, making a visit to Great Falls, and then will cross to the Pacific watershed by Maria's Pass and follow historic riverways to the lower reaches of the great Columbia where Lewis and Clark, the Astorians, David Thompson and all the heroic company of missionaries, traders and pioneers have passed who gave us Oregon.



The stone arch bridge and the Falls of St. Anthony

Monuments that
will be dedicated by
the Columbia River
Historical Expedi-
tion.



The Astoria Column.

The Wishram Monument.

The Monument at Bonners Ferry

The Itinerary

The Great Northern Railway's train carrying the members of this Expedition will be known as the Columbia River Special and will leave the new Union Station, Chicago, Illinois, at 6:00 P. M., Thursday, July 15, via the Burlington Route, making an overnight run to St. Paul and Minneapolis, Minnesota.

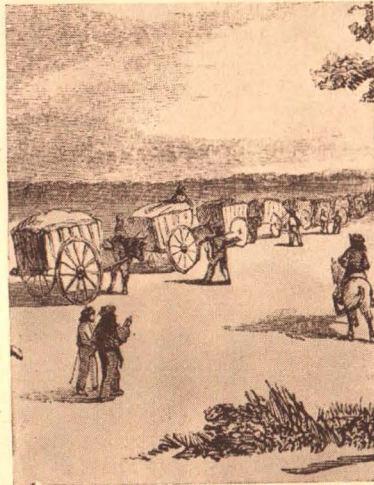
Friday, July 16

St. Paul to Grand Forks

An auto trip will be made to various points of interest about the Twin Cities, including the Minnesota State Capitol; Fort Snelling, the earliest military post in the Northwest; the University of Minnesota; and Minnehaha Falls, made famous by Longfellow's poem "Hiawatha".

Upon their arrival in Minneapolis the party will again board the Columbia River Special and during the remainder of the day the route will be up the Mississippi as far as St. Cloud and then northwesterly through the Lake Park Region of Minnesota, following closely the route of the Red River Ox-Carts, to Grand Forks, North Dakota, crossing the famous Red River of the North at Fargo, the metropolis of North Dakota.

Before the coming of the railroad these ox-carts were practically the only means of transportation between the settlements of the Red River Valley and the head of navigation on the Mississippi at St. Paul. They were picturesque, high, two-wheeled carts, constructed entirely of wood, even the various parts being held together by wooden pins; and each cart was usually drawn by a single ox. One driver was allotted four of these carts and as many as six hundred were to be found in a single train. They were slow, cumbersome vehicles and the journey from the Red River of the North



A Red River ox-cart train

to the Mississippi was a matter of weeks instead of the few hours now taken by the "Oriental Limited" and other fast trains of today.

Banquet at University of North Dakota

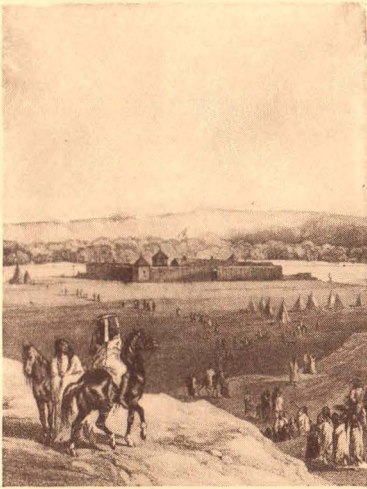
The Columbia River Special will reach the University of North Dakota, on the outskirts of Grand Forks, in the early evening. During this stop the University and environs will be visited and there will be a parade of the ancient ox-carts so that the members of the Expedition can visualize the character of early day transportation in the Northwest. After this parade a banquet will be given in honor of the Columbia River Historical Expedition and a number of prominent men, authorities on the history of the region, will tell of early events in the historic Red River Valley, and the part played by the French in its discovery.

During the night the Expedition will move westward across North Dakota arriving at Fort Union on the boundary between North Dakota and Montana at 8:00 A. M. Saturday. A tall flag-pole just to the south of the tracks and overlooking the Missouri River marks the site of the historic fort of that name which once stood here.

Saturday, July 17

Celebration at Fort Union

Fort Union, established in 1828, was the most important post in the entire region of the Upper Missouri. It was the headquarters post of John Jacob Astor's American Fur Company and the trade center for all of the Northwest Indian tribes east of the Rockies. From here Kenneth McKenzie ruled supreme over a territory half as large as all Europe.



Fort Union, 1833

The celebration to be held here will be a colorful pageant depicting the country as it was a hundred years ago. Indian tribes, whose ancestors once traded at this post, will dominate the pro-



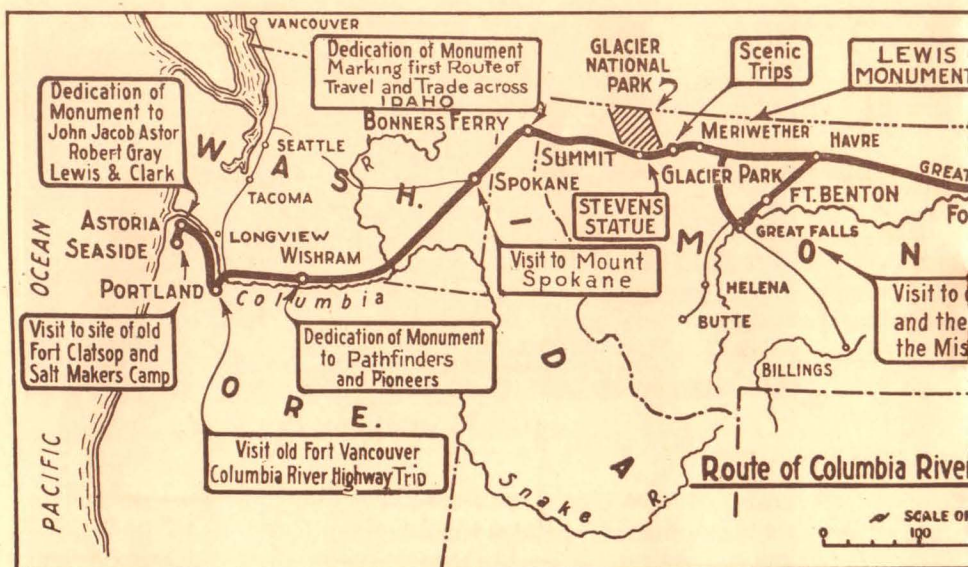
The Great Falls of the Missouri

gram. Indian chiefs, braves, squaws and papooses—dressed in their gay finery of beaded buckskin and feathered headdresses—will dance to the measured beat of the tom-tom; Assiniboine will talk to Hidatsa and Sioux will talk to Blackfeet by means of the sign language, the universal language of the plains; the many tribes will compete in horse races and old-time games, notably the hand game and the wheel game; there will be a special teepee race for the squaws and other events. Many of these were staged during last year's celebration and proved fascinating and instructive, especially to those people to whom the Indian is merely a story-book character.

Sunday, July 18

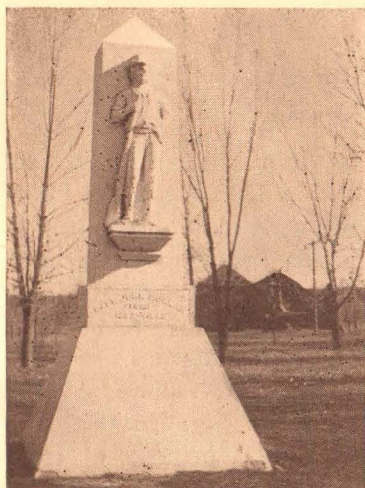
Visit to Fort Benton

The following morning the Expedition will arrive at Fort Benton, Mont. This fort, established in 1846, below the Great Falls of the Missouri, was second to Fort Union in importance. First built for the Indian trade, it became the great river port of the west after gold was discovered in Montana and cattle had replaced the buffalo, only to lose its prestige overnight upon the coming of the Great Northern in 1887. Many notable figures in early day history passed through this place and here a statue has been erected to Lieutenant John Mullan who surveyed the country to the south while a member of Isaac I. Stevens' party exploring and surveying, for the United States government, a route for a railroad in 1853.



The Great Falls of the Missouri

Two and one-half hours will be spent visiting this historic spot and then the party will proceed to Great Falls, Mont. A visit will be made to the Great Falls of the Missouri, discovered by Lewis and Clark, June 13, 1805, while on their memorable journey up the Missouri and over the Rocky Mountains to the Pacific Coast. At 6:00 P. M. the Columbia River Special will proceed to Bonners Ferry, Idaho, which will be reached early the next day.

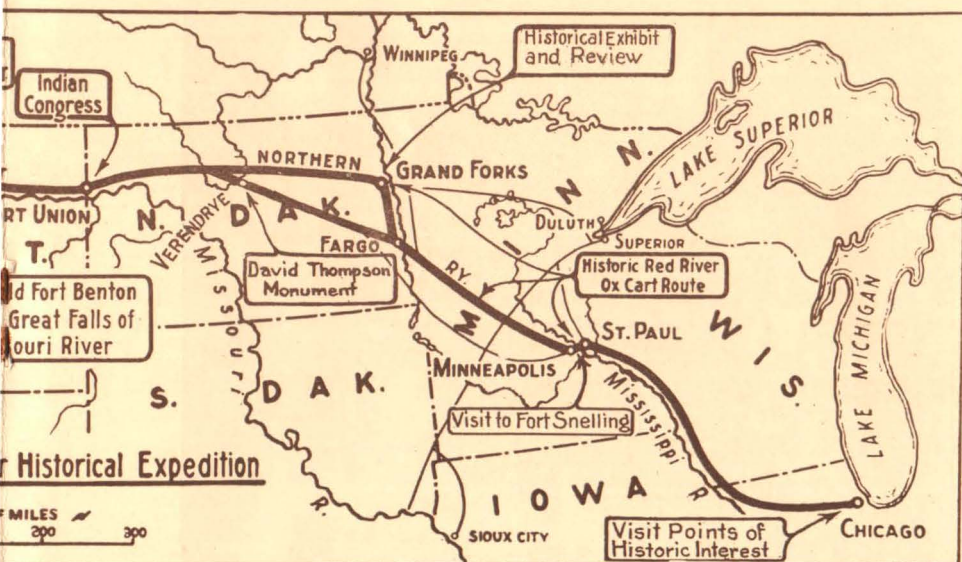


Mullan Statue, Fort Benton

Monday, July 19

Ceremony at Bonners Ferry

At Bonners Ferry a monument will be dedicated to commemorate the first route of trade and travel across what is now the state of Idaho. This monument, pictured on page eight, will be of Kettle River sandstone,

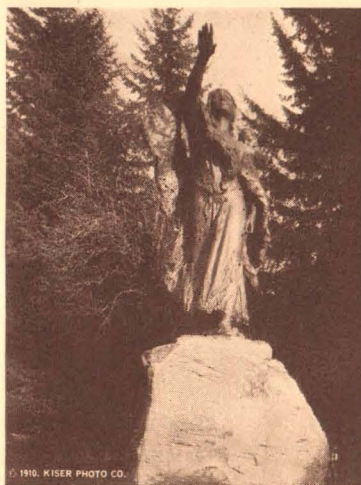


suitably inscribed and with a sculptured motif, indicative of the historic period, forming a border.

The tracks of the Great Northern Railway, at this point, follow the beautiful canyon of the Kootenai and further on enter the valleys of the Pend d'Oreille and Spokane Rivers, from time immemorial the highway of the Indian and later the route of the first explorers and the brigades of the fur companies. This is one of the most picturesque train rides in the Northwest, with the delicate, bewildering blue-green waters mingling with the brighter colors of the trees and flowers and all set off by the grayish purple haze of the surrounding mountains.

Trip to Mount Spokane

At the end of this journey and along the age-old trail across the mountains is Spokane, the hub of the Inland Empire and the largest city



Sacajawea Monument, Portland

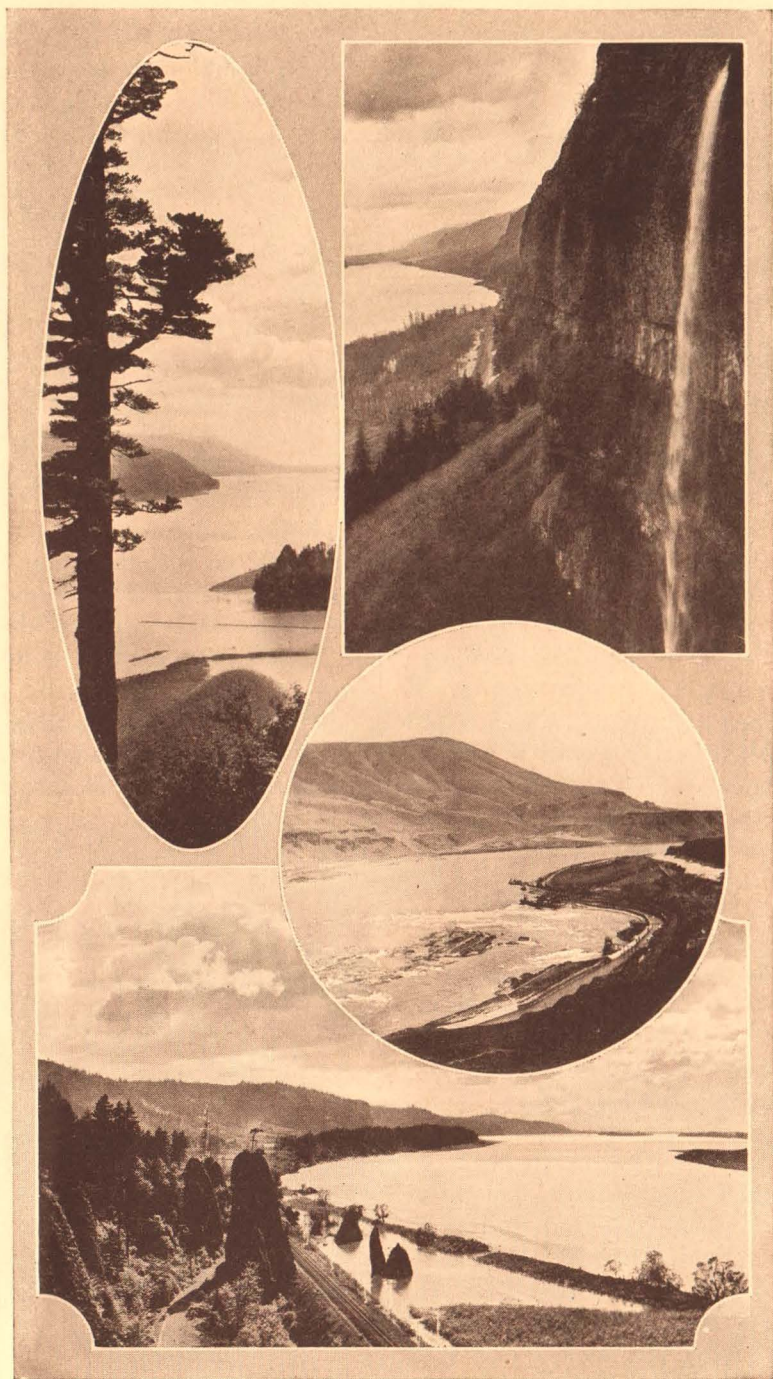


In the Canyon of the Kootenai

between the Glacier Park Rockies and the Pacific Northwest. The Columbia River Special will arrive in this city early in the afternoon and here the members will be taken by auto to many places of historic and scenic interest, among others the summit of Mt. Spokane, from which may be seen the vast region in which Father De Smet and his Jesuit missionaries labored among the Indian tribes in 1842. The old Mission at Cataldo, Idaho, still stands as a monument to the devoted endeavors of these men.

Tuesday, July 20

The next day will be spent on the banks of the Columbia, the far-famed river of the west; searched for in vain by Verendrye and his sons, by the Spaniards and the English mariners. Discovered by an American sea captain, Robert Gray, in 1792; afterwards explored for a great part of its length by another group of Americans, the Lewis and Clark Expedition of 1804-06; and for its entire length by David Thompson in 1811; and finally opened to trade by John Jacob Astor's Pacific Fur Company in 1811.



Scenes Along the Columbia

The route of the Expedition from Spokane is via the Spokane, Portland and Seattle Railway, the "North Bank" route along the Columbia River. For over three hundred miles the Columbia River Special will follow this mighty stream, passing in and out of tunnels, now under some high precipice, now passing in view of some delicate waterfall, now rounding a bend where the river stretches endlessly into the distance, gradually unfolding a continuous panorama of beautiful pictures as the train speeds on its way.

Dedication Exercises at Wishram

A stop will be made at Wishram, overlooking Celilo Falls of the Columbia. This place, made famous in story by Washington Irving in his *Astoria*, was once the most important Indian village in the west. To it came the tribes of the sea coast and the nomads of the mountains to trade for salmon, bead work and other articles. Nearly every exploring and trading expedition into the Northwest stopped here to barter with the Indians and to portage their canoes around the falls. Lewis and Clark mention the place in their journals. Narratives of the overland Astorians give complete descriptions of this early aboriginal trading center. To honor the many pioneers, both men and women, who stopped at this place the Columbia River Historical Expedition will dedicate an appropriate monument, composed of rock taken from the majestic palisades of basalt which line the Columbia for many miles.

Columbia River Highway

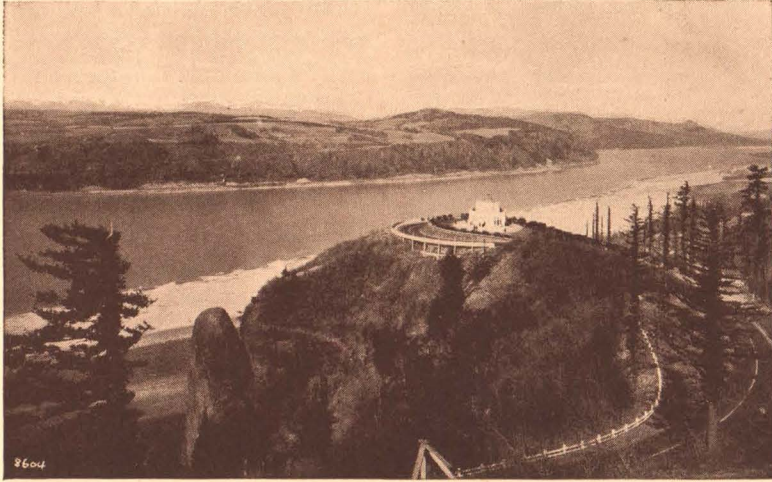
Leaving Wishram at 11:00 A. M. the Expedition will continue down the Columbia to Portland, the Rose City, arriving there in early afternoon. A visit will be made to the site of Old Fort Vancouver on the north bank of the Columbia where Dr. John McLoughlin established a trading-post for the Hudson's Bay Company in 1824. At Portland, autos will be waiting to carry the members up the



Fort Clatsop



*Remains of Lewis and Clark's
salt cairn*



On the Columbia River Highway

Columbia River Highway to Multnomah Falls, on the south side of the river, where supper will be served and the return journey made in the early evening.

Wednesday, July 21

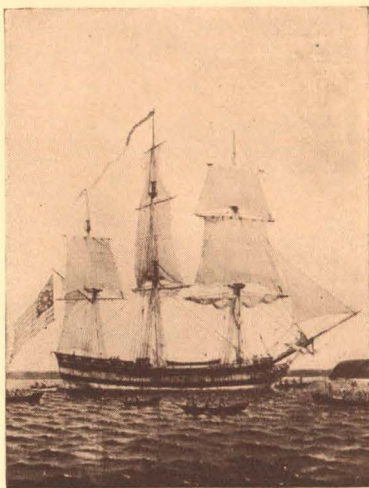
Visit the Pacific Beaches

The route of the Lewis and Clark Expedition has been touched at many places throughout the journey, first for some distance along the Missouri at and west of Williston, N. D., again at Fort Benton and Great Falls, Montana, a third time near Meriwether, Montana, a fourth time along the Columbia and on Wednesday their route will be visited again; this time at the site of Fort Clatsop where these intrepid Americans camped for the winter of 1805-06 and at Seaside where they built their camp for the manufacture of a supply of salt for use on their return journey. This will occupy the morning hours and the remainder of the day will be spent enjoying the sports and pleasures of the Pacific beaches.

Thursday, July 22

Dedication of Astoria Column

Captain Robert Gray, Lewis and Clark and John Jacob Astor will be honored during Thursday's ceremonies which are to be held on Coxcomb Hill, Astor Park, Astoria, Oregon. Through the generosity of Vincent Astor, of New York, a descendant of



The Columbia

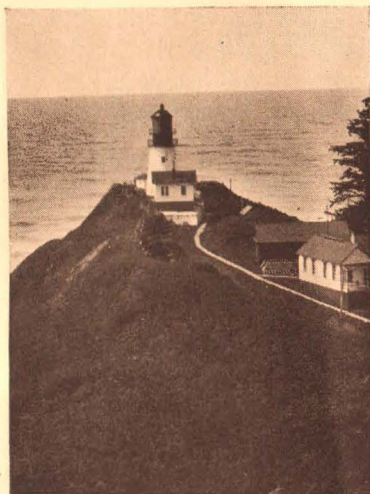
John Jacob Astor, a column one hundred and twenty-five feet in height is being erected on Coxcomb Hill. A ribbon-like frieze spirals up this column and upon it is carved a series of pictures portraying the discoveries of Captain Gray, the explorations of Lewis and Clark and various incidents in the building and settlement of old Fort Astoria, John Jacob Astor's fur-trading post on the Pacific. The dedication of this monument will be the principal ceremony of the day and at noon a

picnic luncheon will be served to the members of the Expedition.

Ceremony at Longview

During the afternoon a trip will be made to Longview, Washington, a short distance up the Columbia from Astoria and on the north bank. Here there will be another dedication ceremony. A new highway bridge crossing the Cowlitz River has been suitably decorated and will be dedicated in honor of the early fur traders and pioneers who started the first farms on Cowlitz prairie and settled in the former town of Monticello where Longview now stands. After this ceremony a dinner will be served in the Hotel Monticello and a tour will be made of the huge saw mills for which this town is famous.

Late in the evening the party will board the Special Train for the return journey



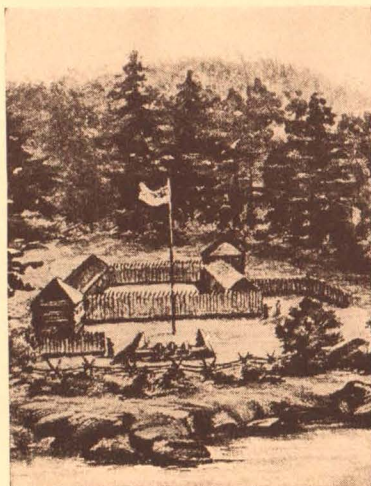
The North Headlight at Mouth of the Columbia

and during the night they will be speeding eastward towards Spokane.

Friday, July 23

Indian Congress at Spokane

Friday will be spent in attendance at an Indian Congress at Spokane. The tribes represented here will be those that dwell west of the Rocky Mountains. Among these tribes are the Spokanes, the Coeur d'Alenes, the Flatheads, the Nez Perces, the Pend d'Oreilles, the Umatillas, the Kootenais, the Wenatchees, the Colvilles, the Okanogans and the Snohomish. The customs and habits of these tribes are somewhat different from those of the plains Indians and the members of the Expedition will have an opportunity to compare them with the tribes at Fort Union.



Fort Astoria, 1813

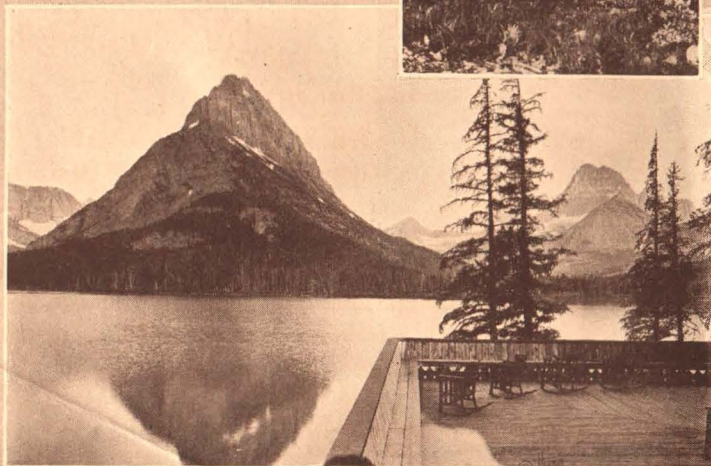
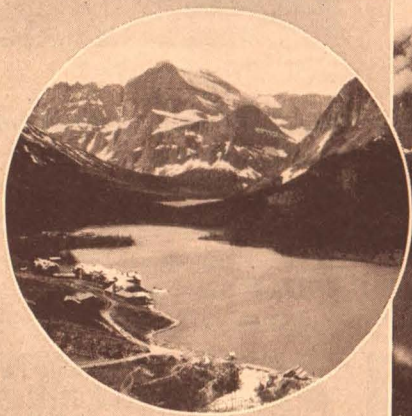
Saturday, July 24

Glacier National Park



*The Coming of the White Man
Statue at Portland, Ore.*

Saturday and Sunday will be spent in Glacier National Park. Autos will meet the party at Glacier Park Station and convey them to Many-Glacier Hotel in the heart of the Park. This is a center of marvelous beauty, towering peaks rise abruptly on all sides, crystal clear lakes glisten in the valleys. Down from the melting glaciers mighty cataracts foam and tumble or murmur through evergreen forests and flower-strewn meadows. Foot and horseback trails beckon you—some lead-



Glimpses of Glacier National Park

ing to lakes and falls—others leading upward and onward into the blue sky where the panorama of the mountains is unfolded.

The Expedition will remain here until Sunday morning and then will proceed to St. Mary's Chalets where a boat will be waiting for the trip up St. Mary's Lake to Going-to-the-Sun Mountain and Chalets.

Sunday, July 25

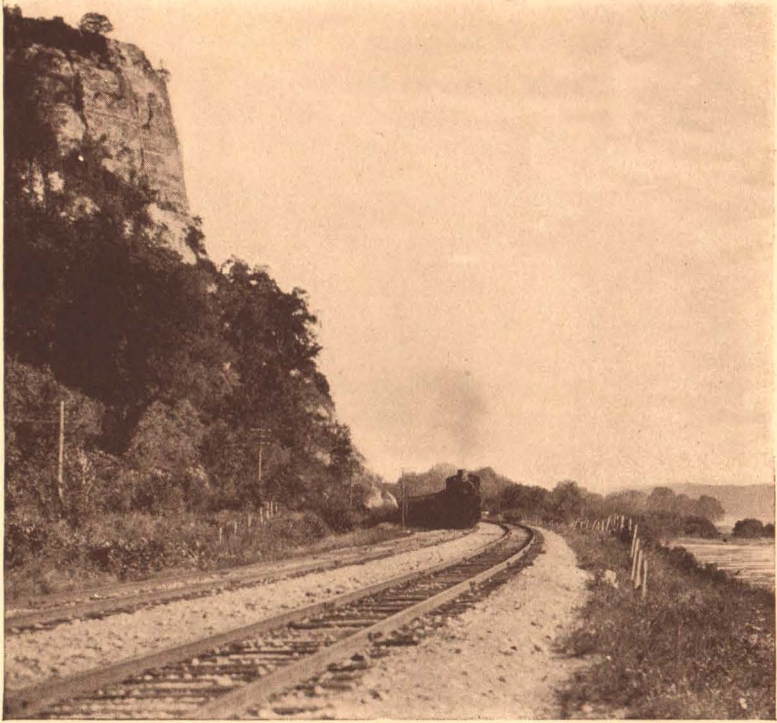
If there is one mountain above all others in Glacier National Park whose overpowering personality impresses itself on the memory of the sight-seer, it is Going-to-the-Sun. Standing, as it does, 9,584 feet above sea level and nearly a mile directly above the waters of St. Mary's Lake its classic outlines are clearly visible from all sides. Its unusual name is an inaccurate translation of the Indian title "Mah-tah-pee-o-stook-sis-meh-stuk".

According to the Indian legend the Sun Father sent his son Sour Spirit to the Piegans and the Blackfeet to teach them all the useful arts of peace and war—how to make teepees, tan the hides of the animals, how to make bows and arrows and the other necessities of Indian life. Sour Spirit lived with the Indians for many years and when his work was finished he caused the likeness of his face to be placed on the side of this mountain, in the form of a great snow-field which still remains high up on the mountain side. Ever since that time the Indians have given the mountain the aforementioned title which means "The-mountain-with-the-face-of-Sour-Spirit-who-has-gone-back-to-the-Sun."

Monday, July 26

Glacier National Park to St. Paul

Late Sunday afternoon the party will return to Glacier Park Station and following dinner at Glacier Park Hotel will board the returning Columbia River Special to continue the journey to Chicago. Fort Union will be passed at about 11:00 A. M. the following morning and at Minot the train will take the line comprising two hundred and thirty miles of almost straight track to Fargo. At about 5:30 in the afternoon the train will pass through Verendrye, N. D., and on the left side of the track, just after crossing the bridge over the Mouse River, the granite sphere which the Upper Missouri Historical Expedition dedicated in honor of David Thompson, will be seen.



The verdure-clad bluffs that line the Mississippi

Tuesday, July 27
Down the Mississippi

Early Tuesday morning the special will arrive in St. Paul and start on the final stage of the journey down the Mississippi River, via the Burlington Route to Chicago. This river is replete with many places of historic interest. Near Trempealeau (a name which was bestowed by the early voyageurs on this distinctive peak) the ruins still remain of the fort and trading-post which Nicholas Perrot built in 1689. Farther on the tracks bridge the mouth of the Wisconsin River, on which floated the canoes of Marquette and Joliet and many other of the early explorers. Jefferson Davis and General Zachary Taylor once served in the same fort that once stood near the present city of Prairie du Chien. These and many other historic spots of interest and the wonderful scenery that is unfolded as the train speeds along the banks of "The Father of Waters" will make the final day of the Columbia River Historical Expedition one of unusual interest.

(Printed in U. S. A.)

