Editorial Comment

on the

Upper Missouri Historical Expedition

of

1925

Editorial Comment *on the* Upper Missouri Historical Expedition *of* 1925

Reprinted by permission
of the publishers

Compliments of the
Great Northern Railway

Western Trail Blazers Are Given Belated Honor

Spokesman-Review, July 23, 1925, Spokane, Washington

THE west—the Northwest, particularly—has been so busy subduing material things and developing vast natural resources, that it has often neglected to pay the honors due to the intrepid explorers, geographers and engineers who first blazed the trail over the Rocky Mountains to the Pacific coast. Tourists to the older settled communities of the country find the historic spots well marked and significant events in the nation's history commemorated in marble, granite and bronze. Tourists to the west often comment on the lack of similar markers in this district.

The recent activity of the Great Northern Railway in organizing the Upper Missouri River Historical expedition and sponsoring a tour of historians, authors and officials to the scenes of big events in early days for the purpose of dedicating monuments was a worthy enterprise. The Great Northern has seen to it that historic spots along its main line no longer go "unhonored and unsung."

During the last 10 days monuments were unveiled under its auspices and through its gift to Pierre Gaultier de Varennes, sieur de la Verendrye, David Thompson, Captain Meriwether Lewis and its own distinguished engineer, John F. Stevens. The unveilings were made events of wide interest attended by large crowds, including hundreds of Indians. They took a picturesque part in the impressive proceedings honoring the palefaces who made possible the conquest of the vast domain over which their aboriginal sires once roamed.

Verendrye in 1742 pushed through almost to the Rockies. A monument to his memory was dedicated at the North Dakota town named after him. David Thompson was the noted geographer who mapped the Northwest from Lake Superior to the mouth of the Columbia. His monument now stands at Verendrye.

Captain Lewis in 1806 pitched his camp on the Lewis and Clark expedition on the east slope of the Rockies near the Canadian boundary. A monument at Meriwether, Mont., marks the spot. John F. Stevens in 1889 discovered Marias Pass, the

lowest northern pass over the Rockies, now used by the Great Northern. His statue in bronze marks the spot near Summit in Glacier National Park.

The expedition has served a public purpose in focusing interest on the historic background of the territory its lines traverse. In honoring the hardy adventurers it also pays tribute to the army of obscure pathfinders who made possible the Pacific Northwest of today.

Keep Alive Interest in Northwestern History

Spokesman-Review, July 26, 1925

DEDICATING monuments to the historic heroes of the Pacific Northwest seems to have become a fixed habit with the members of the Upper Missouri Historical Expedition. This little party of distinguished historians, writers and railroad and government officials did a good job, long neglected, last week when they officiated at the unveiling of four monuments to Verendrye, David Thompson, Meriwether Lewis and John F. Stevens.

Before disbanding they perfected a permanent organization by electing officers. These are empowered to select a suitable name for the organization and to perfect plans to make it a functioning body. The purpose of the society will be to keep alive interest in the history of the Pacific Northwest.

The movement is a praiseworthy one. The original expedition merely touched a few of the high spots of northwestern historical interest. Nearly every community has something of sentimental value in the settlement and development of the Northwest. These need to be carefully selected, of course, or the idea falls by the sheer absurdity of overdoing it in commemorating the trivial and inconsequential.

State and local historical societies can probably care for the purely local markers, as they are doing to some extent as funds permit. Lack of funds for proper recognition is always the obstacle. In the case of the four monuments unveiled last week, the expenses were borne by the Great Northern Railway, which donated the monuments and acted as host of the expedition.

Getting away from the altruistic idea of bestowing honor where honor is due, there is a distinct advertising value in monuments and markers that accurately set forth the scenes and facts of historical events. These make peculiar appeal to the tourist. He is attracted by publicity concerning them and the interest of his visit is enhanced by their perusal upon arrival. It is good business to create and maintain shrines of patriotism and historic significance.

The Historical Expedition

Great Falls, Montana, Tribune, July 21, 1925

THE movement of the Upper Missouri Historical Expedition across Montana is a merited compliment to the rugged service of many years ago, and it may well be an inspiration to all the people of Montana who now are able to enjoy the numberless blessings of plenty and peace.

Those who arranged the journey from the old fort to the historic battlefield, and to all the places where there was conflict and heroic accomplishment, deserve appreciation and thanks.

There are not so many years left when we can meet at these places with the general, and the soldier, and the freighter, to recall the value of pioneer effort. The information and the history that is here gathered will be prized by all of the generations that are to come. The stockade of the fur trader, and the historic battlefield, and indeed the ambush where the Indian fought for the land that then belonged to him, are all deserving of the humble monuments which we can erect to preserve the memory of those who made possible the civilization we now enjoy.

And it is hoped that we will not stop when the monument has been unveiled, and when the historic journey shall have come to an end. Would it not be well to go on, and do many more things that shall preserve the history and the recollection of those pioneer days? Shall we not build sentiment for a suitable place where this great state may gather and hold for posterity the relics, and the volumes, and the stories of early days? It will be most fitting if we shall use a little of the wealth that we now gather in Montana for a suitable building to house what we can collect and keep.

The nation and the state is made strong if it remembers the deeds of its heroes, and marks the places where some of them matched with an enemy life for life.

Pride in Prairie History

Minneapolis Journal, July 28, 1925

FROM Massachusetts to Texas, and from Long Island to St. Louis, the high spots of local history get permanency by marker, by monument and by adequately penned history. So, also, along the Pacific, from San Diego up to Vancouver, and along the Mississippi from Itasca down to New Orleans. Even the plains states of the southwest have long been alive to the need of preserving the romantic aspects of their pasts.

Only on the Northwest's prairies have men been so busy that seemingly they have not had time to sing the sagas celebrating the glorious past of their own region. Perhaps that past is still so recent that only lately has it come to be regarded as history. But now it is gratifying to find an organized effort to save from oblivion the great epic of the Northern plains, where the silo has replaced the teepee, and the locomotive the ox-cart, in a marvelously brief span of years. This effort has been receiving great impetus from the work of the Upper Missouri Historical Expedition, sponsored by President Ralph Budd of the Great Northern, which has just completed a series of monument unveilings in honor of a few makers of northwestern history.

It is well that this work has been undertaken. Conquest of the wilderness of the Ohio Valley by Daniel Boone and his comrades was no more difficult, nor important, than the conquest in a later day of the prairie empire of our own Northwest. Spain, England and France figure in the dim history of this empire. The transformation that began with Verendrye, de Smet, David Thompson, and the voyageurs, missionaries and explorers, was continued by such men as Jim Bridger, Kenneth McKenzie, Meriwether Lewis and Nelson A. Miles—fur traders, scientific explorers, Indian fighters—who served as the advance guard of the permanent civilization that was to follow.

It is the aim of the new agency to perpetuate in public memory the achievements of such men; to restore some of the old forts and trading posts; to preserve historical data and relics in cooperation with the state historical societies of Minnesota, the Dakotas and Montana. The future is vitally important, but the past is precious, too. Patriotism has no firmer foundation than a proper appreciation of the achievements of our predecessors.

Rocky Mountain Pathfinders

The Morning Oregonian, Tuesday, July 21, 1925

ROCKY Mountain history is being refurbished this week in Montana and North Dakota by an interesting series of memorial celebrations which have a bearing also on the development of the Pacific Northwest. Beginning at Verendrye and at Fort Union, North Dakota, and concluding at Meriwether, Montana, an especially organized pilgrimage is commemorating "the notable explorations and discoveries of several distinguished pathfinders of the great Northwest," to quote from the official invitation. "Pierre Gaultier de Varennes, sieur de la Verendrye, French-Canadian discoverer of the upper Missouri River; David Thompson, English geographer and surveyor; Captain Meriwether Lewis, leader of the Lewis and Clark expedition of 1804-6; Kenneth McKenzie, who established Fort Union, and other dauntless members of the American Fur Company and the North West Company," receive particular mention.

Of these, the names of Lewis (who ought not, by the way, to be dissociated from Clark), and of David Thompson are pretty well known to the more casual readers of our local history. The others are less familiar to Northwest ears. Yet without question the story of the Oregon country would be incomplete which did not describe the amazing courage and altogether remarkable fidelity with which they did the work that fate assigned to them.

The period of Rocky Mountain exploration stands apart from all others in the annals of American expansion. In the confusion of its underlying motives and in the kind of men by whom it was undertaken, it is in a category by itself. It disregards all the normal considerations of geography and topography which in general gave form to the westward movement, cuts across the natural boundaries by which that movement was restricted, and by a singular union of human passion for pure adventure with an equally human desire for material gain forces itself to the forefront of the processes by which the wilderness was subdued.

In the usual course of extension of the original thirteen colonies, the pioneers followed the water courses, penetrated the Appalachians and crossed them, moved down the Ohio River to the Mississippi and followed the Missouri up to its great bend, and there for a time the current paused, while settlement spread meanwhile north and south but was balked by the joint barrier

of the great plains and the mountains beyond. Too, further advance was complicated not only by physical obstacles but by the nature of the aboriginal inhabitants and the circumstance that in pushing west the whites had accumulated an enormous account to be settled in detail with the Indians. They had at the same time greatly lengthened the unprotected frontier.

The current commemorative exercises remind us of the romance which peculiarly distinguished the final penetration of the great barrier, preparing the way for a further economic advance, in contrast to the sober utilitarian motive of immigration to this point. The story is inextricably bound up in the quest for a Northwest passage—the fabled strait of Anian which had commanded attention even as lately as the journeyings of Major Robert Rogers and of Captain Jonathan Carver, who gave the name "Oregon" to the world. It involves among other outstanding episodes the search for the reputed seven magnificent cities of Cibola, which turned out to be only clusters of mud dwellings on the mesas of the southwest. It was, as Dr. Reuben Gold Thwaites has reminded us, "a fascinating age of fiction, in which 'travelers were expected to gild their tales and seldom failed to meet the popular demand.' " The very names associated with the gradual approach to the Rocky Mountain buttress are suggestive of the remoteness of the region from the civilized world in a relatively recent time. There is for example, La Chine, applied to a settlement at the grand rapids of the St. Lawrence, in which, says Dr. Thwaites, "we have a memorial of the hope entertained by La Salle that the road to China lay in this direction."

Nor was it until more than a century after this that a Dane in the service of Russia established the insularity of the North American Continent, though to that later date and still afterward, belief in the existence of a passage to the sea through the continent was wide-spread. These are relatively modern events, separated by but a few years, as time runs, from our own day.

It needed Varennes and his sons, including the Chevalier de la Verendrye, and men of his type, who were not settlers, though they were pioneers in the true sense of the term, to dissipate finally the cloud of myth which obscured the occidental horizon. While the legend of Anian was reluctantly yielding to exploration on the Pacific, but did not give up the ghost until some time afterward, rumors of a river flowing toward the western sea were gaining repute. The Verendryes represent the period of over-

lapping of the Anian fable with the subsequently proved fact of a river of the west. And though neither saw the river, or for that matter verified its existence, they pushed back the border line of the unknown by so much that the day of final resolution was incalculably advanced. Undoubtedly the chevalier was the first white man to catch sight of the Rocky Mountains, when he saw the Big Horn range, near the present Yellowstone Park in what is now the state of Wyoming, or in Dakota. These were the "Shining Mountains" then, and Jonathan Carver alludes to them in later accounts, which some historians believe that he fabricated, of conversations with western Indians.

The episode of the Verendryes symbolizes high water mark of French exploitation of North America. Coming at a time when the ardor of France for distant acquisition was beginning to cool, the expeditions in question were characterized a little less by the element of world politics than by the motive of private adventure. Yet the event illustrates, too, the influence on the destiny of this part of the country of European plot and counter-plot, and in this respect is one with the later acquisition of Louisiana, which gave Lewis and Clark their opportunity and led more or less logically to the annexation of Oregon. It is a reminder that the Seven Years' War and the collapse of the power of New France in all probability re-wrote Oregon history. It brings the fur trader to the front again as the tremendous factor that he was in the western conquest. It gives a new sense of the remoteness of the first causes of present conditions which we now nearly universally incline to accept as a matter of course.

Memorializing Trail Breakers

Chicago Daily Journal, August 11, 1925

THE Pacific Northwest, still pioneering, has not equaled older regions in raising monuments, placing tablets and otherwise memorializing in permanent form the trail breakers and builders.

The older communities of the interior and the east have long marked historic localities and honored men or events with monuments. Want of such commemoration in the Northwest is ending. The recent activity of the Great Northern Railroad reveals the rise of a new day of honor to the heroes who blazed the trail to the Pacific.

The road organized an expedition to promote interest in the history of the upper Missouri and sponsored a tour of northwestern historians and authors as its guests. They visited several scenes of significant events, and there they set up or dedicated monuments.

Under the road's auspices, or as its gift, memorials were dedicated in July in honor of Verendrye, Thompson, Lewis and John Stevens, the Panama engineer. Verendrye discovered the Rockies, Thompson explored the west from Hudson Bay and Lake Superior to the Columbia River and the Pacific, Lewis traversed the Louisiana and Oregon countries and Stevens discovered the lowest pass across the Northern Rockies.

The railway's expedition did much to illuminate the story of the Pacific Northwest and to quicken its people's pride in their past.

Business Teaching Us Romance

Anaconda Standard, July 24, 1925

SENTIMENT has indeed come to be an integral part of the modern business structure. Sentimental considerations observed by many business institutions bring to them a measure of respect and sympathy—a comradeship from the public—that mere success and fair dealing cannot alone engender. Recent action of the Great Northern Railway Company in leading the way toward a more general dissemination of knowledge of the early history of Montana and the Northwest is a sentimental business activity which is bound largely and vitally to benefit this commonwealth while redounding to the credit and increasing the respect for the railway company.

Gathering together a company of historians, geographers, pioneers and government dignitaries to commemorate the deeds of the trail blazers, to mark the sites in the great Northwest where history was made, is an undertaking by the railway company for which it has earned the gratitude and respect of the people who love Montana and its lore of romance and adventure. Monuments and statues have been erected at various points of surpassing historic interest, now long neglected, and there will, without doubt, follow a renaissance of study and self-information by Montanans of the thrilling story that details the development and civilization of this vast western empire.

From the days of Lewis and Clark through the early explorations of the thirties and the forties, the establishment of Fort Union—that early outpost of trade from whose portals the wilderness was eventually subjugated—to the Indian treaties, the campaign of Chief Joseph and on down to the coming of the iron horse when the old west ceased and the new west began, the Great Northern has traced the story with the aid of the country's most eminent historians and biographers.

It is an alluring narrative of daring, adventure and achievement. It will bring to every true Montanan a thrill of pride, a renewed loyalty and a determination to serve well in the cause of a great commonwealth, whose forebears accomplished such Herculean deeds of valor under tremendous handicaps in the face of constant dangers presented both in the wilderness and in the ferocious savages who inhabited the country.

The Standard proposes soon to publish in its Sunday editions some of this extremely informative and entertaining material which has been collected and put into publishable form through the enterprise of the Great Northern Railway Company.

History in the Northwest

Cincinnati Times-Star, July 25, 1925

A HISTORICAL expedition is a rare thing, although Alexander the Great's war party into India has been called that, so many historians did he take with him to chronicle its incidents. This week marked the close of the Upper Missouri Historical Expedition which started over the Great Northern Railroad on July 17th under the leadership of Governor Sorlie of North Dakota and Governor Erickson of Montana. A number of historians and writers were in the expedition and the historical societies of North Dakota, Montana, Minnesota and South Dakota cooperated with it.

At Verendrye, named from a French explorer in the service of Louis XV, and the first white man to penetrate into North Dakota, a spherical monument to David Thompson, who surveyed and mapped the region just before the dawn of the nineteenth century, was presented to the state by the Great Northern Railway. At the historic old fur-trading post of Fort Union, on the Missouri, and on the boundary between North Dakota and Montana, there was a congress of Indian tribes, including the Mandans, Hidatsas, Arikaras, Chippewas, Sioux, Assiniboines, Gros Ventres, Crows, Blackfeet, Bloods and Piegans; prizes were awarded for the best Indian brave's lodge with painted interior and medicine bundle, for the best old-time costume, best Indian sign talker, best tribal dance, etc. A visit was paid to the site of the battle between Chief Joseph and General Miles near Chinook, Mont. At Meriwether, in Montana, a monument to Meriwether Lewis of the Lewis and Clark expedition, marking the farthest north of that expedition, was unveiled. At Marias Pass in Montana on the continental divide and near Glacier National Park, a statue was unveiled to John F. Stevens, the engineer who made the last important exploration in this region, exactly locating the lowest of the Rocky Mountain crossings.

Plymouth was still an infant colony when the first of the undertakings thus commemorated was essayed, and the story of the conquest of the Northwest comes clear down to our own time, for John F. Stevens was present at the unveiling of the statue in his honor Tuesday. Explorers, fur traders, Indians, Indian fighters, the covered wagon and the railroad together have written a color-

ful chapter in the American story. No historian has yet done it adequate justice, but the right man's opportunity must have been brought nearer through the informing and stimulating incidents of the Upper Missouri Historical Expedition.

The Upper Missouri Historical Expedition and Its Significance

Williston Herald, July 16, 1925

IN view of the ceremonies that are to be held this week in connection with the raising of the United States flag on the site where Fort Union stood, on the bank of the Missouri River, twenty-two miles west of Williston, it has seemed fitting to the publishers to make this week's paper a "Fort Union number" and to recount therein some of the history connected with the development of the Northwest.

Few of the inhabitants of this section today realize how important a part the Missouri River played in the settlement and development of North Dakota and Montana and the region farther west. Few realize that it made possible the exploration by Lewis and Clark in 1804-6, by Major Zebulon Pike in 1805-7, and by Major Long in 1819, the latter introducing steam navigation on the upper Missouri, a mode of transportation which developed and flourished during the half century following—a period during which transpired some of the most important and far-reaching events in the history of the United States, many of them as results of these explorations.

We believe that it is proper for us to give consideration to the work of these sturdy pioneers who blazed the trail to the Pacific Coast, bringing about the acquisition by the United States of the territory west of the Louisiana purchase, and making this country a world power; and more directly because their explorations caused the settlement of this territory, first by the trappers of a century ago, later by the ranchers and miners, after which came the railroads which made possible the permanent settlement of the northwestern states.

North Dakota and Montana have a wealth of interesting history—interesting not only to those who live in these states, but to all Americans because of the national importance of the events which took place here during the first half of the past century. The Upper Missouri Historical Expedition, composed as it is of public officers, historians and writers of note, will render valuable service by bringing to the notice of the entire country many of the outstanding points of western history. That there

is need of this is evident. Our American histories tell in detail of wars and important events in the eastern part of the United States, but very little is recorded of the west—so little that we who have lived on this historic ground for nearly a generation, while familiar with the history of the United States as taught in schools, hardly realize what events of just as great importance took place on the ground over which we travel every day.

And then, having these facts brought to the notice of the American people, it is to be hoped that eventually some of these historic spots will be suitably marked for the information of future generations. The rebuilding of Fort Union to duplicate as nearly as possible the establishment of Kenneth McKenzie of ninety years ago, would enable us to visualize the period of the fur traders, the Indian wars and active river traffic. The fact that the executives of the two states and high officers of the national government are members of the expedition strengthens the belief that some such action may be taken.

Much time and effort has been spent in gathering material for this edition of The Herald, and this material has been collected from many sources. It has been designed so as to show every phase of progress, portraying the development of transportation, from the canoe, the ox-cart and the stage coach to the railroad train and the automobile de luxe of today. Sketches of some of the outstanding historical characters have been included, giving the reader "close-up" glimpses of some of those who laid the foundation for the great empire of the Northwest—an empire yet in its infancy and whose further development has become our task. No attempt has been made to weave these stories into one continuous narrative, believing that the reader would prefer the separate stories, each subject treated independently of every other.

For much of the reading material The Herald is indebted to the Montana Newspaper Association and the publicity department of the Great Northern Railway, which have been most generous in supplying valuable historical articles and illustrations.

Honoring John F. Stevens

Wenatchee (Washington) World, July 31, 1925

IT is a fine thing for the Great Northern Railroad to do honor to John F. Stevens while he is still alive. And he was present when the monument in his honor in Montana was unveiled.

John F. Stevens has been one of the great men not only in Northwest history, but he has been one of the greatest engineers this country has ever had. He has never been properly recognized for his work at Panama. General Goethals went there to take charge and being a member of the United States army, the army propagandists got busy in the interest of that gentleman who got most of the credit. As a matter of fact a large percentage of the credit and some say the most of the credit for the Panama Canal should have gone to John F. Stevens.

Pathfinders of the Northwest

Great Falls Tribune, July 12, 1925

THE Upper Missouri Historical Expedition, which has been arranged to commemorate and consider the achievements and the discoveries of distinguished pathfinders in the great Northwest, is unique in its conception and may easily lead out into notable and far-reaching investigation. This review of early Montana history in the field takes place on July 17 to 20.

The program of events has been published in current news. Quite properly, it is being conducted under the auspices of the governor of North Dakota, the governor of Montana, the Historical Societies of the two states, and Departments of History from Minnesota and South Dakota.

The wording of these invitations sets forth in concise language the field and scope of the expedition. This is the reading:

> The invitation is extended to commemorate fittingly the notable explorations and discoveries of several distinguished pathfinders of the Great Northwest, on behalf of the Upper Missouri Historical Expedition of 1925 to attend a series of memorial celebrations to be held at Verendrye and Fort Union, in the state of North Dakota and Meriwether in the state of Montana, on July 17th, 18th and 20th, respectively, in the year 1925, in honor of Pierre Gaultier de Varennes, sieur de La Verendrye, French-Canadian discoverer of the Upper Missouri River; David Thompson, English geographer and surveyor; Captain Meriwether Lewis, leader of the Lewis and Clark expedition of 1804-6; Kenneth McKenzie, who established Fort Union and other dauntless members of the American Fur Company and the Northwest Company, who explored and made known the Upper Missouri.

There is a growing sentiment in the minds of those who have known Montana through many years that there should be a more comprehensive effort to make historical research and to gather valuable relics of the early days.

We have been quite slow to make provision for our historical library at Helena. It would have been entirely wise if it had been considered one of our educational institutions when the five million dollar bond issue was voted a few years ago. The state sadly needs a building for such work as is revealed by this Upper Missouri Historical Expedition. Montana cannot well afford to neglect an effort of this kind during these years when many of the pioneers are passing to the long, long trail.

His Record

The Oregon Daily Journal, Portland, Oregon, Monday, July 27, 1925

JOHN F. STEVENS, whom Portland honors today, is the engineer who supervised the extension of the first railroad into Central Oregon.

He is the man who was, first, chief engineer and later chairman of the Isthmian Canal Commission. He was chairman of the American Railway Commission sent to keep open the "back door of Russia" by maintaining the Siberian railroad.

He is also the man who risked his life in the snow and ice of the Rocky Mountains in 1889 to find a low pass across the continental divide which would permit the Great Northern Railroad to reach the west on an easy grade. Although his Indian guide succumbed to exhaustion, Stevens fought on until he found what he sought. At Summit, Montana, the Great Northern recently unveiled a statue of John F. Stevens in recognition of his achievement in finding Marias Pass.

Mr. Stevens was one man whom the exacting James J. Hill praised rather than criticized. Few men have lived more actively or usefully.

Few men have dotted earth's surface with more monuments to achievement in the form of timber, steel and stone.

West Still Astonishes

Record-Herald, Helena, Mont., August 18, 1925

THE West still astonishes the East. The East is still surprised to find that there are witnesses of the Indian, buffalo, vigilante and stage-coach days living in the West, and capable of telling the story of the vanished epoch of Montana pioneering first hand. The pioneers of all eras have been honored and given public appreciation by society, and have been made the subjects of song and story. In a recent number of The Outlook, Lawrence F. Abbott, who was in the historical excursion that lately visited Montana for the purpose of dedicating historic monuments and visiting noted spots, paid a tribute to the pioneers of the Northwest, in which we find the following reference to a well known Montana pioneer, who also was a member of the excursion party while it was in this state, David Hilger:

"In the great Northwest one may touch shoulders and have converse with living Pilgrim Fathers. At Glacier Park I took supper with a man of western Montana who went out there as a boy more than half a century ago in a 'covered-wagon' migration. Sixty families and three hundred single men formed the company of his caravan. There were, of course, no roads and no bridges. When they came to rivers too deep to ford, they swam their animals across and ferried their women and children and goods over in the wagon boxes lashed together, two by two, to make boats. Indeed, the wagons were built in such a way that they might serve this very purpose. If, in the long haul across the hot and dusty plains, the wagon boxes became warped so that the seams opened a little, they were soaked overnight at the edge of the streams in order to make them water-tight for the short but often perilous voyages. The destination of the caravan was a rough and almost unknown mining camp, Helena, which has now become the capital of the state, a center of political, educational, commercial and social life. As I talked with this gentleman it seemed almost incredible that I was talking with one who had heard with terror of Indians on the war-path and who had suffered with thirst and hunger much as Columbus did. This living pioneer is now librarian of the Historical Society of Montana."

Monument to the Living

The Sunday Oregonian, Portland, July 26, 1925

AMONG the interesting phases of the recent series of celebrations in North Dakota and Montana in commemoration of the early explorations of the Rocky Mountains, the unveiling of a monument to John F. Stevens at Summit, Mont., has perhaps received less attention than the importance of Stevens' achievement merited. The incident is significant because it couples the name of a man who is still living with others who were important figures in the conquest of the Rockies beginning almost two centuries ago.

The work that Verendrye began in the fourth decade of the eighteenth century cannot be said to have been completed until a cold winter night in December, 1889, when Stevens, reconnoitering where others before him had failed, discovered the Marias Pass, lowest and best, from the view-point of the railroad engineer, of all the passes in the northern tier of states. We may judge the character of the country by the circumstance that the Marias Pass had eluded discovery by white men for more than a quarter of a century after actual settlement had begun, and more than four-fifths of a century after the first crossing of the continent south of the international boundary. Into this region, indescribably rugged and forbidding, Stevens ventured with but a single Indian aide, who became exhausted and abandoned the quest, leaving Stevens to finish the task alone. The feat does not suffer from comparison with any of those of the earlier explorers whose names are more commonly associated with the development of communication in the west.

This occurred less than 36 years ago. The same group of historians, geographers and publicists that did honor to Verendrye, first white man to reach the Upper Missouri; to David Thompson, discoverer of the source of the Columbia and first to traverse that river its full length; and to Meriwether Lewis, leader of the first expedition to cross the present territory of the United States, participated in the unveiling of the monument to Stevens. We are beginning to do these things better than they have been done in the past. Stevens is living to enjoy the appreciation of his fellow citizens. Verendrye died, the undoubted victim of political treachery, long before the value of his work

was conceded; Lewis in a lonely backwoods cabin in the Tennessee Mountains, while on his way to Washington to defend his integrity; and Thompson, who perhaps deserves to be rated as the foremost geographer in North America, endured neglect and poverty in his old age.

All Salute Stevens!

Vancouver (Washington) Sun, July 31, 1925

MOTHER Earth is said to be a billion years old, and Man millions of years old, but the earth's riches seem only in the first stage of development. Colonel John F. Stevens, the world's greatest civil engineer, visiting Portland this week, told of discovering in Siberia a deposit of hard coal **250 miles long, and 75 miles wide**—enough, he declared, to supply the world's needs for a million years!

Several former comrades of Colonel Stevens, now living in Vancouver, welcome him with feelings of devotion and enthusiasm. One of them said: "Colonel Stevens was our pride and hope during the occupation of Siberia by our troops in 1918-19. The Russkies all saluted him as guide, philosopher and friend. Our Doughboys adored him. He was brave, optimistic, resourceful, always kind and helpful. His work out there was **monumental.** Fifty years from now, most likely, the Russians will build a monument to his memory. He rebuilt the Trans-Siberian Railroad, and stood like a stone wall for the American principles of liberty, equality, and fraternity. He is one of America's grandest men."

History in the Northwest States

Ft. Wayne (Indiana) Sentinel, Friday, July 31, 1925

THERE haven't been many historical expeditions, although there are a few disposed so to class Alexander the Great's war party to India, because the great Macedonian took so many historians with him to chronicle its dramatic incidents. But recently there was concluded in the United States a real historical expedition which started out over the Great Northern Railroad, on July 17, under the leadership of Governor Sorlie, of North Dakota, and Governor Erickson, of Montana. A number of writers and historians were members of this Upper Missouri Expedition, and the historical societies of North Dakota, Montana, Minnesota and South Dakota cooperated with it.

At Verendrye, named after a French explorer in the service of the Fifteenth Louis, and the first white man to penetrate into North Dakota, a spherical monument to David Thompson, who surveyed and mapped that region just before the dawn of the 19th century, was presented to the state by the Great Northern Railway. At the historic old fur-trading post of Fort Union, on the Missouri, and the boundary between North Dakota and Montana, there was a congress of Indian tribes, including the Crows, Blackfeet, Bloods, Piegans, Gros Ventres, Chippewas, Arikaras, Hidatsas, Mandans, Sioux, and Assiniboines.

Prizes were offered for the best lodge built by an Indian brave. These shelters were made with painted interiors and medicine bundles. Further prizes were also offered for the best old-time costume, best Indian sign talker, best tribal dance, etc.

A visit was paid to the site of the battle between Chief Joseph and General Miles near Chinook, Montana. At Meriwether, in Montana, a monument to Meriwether Lewis, of the Lewis and Clark expedition, was unveiled marking that expedition's farthest northern venturing. At Marias Pass, in Montana, on the continental divide and near Glacier National Park, a statue was unveiled to John F. Stevens, the engineer who made the last important exploration in this region, exactly locating the lowest of the Rocky Mountain crossings.

Plymouth was still an infant colony when the first of the undertakings thus commemorated was essayed, and the story of the conquest of the Northwest country comes right down to

the present day, for John F. Stevens was present at the unveiling of his own statue the other day. Explorers, fur traders, Indians, Indian fighters, the covered wagon and the railroad line all together have written a bright and colorful chapter in the American epic. It will scarcely be claimed that any historian has yet done it adequate justice, but the right man's opportunity must have been brought measurably nearer through the educational and stimulating incidents of the Upper Missouri Historical Expedition.

Honoring the Early Explorers

St. Paul, Minn., Farmer, Saturday, August 8, 1925

THIS week we are printing a story that we know will be enjoyed by many of our readers, as it has to do with the early development of the Northwest. All of us in our school days read the history of the Lewis and Clark Expedition, but when we reach the thirties and forties, these old historical facts become rather dim in our memories.

It was in 1803, during the administration of President Jefferson, that the Louisiana purchase was made, which comprised that vast territory of our Northwest. In the same year, Captains Meriwether Lewis and William Clark, in camp at River Dubois in Illinois opposite the Missouri River, prepared to explore this region. On May 14, 1804, they started up the Missouri. After a long and painful journey, they reached a point not far from the present Bismarck, N. D., where the winter was spent in log huts among the Mandan Indians. On April 7, 1805, they again started westward and, enduring many hardships, finally reached the Divide on August 12. Then followed the crossing of the snow-clad Bitter Root Mountains and the descent to the Pacific Coast.

The return trip was begun March 23, 1806, but the party was delayed by snow and the range was not crossed until June 15. In July they reached Travellers' Rest Creek where the party divided, Lewis going direct to the Falls of the Missouri and afterwards exploring Marias River, while Clark crossed over to the Yellowstone and descended to the junction with the Missouri. On August 12, the expedition reunited at St. Louis after having been gone two years, four months, and nine days.

The Meaning of the Cover Pictures

The cover design of this issue of THE FARMER portrays outstanding occasions on the Upper Missouri Historical Expedition of 1925. John F. Stevens, world-famous engineer, stands beside the bronze statue of himself erected at Summit, Montana, to commemorate his discovery of Marias Pass, the lowest northern route over the Rockies, to which he is pointing. Captain Lewis was honored by the granite shaft shown on the right marking the farthest northern point reached by the Lewis and Clark

Expedition on the Marias River near Glacier, Montana. In the lower left are Indian chieftains of nine Northwest tribes assembled with their retinues at old Fort Union, once the dominant trading post of the Northwest, to chat with their beloved friend, Major General Hugh L. Scott. The General and Mrs. Scott are shown with an interpreter, Chief Mountain Chief, and Princess Morning Star of the Blackfeet.

Good American

St. Peter, Minn., Herald, Friday, July 24, 1925

IN spite of the fact that the American Indian has had frequent cause for complaint with respect to the treatment accorded him by the federal government, or rather by its representatives, the records show that he has been particularly loyal and patriotic. Out at Fort Union, Montana, just the other day, representatives of nine of the principal western tribes assembled to listen to an address by Major General Hugh L. Scott, former chief of staff of the army. In his speech General Scott laid great stress on the part played by the Indian in the World War. Out of 15,000 Indians in the whole country who were able to pass the army physical examination, upwards of 9,000, or considerably more than fifty per cent, served in the army or the navy. Tribesmen who were unable to accompany the fighting forces subscribed more than $25,000,000 in Liberty Bonds, and contributed generously to war work. All of which indicates that the Indian is a pretty fair American.

John F. Stevens

Evening Transcript, Boston, Mass., July 23, 1925

On the crest of the Continental Divide a statue was unveiled to John F. Stevens, whose engineering genius found a path for rails through the Rocky Mountains at an altitude lower than any other northern rail passage in the United States. The statue, a heroic size bronze, was sculptured by Caetano Cecere of New York City, who was present at the ceremonies. John Frank Stevens, third grandson of the engineer, unveiled the statue. Mr. Stevens, who is now seventy-two years old, is a former chief engineer of the Panama Canal. This year he was awarded the John Fritz medal, which is given not more than once a year to the outstanding engineer.

Printed in U. S. A.


GREAT
NORTHERN