

The
Storied Northwest
along the
Northern Pacific Ry

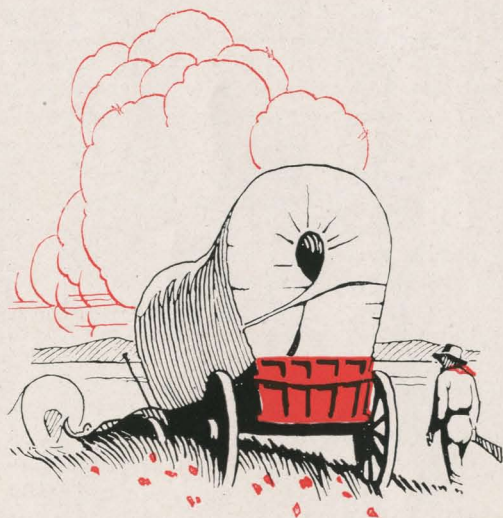


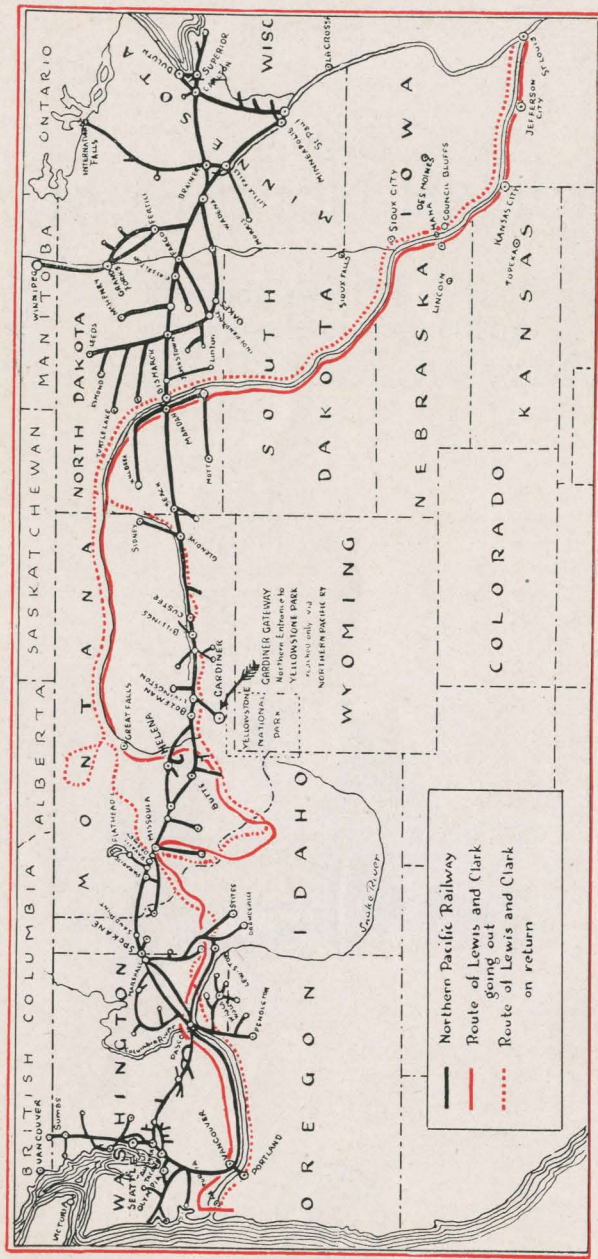
*Statue of Sacagawea who acted as
guide for the Lewis and Clark Expedition*



The Storied Northwest

Explored by Lewis and Clark
in 1804-6 and developed by the
Northern Pacific Railway





The remarkable approximation of the Lewis and Clark Trail by the Northern Pacific route is shown in this map.
The legend of trail marks in the square is self-explanatory.

The Storied Northwest

IN the Pacific Northwest, where now there are busy cities and great, modern farms and ranches inhabited by a twentieth century people, countless reminders of an early history stand forth.

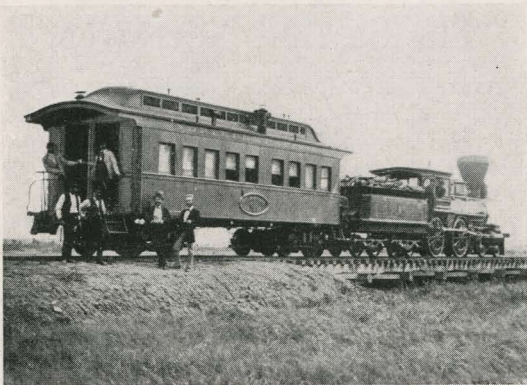
The historical background of this splendid new domain of the United States was written in letters of steel and blood, back in the years between the Lewis and Clark Expedition and the coming of the railway with its train of civilization. In the midst of placid, fruitful valleys one can pause by the place where pioneers fought off the Sioux, or the Minnetarees; where now a thriving town stands is perhaps the site of a gold claim staked out by some early prospector and defended with a gun; on this butte or that, officers of the United States Army posted their signal mirrors, Indian scouts made camp, Captain Clark carved his name!

The route of the Northern Pacific Railway follows closely that of Captains Meriwether Lewis and William Clark, the foremost of America's inland explorers. They, to whom much of the comment in this brochure refers, carried out to the letter in 1804-06 the commission of President Jefferson for "an exploration to trace the Missouri to its source; to cross the high lands (Rocky Mountains), and follow the best water communications to the Pacific Ocean." That they succeeded in such a stupendous project was due partly to the guidance of Sacagawea, a Shoshone Indian woman who led them skilfully across the great plains and through the uncharted mountains in safety to the Pacific, carrying her papoose all the way.

Only high lights of the



Fort Snelling 1855

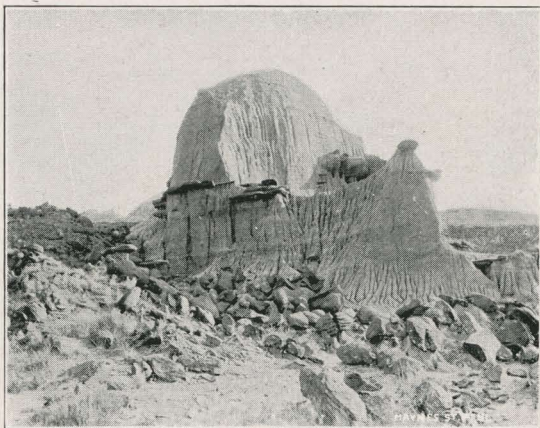


This is the way the first local trains out over the Northern Pacific route looked, back in the eighties

dramatic history of the Pacific Northwest can be given here. There are thousands of stories about the early days there that must be left for him who goes to find them for himself.

Early in 1804, 37 men, headed by Lewis and Clark, set out from St. Louis by boat, bound for the Pacific Ocean via the unknown Northwest. It was November before the travelers reached a Mandan Indian village, about 50 miles from what is now Bismarck, North Dakota, and there they decided to spend the winter. The squaw, Sacagawea, who had come originally out of the Shoshone West, volunteered to accompany the party and show the way. Her consort, a Frenchman named Charbonneau, was the nominal guide, but Sacagawea was accredited by the captains as the actual guide. Departure was made April 7, 1805. It was September, 1806, a year and a half later, before the explorers turned up at St. Louis again.

The point on the Missouri River where the city of Mandan now thrives, became famous in another way. General Custer, one of the martyr



*Teakettle Butte, on the Yellowstone River, Montana.
Erosion was the architect*

heroes of Northwest history, left Fort Abraham Lincoln, just below Mandan, with his Seventh Cavalry one day in the early summer of 1876. He was out after Sitting Bull, Gall and Crazy Horse—and dramatically he found them. Every school history tells how the allied Sioux, in a revolving circle, surrounded the detachment as it lay encamped on a knoll at the Little Bighorn River and virtually wiped it out. Custer and all the men of his immediate command were left dead, after a heroic resistance.

The Dakota Badlands, proposed “Roosevelt National Park”, renowned for brilliancy of color and strangeness of outline, and where Theodore Roosevelt ranched and built his health, center about Medora, North Dakota, a town which has a thrilling story of its own to tell.



*Roosevelt
in the Bad Lands*



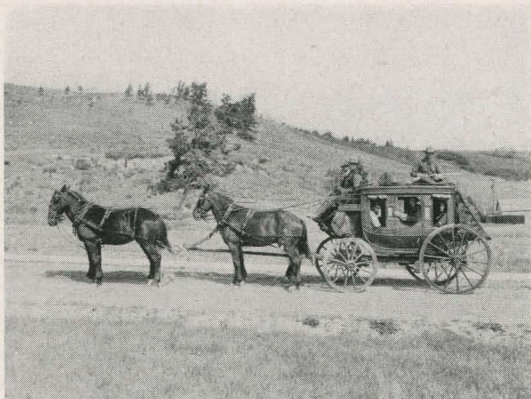
*Emigrant Peak—seen from Northern Pacific trains.
Yellowstone River in foreground*

In the early eighties, a French Marquis named De Mores, brought his family and his wealth to that unusual spot, and founded the town, naming it for his wife. He built a large, expensive chateau on an overlooking bluff and erected a packing plant, intending to profit by the disposition toward cattle-raising in that vicinity. Beginning in 1883, Marquis De Mores operated his plant for a period of five years until forced out of business by a fire which destroyed his building. The crumbling ruin of the plant's chimney still stands on the edge of the town.

One of the memorable features of the Badlands is Sentinel Butte, a high commanding rock hill which has given its name to a town near-by. Six hundred and twenty feet above the plain it stands, revealing to the spectator on its summit the countryside for miles around. In olden days it was a favorite haunt for Indian scouts sent out to spy on the moves of hostile tribes and war parties.



*Statue of
Pierre Wibaux*



*The predecessor of the Northern Pacific along
the way to the west*

Pierre Wibaux, Montana pioneer and once owner of a great cattle ranch on the plains near the eastern end of that state, provided another historic message for the Northwest. In his will he specified that a statue of himself be erected near his burial-place "overlooking the land I loved so well." It stands a mile west of the town of Wibaux, named for him, and is visible from Northern Pacific trains.

To resume for a moment the trail of Lewis and Clark, homeward bound, Glendive, Montana, claims as its moment of special historic significance the fact that these great explorers passed directly over its site in August, 1806. West of Glendive is the Powder River—"Let 'er buck!"—made famous by the Ninety-first Division of the A. E. F. as "the longest river in the world an inch deep, a mile wide and flowing up hill."

One of the
most widely

*Lewis and Clark
on the Missouri*

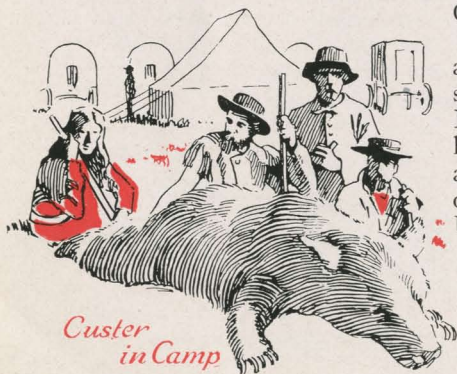




*Grand Canyon of the Yellowstone River,
Yellowstone Park*

known of Indian campaigners was General Nelson A. Miles, who gave his name to Miles City, Montana. It was he who took up the sword dropped from the dead hand of Custer, and drove deep into hostile Indian territory with his troops, finally catching up with Lane Deer, warring Cheyenne chief, and killing him near the spot where Custer died.

Fort Keogh, across the Yellowstone River from Miles City, once headquarters for a considerable detachment of United States



*Custer
in Camp*



Three Custer Indian scouts reviewing the memorial field of the famous "Last Stand"

soldiers, looks up at Signal Butte, a high monolith. From the summit of this, officers in the time of Indian uprisings used to flash heliograph, or sun mirror messages over the plains to other troops in the Black Hills of South Dakota, 175 miles away. Many supplies for the people there came up the river from St. Louis on barges sent around by way of the Missouri.

Through what is now Bighorn, Montana, Lewis and Clark passed in 1806, and a year later, Manuel Lisa built a trading-post there. In 1822, Colonel William H. Ashley, president of the Rocky Mountain Fur Company, established Fort Van Buren, another fur-trading post, a few miles away. Here, also, in 1876, General Gibbon crossed the Yellowstone and proceeded with 450 men to aid General Custer in the battle of the Little Bighorn, which, although he did not know it, was already lost.

At Custer, Montana, visitors and sight-seers on the way to the famous Custer battle-ground leave the main line of the Northern Pacific. Several years ago a skeleton of a prehistoric animal was unearthed in a bluff opposite the



Three Forks, Montana, seen from Northern Pacific train windows—site of Old Fort Three Forks

town. Not far to the west is Pompey's Pillar, a column of rock still bearing the name of Captain Clark at the top where he carved it in 1806. The mystery of its naming has not been solved, although students have shown that a colored servant thought to have been called Pompey was with the Lewis and Clark party.

In 1864, a Dr. J. A. Hunter took his family West in a search for Montana gold. He discovered near Springdale, Montana, a hot spring (known to Indians for years) and called it

Hunter's Hot Springs. It was near here that Lewis and Clark, on their return trip, were raided by Indians and deprived of all their horses. They were then forced to resort to "bull boat" transportation down the Yel-



Jim Bridger—Trapper

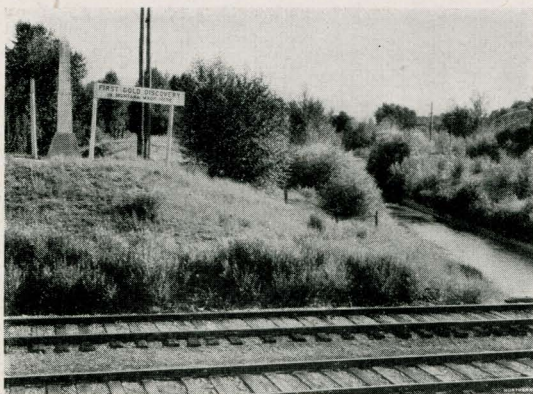


A geyser basin in Yellowstone Park, once called "Colter's Hell", from the descriptions given by John Colter, first white man known to have seen it

lowstone River. Not far from here, Captain Clark surprised and killed a Blackfeet brave in the act of stealing a horse, and from that day the Blackfeet nation became the sworn enemy of the white man, some historians say.

At Livingston, the diverging point to Yellowstone National Park on the Northern Pacific, Captain Clark and his party made camp one noon. Between Livingston and Glendive, through the Yellowstone River Valley, many an Indian campaign was waged in the settlement days. Generals Miles, Terry, Gibbon, Custer, Crook, Baker and Forsyth operated here. To the south, from Livingston, can be seen Yankee Jim Canyon, leading to Yellowstone Park at Gardiner, where the famous "In Gardiner—Out Cody" park tours start.

Led by Sacagawea, the Bird-Woman, Lewis and Clark trekked across Bozeman Pass, just west of Livingston, where today are Northern Pacific tracks, and moved into the Gallatin River Valley.



Gold Creek, Montana, where the first "pay dirt" was discovered—N. P. tracks in foreground

Later Fort Ellis, an Indian war post was established in the Valley. It was abandoned in 1887. Bozeman, the next historic point, which Northern Pacific westbound trains approach, was settled by J. M. Bozeman in 1864. He became a martyr to the pioneer cause three years later when Indians trapped and killed him in the Yellowstone Valley east of Livingston.

Where the Jefferson, Madison and Gallatin Rivers converge to form the Missouri, called the

Three Forks of the Missouri, a gory, bitter pageant was once enacted. The Indians, resenting the establishment of the fur outpost Fort Three Forks, here ambushed a number of the early trappers, among whom was George Drouillard, or Drewyer as he was called, one of the Lewis and Clark expedition who left the returning party to stay in the wilder-



Father DeSmet



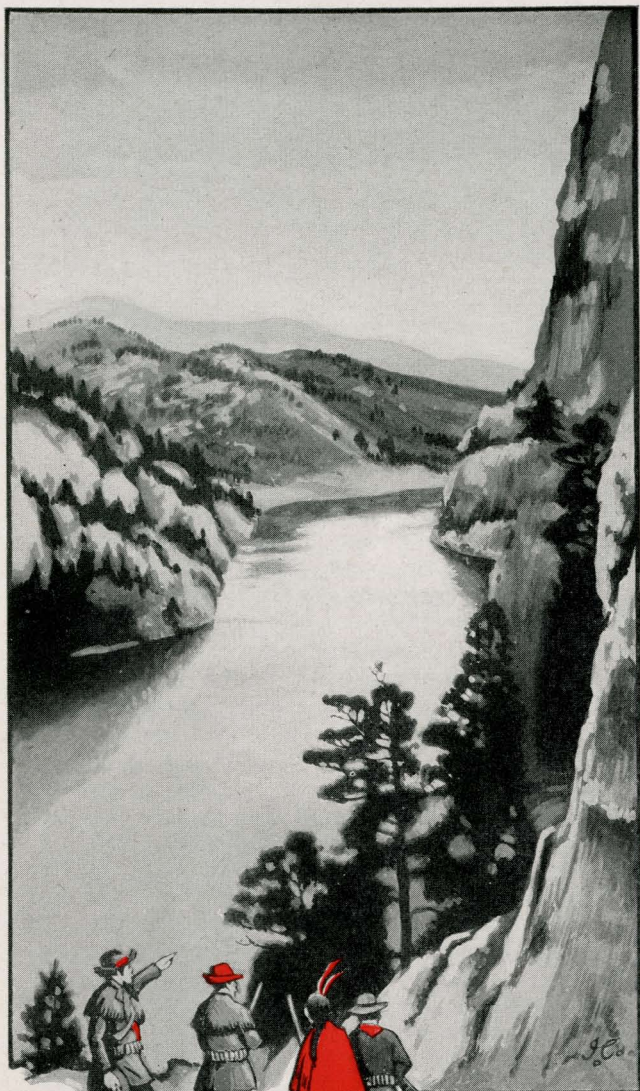
*Bridger Canyon, named for Jim Bridger, pioneer
trapper and explorer*

ness with his traps. Attack after attack was made on Fort Three Forks by Indians, but other white men came and built homes and Fort Three Forks eventually became a part of the settled Northwest.

When Sacagawea brought the Lewis and Clark party into the valley of the Three Forks, she pointed out the place where she had been captured by hostile Indians on an earlier trip.

Between Three Forks and Whitehall, above the Northern Pacific tracks, a great cavern of mountain dimensions and vast beauty was set aside as a memorial to Lewis and Clark by President Theodore Roosevelt in 1908. It is known as the "Lewis and Clark National Monument". Its site can be seen from the train.

Over the main range of the Rockies, on the way west, comes that section of Montana which brought to the state a measure of wild romance of a new sort—the gold rush. In 1852, a French Red River half-breed, Francois Finlay, known as "Benetsee", stumbled onto a golden sand-bar in what is now Gold Creek. The news of this



*Lewis and Clark
discovering the
Gates of the Mountains*



discovery brought hundreds of adventurers, prospectors, traders and merchants. Placer gold, worth many millions of dollars, was washed out of the streams and gulches of Montana in the rapid days which followed.

At Gold Creek another historical event took place—the last spike in the Northern Pacific main line was driven in September, 1883, joining the western and eastern lines of the “First of the Northern Transcontinentals”. Gold Creek is marked by a sign close to the railroad.

As gold dust began to slip through the fingers of Montanans as a medium of exchange, thievery started to grow, and a celebrated gang of outlaws, headed by a man named Plummer, held forth for a time over the best efforts of the law, until the anonymous Vigilantes arose in civic self-defense and drove them out, or hanged them.

Near Helena is Confederate Gulch, and at Helena, Last Chance Gulch, two of the rich placer diggings.

Where Lieutenant Mullan of Governor Stevens' Pacific Railway exploration found a way through the mountain wall in 1853 there is now a 3,875-foot tunnel in which the Northern Pacific trains run. Making his survey and directing his soldier-workmen in 1859 to 1862, the lieutenant built the first wagon road through rugged Hell Gate Canyon, just east of Missoula.

History students recall that Captain Lewis, after his party left that of Captain Clark, crossed the river at Missoula and began his return trip, to meet his colleague later on the Missouri.

In 1861, a Catholic priest, Father De Smet, found his way into the mountain country bent on preaching the Christian faith to the savages. He built a little mission south of what is now Missoula. Out of respect for him, the first of the emissaries of Christ, the town of De Smet





Statue of Captain John Mullan, early Army surveyor and road-builder

was named. Another priest-missionary, Father Ravalli, gave his name to a town west of Arlee.

David Thompson, an Englishman, explored this region in 1809, and built a cabin on Lake Pend Oreille, making friends with the Indians. From his field notes, investigators succeeded in finding the ruined chimney of his place, facing across the lake to Memaloose Island, "Dead Man's Land", an Indian burial-ground.

A family named Kelso settled on the shore of a lake beyond Granite, Idaho, in 1890, and soon after, celebrated the birth of a child. The lake, by common accord of the settlers around it, was named "Kelso Lake".

Old Chief Meninnock of the Yakima Indians, a living monument to early days in the Yakima



*Spokane, 1886,
an Indian Trading Post*



Chief Meninnock of the Yakima Indians, signer of the Yakima-Northern Pacific treaty permitting the railroad to be built through his country

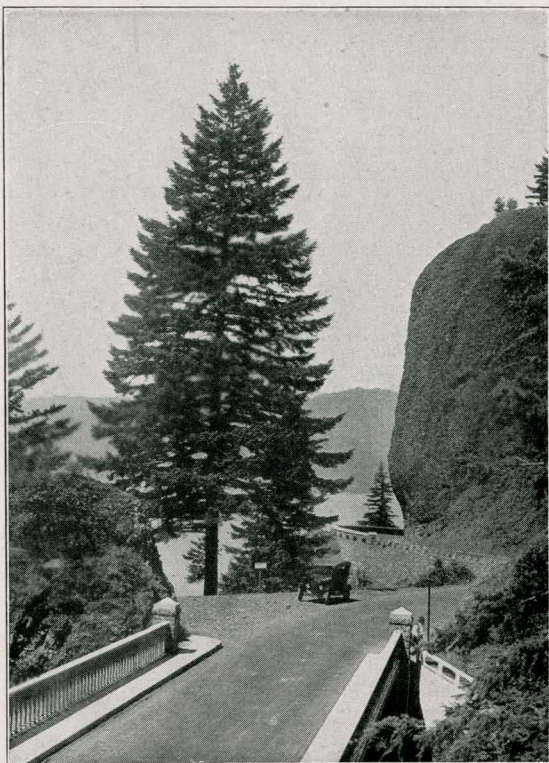
Valley, was a representative of his tribesmen as far back as 1854 in the treaty negotiations with Governor Stevens of Washington. It was Chief Meninnock who signed a treaty with the Northern Pacific Railway to allow track laying through the land of his fathers. He still goes to Washington, D. C., as an emissary to the Great White Father on occasion. Recently he was an honored guest at the Northwest Indian Congress at Spokane.

Spokane, "Queen City of the Inland Empire" was named for an Indian tribe and it has still the remnant of old Fort Wright, Indian outpost, on the outskirts of the city.

The Columbia River at Pasco, Washington, afforded the Northern Pacific Railway an obstacle to be surmounted



Gray's ship at the mouth of the Columbia



Columbia River Highway, Oregon ©Prentiss

only by ferry for three years from 1885, until completion of the bridge. From Pasco, tracks lead to the Walla Walla country, scene of the Cayuse Indian massacres in 1848.

At what is now Union Gap, a young man named Phil Sheridan, in the rank of lieutenant of United States Cavalry, rode out one day with a detachment of Indian War troops to his first engagement, in 1855. Ten years later he was a national figure in the Civil War.

The Puget Sound country divides the laurels of its exploration among both inland and mari-



Mt. Hood, Oregon, 11,225 feet altitude

time explorers, principal among them Captain George Vancouver, an English Naval Officer. It was he who first sailed into the sound and explored all its recesses, after several other sea-captains representing various nations had paused at the entrance. Vancouver was seeking a way across the continent to the Atlantic Ocean, and following the identification of the Columbia River as a purely western stream, brought out the first definite assurance that Puget Sound was merely a part of the Pacific. Seattle, named for an Indian chief, was founded in 1853. Tacoma grew from a settlement established there by one Nicholas Delin in 1852. The desirability of its harbor led returned travelers in the East to sing the praises of Delin's place, and groups of new pioneers began to move across the continent with Tacoma as the objective. So dense were the forests about it, however, and so unimpressive at that time was the "city", that many newcomers had trouble in finding it. In histories, the Northern Pacific Railway is referred to as the "physician" which helped to build the com-

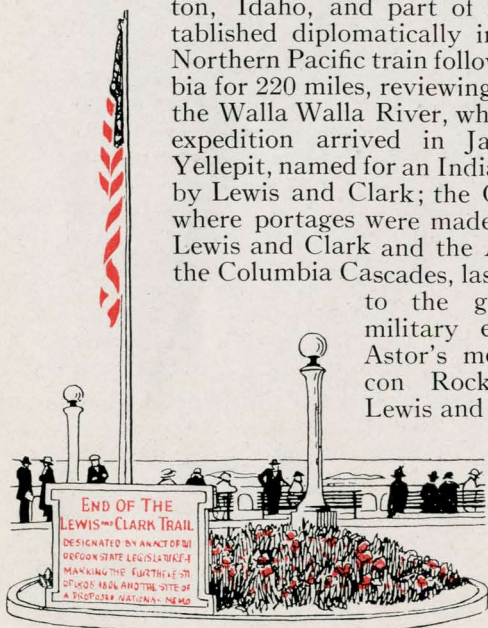


munity from infancy to its present full stature.

During the period of maritime exploration of the North Coast, a Yankee merchantman named Captain Robert Gray turned into the mouth of what seemed to be a large stream and inadvertently drove his ship on a sand-bar. Before he could break away, Indians appeared in war canoes and let fly a fusillade of arrows. In haste, and with his crew depleted, Gray pushed off and made for open water, but he carried with him the conviction that he had discovered a great river, and he named it the Columbia, which was the name of his ship. He declared he had noted a strong outward current continuing in the face of incoming tides. Captain Vancouver at first scouted Gray's contention, but later investigated and found it true. The river was used as a guide line by Sacagawea in bringing Lewis and Clark to the Coast, and by the John Jacob Astor commercial exploration party later. In 1812 it became the basis for the territorial claim of the United States to Oregon, Washing-

ton, Idaho, and part of Montana, established diplomatically in 1846. The Northern Pacific train follows the Columbia for 220 miles, reviewing the mouth of the Walla Walla River, where the Astor expedition arrived in January, 1812; Yellepit, named for an Indian chief found by Lewis and Clark; the Grand Dalles, where portages were made by both the Lewis and Clark and the Astor parties; the Columbia Cascades, last impediment

to the great pair of military explorers and Astor's men; and Beacon Rock, named by Lewis and Clark.



"The End of the Trail" Seaside, Oregon



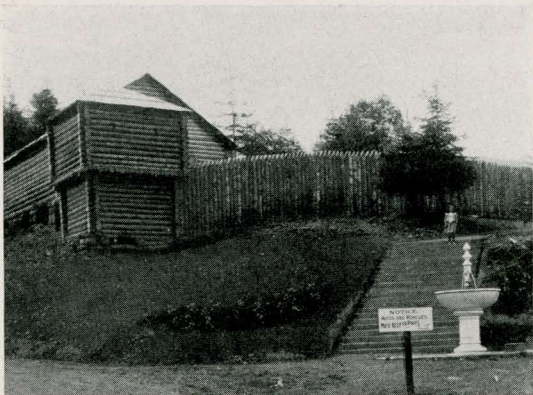
Indians spearing fish in the Columbia in the same way their forefathers did

High above Portland, "The Rose City", rises Council Crest, a great flat-topped hill on which the Indians once held their powwows. It gives a view up and down the Columbia River highway and valley that is surpassingly beautiful.

West from Portland, as the old expeditions used to go, is the Coast and its celebrated modern resorts. Astoria, early trading settlement, is there, and Seaside, where a monument shows the end of the Lewis and Clark trail.

Quotations from old histories:

"The Tonquin reached the mouth of the Columbia and anchored in Baker's Bay on the 22nd of March, 1811. The crossing of the bar was attended with serious difficulties and eight of the crew were lost in their attempt to mark out the channel. On the 12th of April the launch, with sixteen persons, freighted with supplies, crossed the river and landed upon Point George. Then and there was established a settlement to which was given the name of Astoria, in honor of the projector of the enterprise (John Jacob Astor)."



Old blockhouse at Astoria, Oregon

"Lewis River was followed (by Lewis and Clark) to its junction with Clark's Fork, and thence the party proceeded down the main Columbia to Cape Disappointment, on the Pacific Ocean, at which they arrived November 14th. They stopped but a few days on the north side of the river, but established their winter quarters at Fort Clatsop, on the south side, near the mouth, where they remained until March 23d, 1806."

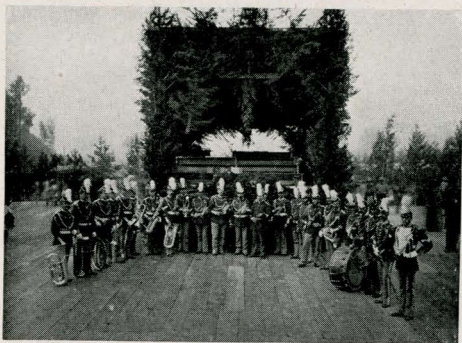
At Fort Clatsop the salt cairn where Lewis and Clark preserved their meat and fish for the long return journey may be seen.

The realization that the way of the Northern Pacific Railway to the Pacific Northwest is literally bristling with places of historic interest adds to the significance of the trip. The Northern Pacific Railway hopes that this booklet will help you to see and to understand some of the things that Meriwether Lewis and



Fort Vancouver 1845

William Clark saw on their epic journey, the places that were won by pioneers and bitterly contested by Indians, and the coasting grounds of the great Pacific mariners. All these things have been woven into the establishment of what is one of America's finest natural heritages—the Pacific Northwest.



AT the historic Northern Pacific "Last Spike" celebration September 8, 1883, near Garrison, Montana, a large rustic pavilion was erected for the occasion. Among the distinguished guests were General U. S. Grant, William M. Evarts and Henry M. Teller—and the Fifth Infantry band, shown in the picture, played.

Although the road-building had been completed for a month, it was the last hammer blow on the last spike that actually made the

Northern Pacific Railway

"First of the Northern Transcontinentals"



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Running powerfully and smoothly on an excellent roadbed, protected by automatic block signals all the way, this de luxe train of the Northwest affords in itself a sharp contrast to early days of the covered wagon and ox team.

Its handsome observation car, with valet, barber, baths, library, roomy platform and deep, comfortable chairs, and its newest Pullmans, all steel and designed for the utmost in travel luxury, give the passenger a new interpretation of the old pioneer phrase—"Westward Ho!"

on the
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First of the Northern Transcontinentals
