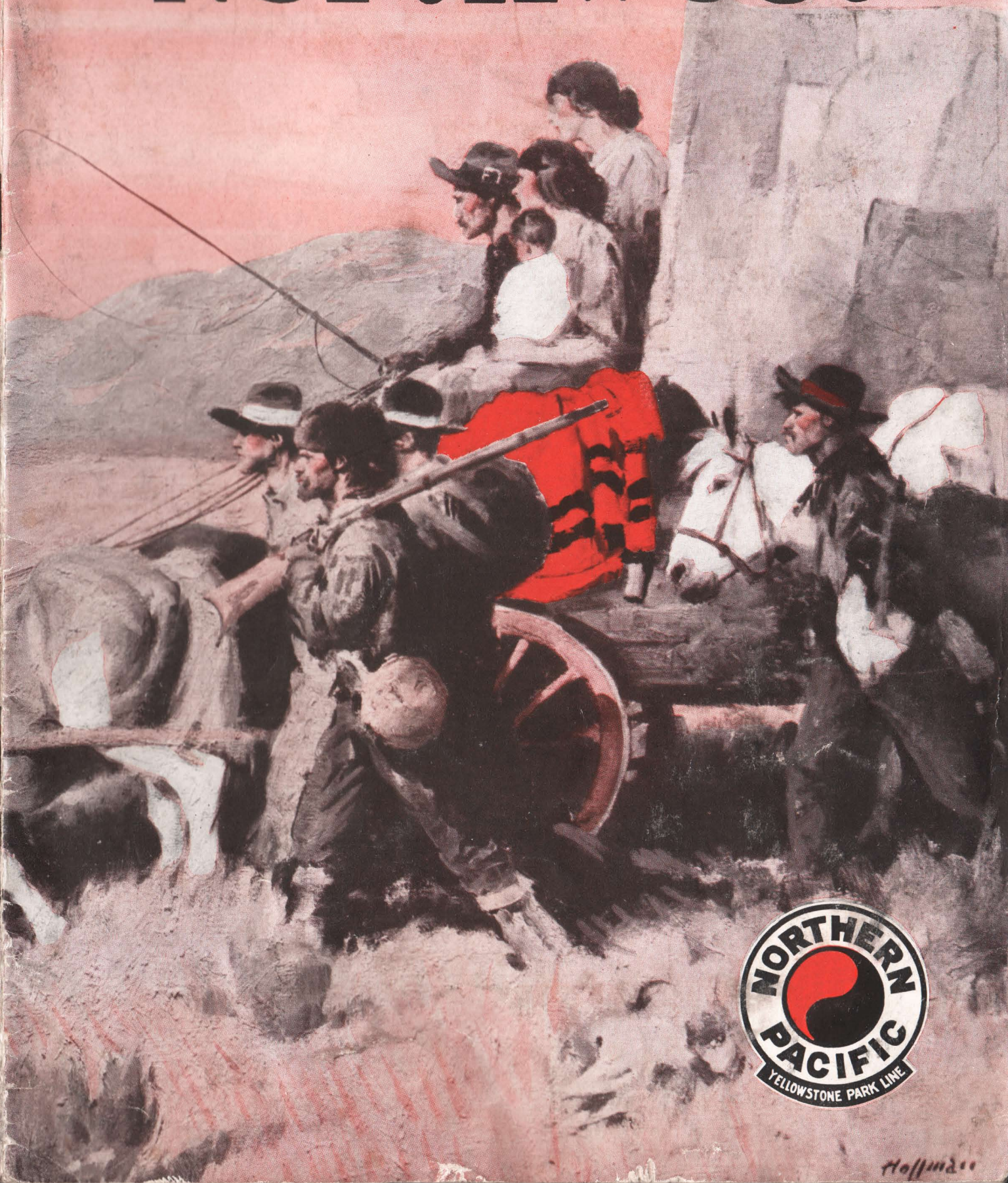


# The Storied Northwest



Hoffman



*Statue of Sacagawea, Indian "Bird Woman", who  
courageously guided Lewis and Clark across  
trackless mountain passes.*


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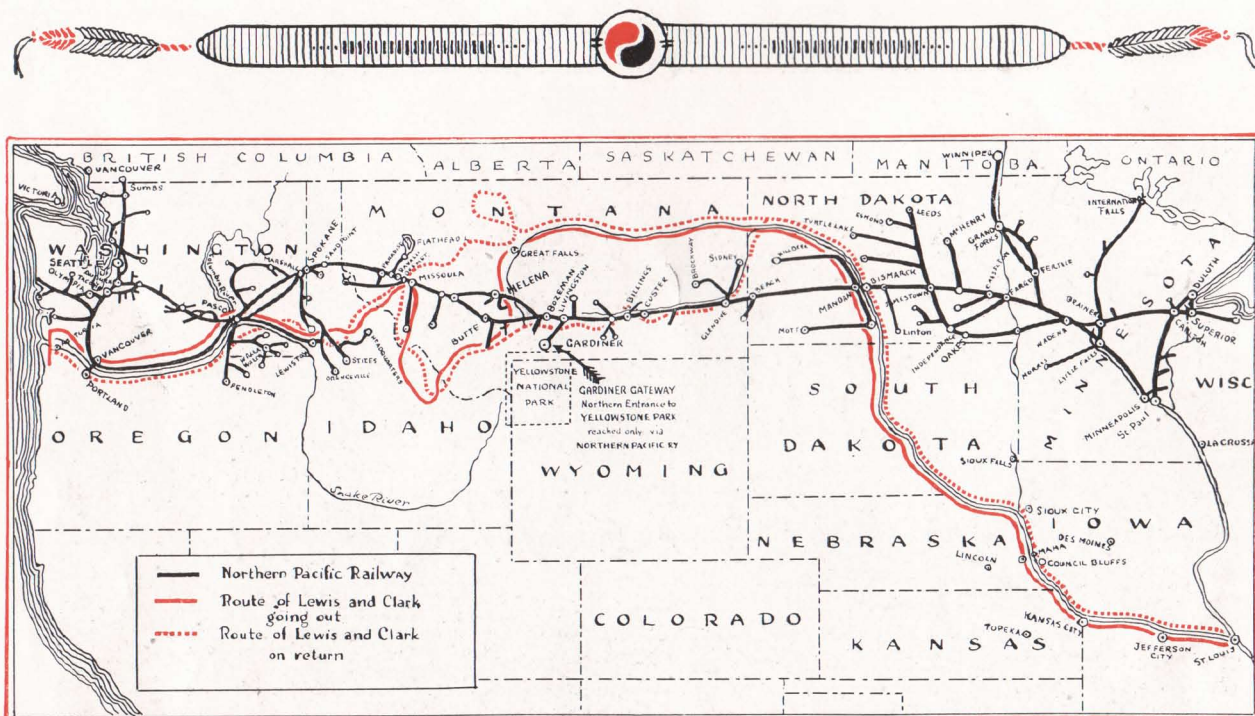


# *The* Storied Northwest



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

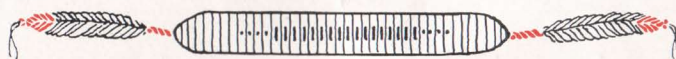




*The remarkable approximation of the Lewis and Clark Trail by the Northern Pacific route is shown in this map. The legend of trail marks in the square is self-explanatory.*

**T**HE Pacific Northwest is a vast scroll upon which has been written the history of a people. We, whose cushioned journey on the Northern Pacific closely approximates the trail followed by those fearless explorers, Lewis and Clark, can but dimly sense the grim struggles endured before this land, now smiling in abundance, was subdued by the point, not only of the sword, but the plow. How it was found, conquered and fashioned for the needs of man, and to convey to you some of the glamor, romance and beauty of the winning of that empire, is the purpose of this brief account.

The colorful, beautiful West! It stirs us today. The vast sweep of prairie, flowing on and on in rolling billows of land, still touches deep within us some hidden chord which generations of padded existence have not quite killed. The Rocky Mountains still cast about us the spell of their majesty and clothe our minds with a peace not known in cities. How, then, did the hearts of those young men, Meriwether Lewis and William Clark, respond to the mystery of this new country where white men had not come, where the buffalo and antelope grazed in unnumbered thousands, where the lure of the unknown beckoned, as it has ever beckoned, to youth!





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*Three Forks, Montana, site of historic old Fort Three Forks, seen from Northern Pacific train windows.*

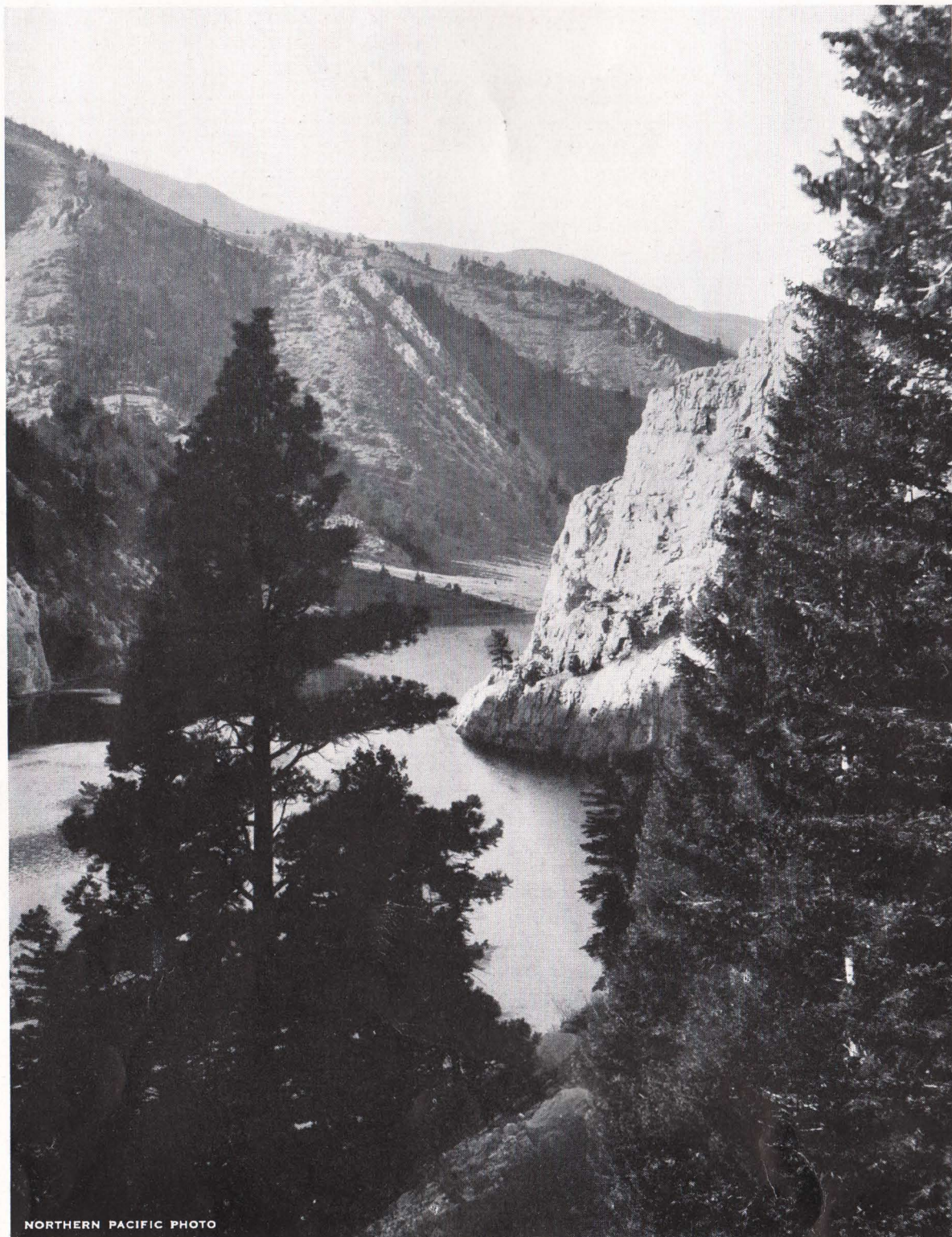
**D**URING the month of January, 1803, Congress passed a bill authorizing the expenditure of the sum of \$2,500.00 for the exploration of that vast area later known as the Louisiana Purchase. With this money Captains Lewis and Clark were to penetrate to the Pacific Ocean and obtain every conceivable kind of information regarding the country, establish trade relations with the various tribes of Indians which they would encounter, make minute examination of the flora and fauna of the land, geographical features, soil and mineral resources and a great many other topics.

In company with 43 men, Lewis and Clark cast off from their moorings above St. Louis on May 14, 1804, and began one of the most remarkable journeys ever recorded in the annals of American history. The story of this journey, past what is now Omaha, Nebraska, Sioux City, Iowa, Fort Pierre, South Dakota, arriving at the Mandan Indian villages in North Dakota on November 2, 1804, is one of ceaseless struggle, privation and danger. Here the explorers built a fort, about 50 miles from the site of the present

city of Bismarck, 1,600 miles from the mouth of the Missouri, above St. Louis. It was here that the Bird Woman, Sacagawea, first became identified with the party. It was through her uncanny ability to recognize landmarks, on a trail which she had traveled but once, when she was captured and carried away by the Minnetarees and sold to Charbonneau, the interpreter, who brought her up and afterwards married her—that the party was enabled to discover a pass through the Rockies and continue their journey to the coast. It would be difficult to pay sufficient tribute to this brave little woman who accompanied the party throughout their hazardous journey to the Pacific.

The traveler on the Northern Pacific is given a rare opportunity to observe many of the historical spots marking the dramatic advance of the Lewis and Clark Expedition. From Bismarck and Mandan on the Missouri River in North Dakota, the road parallels the explorers' line of travel along the Missouri, Yellowstone, Gallatin and Jefferson Rivers to Helena and Whitehall, and on a part of the Hell Gate River to Missoula, Montana; its main line again con-





NORTHERN PACIFIC PHOTO

*Gates of the Mountains, near Helena, Montana. Discovered and named by Lewis and Clark.*



nects with it on the Columbia River in eastern Washington and also in Oregon.

Through its branch lines it meets or parallels their route on the Jefferson, Bitter Root, Clearwater and Snake Rivers in Montana, Idaho, Washington and Oregon. For mile after mile, at many points, the rails of this line follow the very ground the land parties of Lewis and Clark trod in crossing the mountains or in following the streams. Pompey's Pillar on the Yellowstone, the pass between Livingston and Bozeman, pointed out by Sacagawea to Captain Clark and used by him, the Three Forks of the Missouri where the two leaders of the party were long in doubt as to the proper course to pursue, Beaver's Head on the Jefferson, Lolo Creek in the Bitter Root Valley, all in Montana, and the junction of the Clearwater and Snake Rivers in Idaho, are a few of the many points thus seen.

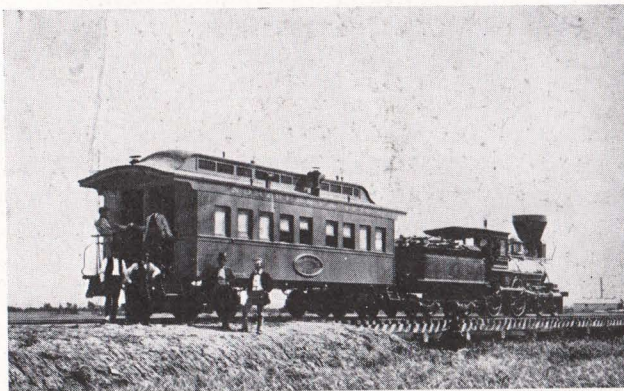
Late in February, 1805, after having spent the winter at the Mandan Indian villages, the party again began making preparations for continuing their journey. The actual start was not made, however, until April 7. Shortly prior to this date Sacagawea had given birth to a child. This did not swerve the faithful little woman from her determination to continue with the Expedition in the capacity of guide.

From Mandan the trail of Lewis and Clark swings northward and, since the Northern Pacific does not again touch upon it until Glendive is reached—which spot they visited on their return journey—let us consider some of the points of interest which lie between these two places.

Early in the summer of 1876, General Custer, martyr hero of the Battle of the Little Big Horn, left Fort Abraham Lincoln, just below Mandan, and began that tragic march which ended in his

death and the extermination of his immediate command. That he sold his life dearly was attested by the actual piles of dead Indians found at his feet. This one and fatal blunder marked an otherwise brilliant career. The spot where he fell, on a knoll overlooking the Little Big Horn River, is still a shrine to which pilgrimages are made every year by Americans who revere those heroes who played dramatic, if tragic, parts in the winning of the West.

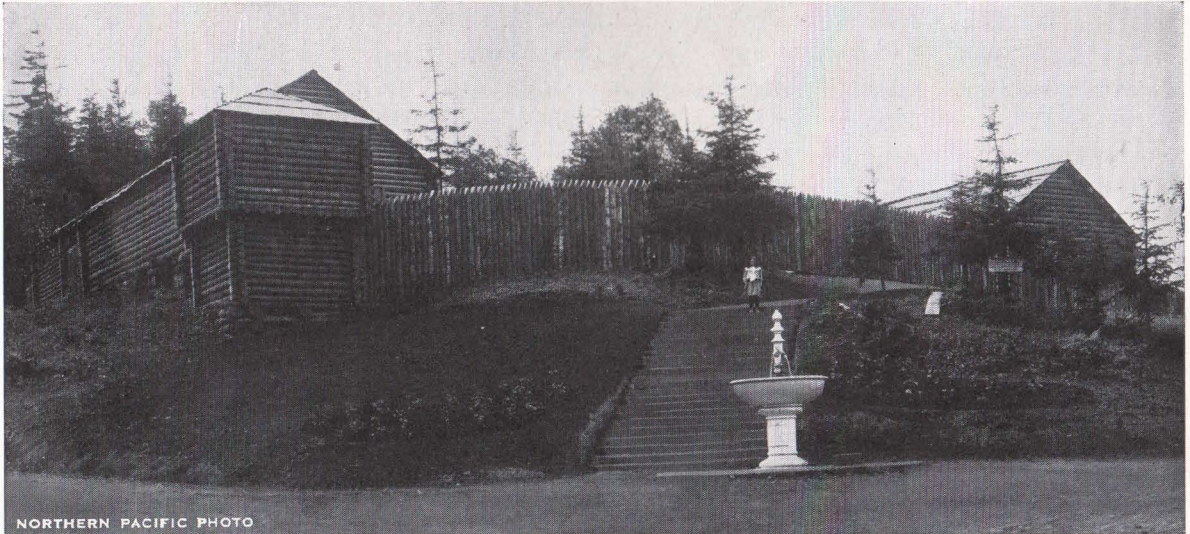
After leaving Bismarck and Mandan the Northern Pacific plunges again into the vast prairie, dotted now with farms and ranches, where fields of alfalfa lend a brilliant contrast to the dull tone of the buffalo grass and a thousand cattle graze on a thousand hills. Soon the train is lost among the painted pinnacles of the Bad Lands,



*One of the early Northern Pacific trains, back in the eighties.*

that strange region where the Creator spilled color with a lavish hand and fashioned the spires, castles and cathedrals of what might have been a dream city of the gods. It was to this painted desert of the North that Roosevelt came in search of his health and here, too, came a French Marquis, De Mores by name, who, enthralled by the lure of the West, built a chateau at the spot now marked by the thriving town of Medora. A dreamer, with visions of wealth in an unspoiled land, he built a packing plant there which he operated for five years. The chimney, which stands to this day, may be seen from the windows of Northern Pacific trains. The chateau, now used as a tea room, is pointed out as one of the remarkable points of interest in this section of North Dakota. Here, too, traces of a petrified forest are clearly discernible.

A short distance beyond Medora, Sentinel Butte, towering 600 feet above the surrounding plain, marks the spot where, in the old, brave



*Two historic blockhouses in the Northwest. Above, at Astoria, Oregon, and below, at Fort Snelling, Minnesota.*



days, Indian fires sent warning pillars of smoke skyward, advising confederate tribes of the movements of their enemies.

One of the most romantic characters of this section of the Northwest was Pierre Wibaux, Montana pioneer and rancher. Loving the land, which richly rewarded him, he directed that he be buried among the "sweet prairies" overlooking the land where his active, colorful life had been spent. In his will he specified that a statue of himself be erected and it stands today, clearly visible from the windows of passing Northern Pacific trains. The town of Wibaux, Montana, is named after him.

Onward the rails of this road again touch the ground which knew the footsteps of the gallant-hearted crew of the Lewis and Clark Expedition. Glendive, Montana, marks the exact spot over which they passed on their return journey to St. Louis. Clark records here an interesting coincidence regarding the name given to Powder River, a stream a short distance west of Glendive. "Its current throws out great quantities of red stones; which circumstance, with the appearance of the distant hills, induced Clark to call it the Redstone which, he afterwards found out to be the meaning of its Indian name, Wahasah," observed Wheeler in his admirable history of the Expedition. "The camp, on July 31, seems to have been not far above Glendive, and, leaving there, Captain Clark speaks of being bothered by 'buffalow', 'I was obliged to

let the buffalow cross over,' the explorer records, 'notwithstanding an island of a half a mile in width which this *gangue* of *buffalow* had to pass.'" In this part of the country these animals were seen in vast numbers and though the river, at this point, was a mile wide, including the island, "the herd stretched, as thickly as they could swim, from one side to the other and the party was obliged to stop for an hour. They killed four *buffalows* that night."

A short distance west of Glendive is Miles City. While this city has the distinction of being one of the places where Lewis and Clark camped and hunted, it is further noted for being named after General Nelson A. Miles, that soldier 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 *Lame Deer*, warring Cheyenne chief, and killing him near the spot where Custer fell.

Just across the Tongue River from Miles City lies Fort Keogh, once the headquarters of a considerable detachment of United States soldiers. Sentinel Butte is adjacent to this place and it was here that officers of the army formerly flashed heliograph or sun mirror messages over the plains to other troops in the Black Hills of South Dakota, 175 miles distant, during the Indian uprisings. For many years Fort Keogh was the heart of the fur-trading industry which was inspired by the glowing accounts sent back by Captains Lewis and Clark, describing the great



*Two romantic figures of the Old West—Sitting Bull and Buffalo Bill.*



*An unusual old photograph of General Custer (center), in camp after bringing down a grizzly.*

numbers of beaver and otter with which the streams of this country abounded.

Now this old stronghold is a great experimental range, its 30,000 acres a huge governmental stock and poultry farm. The sword of the War Department has literally been beaten into the plowshares of Agriculture.

On July 29, 1806, the explorers passed Fort Keogh and camped at the mouth of Tongue River. Leaving here the Expedition encountered great difficulty negotiating a series of rapids. At Buffalo Shoal, so-called "from the circumstance of one of these animals being found in them" the canoes had to be let down by hand.

Proceeding westward, the Northern Pacific enters Big Horn, Montana. Lewis and Clark passed through here on their return journey to St. Louis in 1806, and one year later Manuel Lisa built a fur-trading post on this spot. Here, also, in 1876, General Gibbon crossed the Yellowstone with 450 men, proceeding to the aid of General Custer. He did not realize, of course, that that gallant soldier had already lost the Battle of the Little Big Horn and with it his life.

At Custer, Montana, visitors enroute to the famous Custer battle-ground leave the main line of the Northern Pacific. A short distance west of this is Pompey's Pillar. This was discovered and named by Captain William Clark, and half-way up one of its sides is still seen the inscription cut by the great explorer himself: "Wm. Clark, July 25, 1806." The ragged scratches in the sandstone have been covered by a steel screen, placed there and maintained by the Northern Pacific Railway.

On the night of July 24, Clark camped a half

mile below a river which they called Pryor's River—now Pryor's Fork. This stream debouches into the Yellowstone below Huntley, a small railway station and junction of the Northern Pacific and Burlington Railways. It was near here that Sergeant Pryor lost his horses, having them stolen by Indians. As a consequence, the party was forced to manufacture

the bull boats, characteristic of the Mandans, from whom they had acquired the knowledge which enabled them to construct these canoes made of skins and sticks.

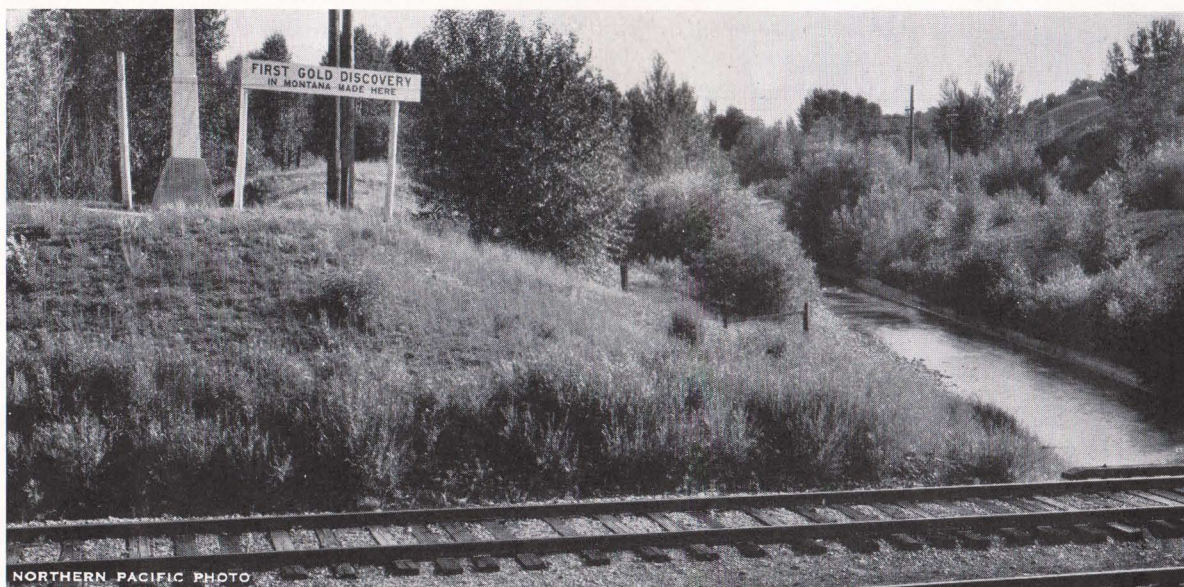
"In these frail vessels they embarked," one historian says, "and were surprised at the perfect security with which they passed through the most difficult shoals and rapids of the river, without ever taking water, even during the highest winds."

About this time Captain Lewis was wounded through the accidental discharge of a gun. Quoting from a journal of the Expedition: "... overjoyed at seeing Captain Lewis' boats heave into sight about noon. But this feeling changed into alarm at seeing the boats reach the shore without Captain Lewis, who, they had learned, had been wounded the day before and was *lying* in the *perioque*. After giving his wound all the attention in our power, we remained here for some time during which we were overtaken by our two men, accompanied by Dickinson and Hancock, who wished to go (return) with us as far as the Mandans. The whole party being now happily reunited, we left the two skin canoes and all *embarked* together, about three o'clock in the boats."

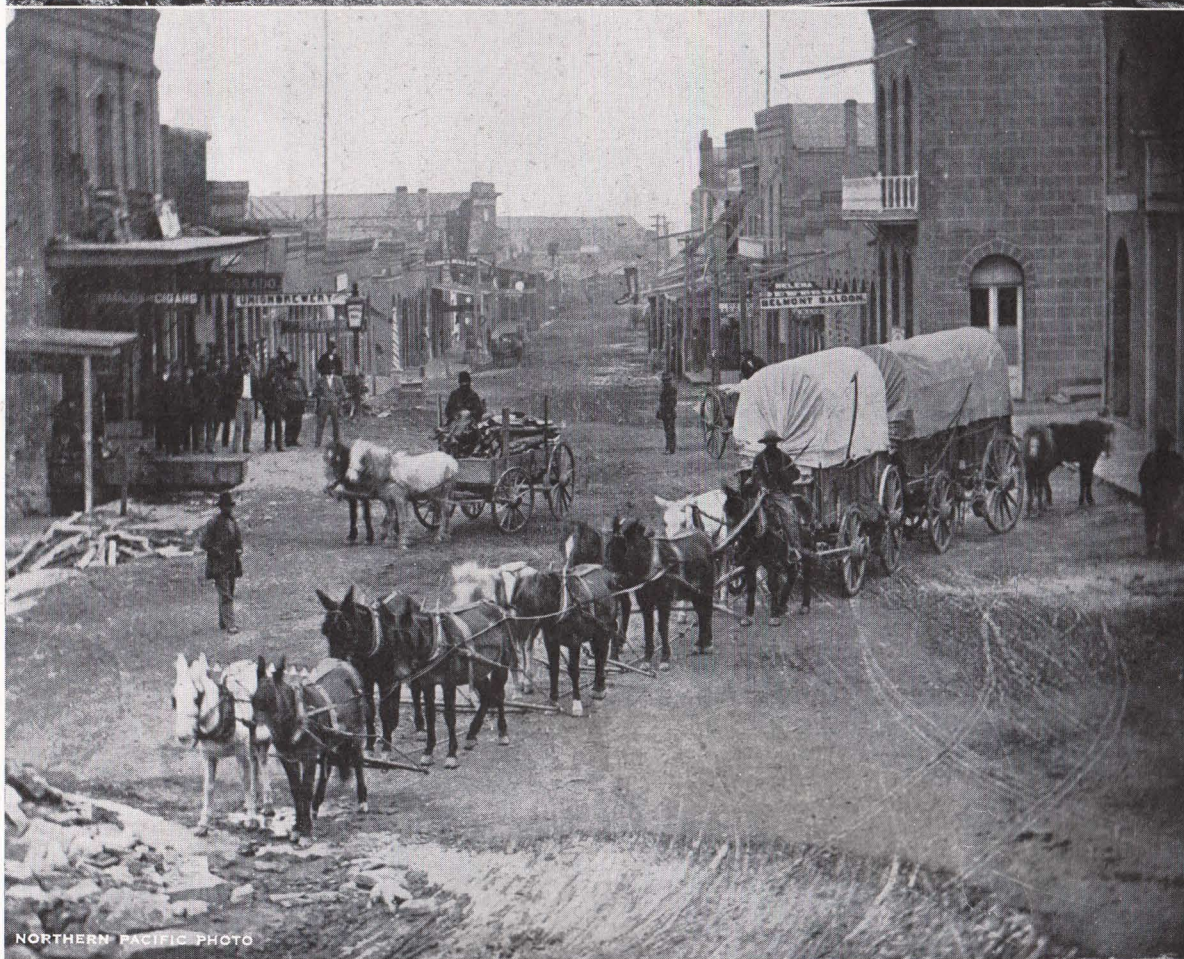
Running like a fine thread of gold, through the accounts of the Lewis and Clark Expedition,



*The predecessor of the Northern Pacific Railway  
along the way to the West.*



NORTHERN PACIFIC PHOTO



NORTHERN PACIFIC PHOTO

*Above, Gold Creek, Montana, where first "pay dirt" was discovered, showing Northern Pacific tracks in foreground, and below, "Last Chance Gulch" in the old days—now main street of Helena, Montana.*



is the unswerving fidelity and courage of the little "Bird Woman", Sacagawea. It was she who guided the party across Bozeman Pass on July 15, 1806, just west of what is now Livingston, where, today, are the Northern Pacific tracks. Bozeman, the city which lies west of Livingston, was named after and settled by J. M. Bozeman in 1864. He was trapped and killed by Indians three years later in the Yellowstone Valley, east of Livingston.

A short distance west of Bozeman lies Three Forks. This territory, as was the case in all fertile valleys, was debatable ground among the various tribes long before Lewis and Clark ever set foot upon the land. Here the Blackfeet, the Bannocks, the Nez Percés, the Crows, the Salish, the Shoshone and others, met in bloody warfare. It was not less hotly contested by

the Indians after the white men came and established a fur trading-post, known as Fort Three Forks. It was near this place that Sacagawea was captured by the Minnetarees and carried away by them to Mandan where Lewis and Clark first encountered her. Between Three Forks and Whitehall, above the Northern Pacific tracks, a great cavern of spectacular beauty was set aside as a memorial to Lewis and Clark by President Roosevelt in 1908. It is known as the "Lewis and Clark National Monument." It may be seen from the train.

The country just across the main range of the Rockies, traveled by the Lewis and Clark Expedition in 1806, was destined later to be the scene of those mad scrambles which punctuated, with sharp emphasis, the development of the West and the Northwest. 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 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 this section of Montana during the fevered days which followed. It was here, too, that the last spike of the Northern Pacific main line was driven in

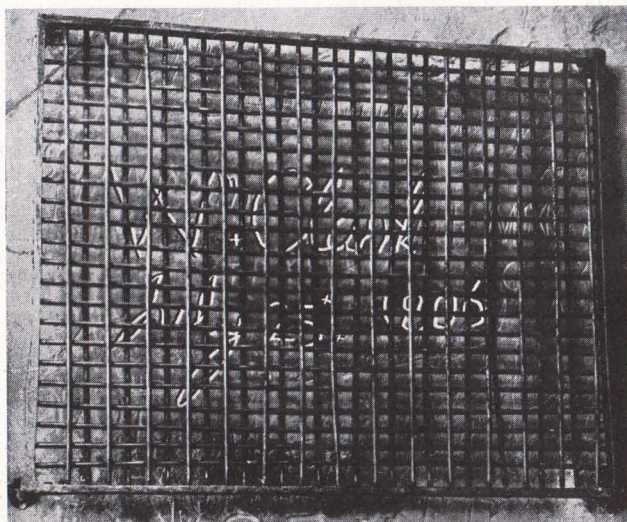
September, 1883, joining the western and eastern lines of "The First of the Northern Transcontinentals." Gold Creek is marked by a sign close to the railroad.

The history of this colorful land is, of course, replete with dramatic incidents. Cattle wars and Vigilante raids were but natural outgrowths of a land so new, so rich, so utterly wild. The very nomenclature of the various places

speaks eloquently of the turbulent scenes of its development. Confederate Gulch and Last Chance Gulch, at and near Helena, two of the rich placer diggings, are mild examples.

Missoula is now one of the most important towns of the State of Montana. "Hell Gate" canyon, through which the train passes to reach Missoula, was the scene of many bloody forays among the tribes which were forced to travel through here in search of the better game country east of the mountains, since it provided the Blackfeet with ideal opportunities for the ambushing tactics at which they were so adept.

"I have heard it said," states Wheeler in his excellent history, "that in the early years—bones and skulls were freely scattered about here, giving rise to the expression: 'Isul! Ce ressemble a la porte d'Enfer.'" (This looks like the gates of hell.) Lewis proceeded up Hell



*Pompey's Pillar, near Big Horn, Montana, bears the inscription, "Wm. Clark, July 25, 1806," carved by the famous explorer himself.*



*Old Faithful Geyser, Yellowstone Park, was an amazing spectacle to the pioneers, as it is to the visitor today.*



Gate River to the mouth of Cokalishkit (Big Blackfoot) River which, being interpreted, meant "The River Of The Road To Buffalo," and this it was, for the Nez Perces and the Salish used this route to the buffalo grounds. He camped, on the night of July 4, 1806, eight miles up that stream. Seventy years later the Northern Pacific Railway was laid out over the same route which Captain Lewis took. The last spike, driven on completion of the through line in 1853, was only 58 miles east of where Lewis left the main stream.

From Missoula the trail of Lewis and Clark, either on their westward or return journeys, does not touch the right-of-way of the present line of the Northern Pacific until the town of Pasco is reached. One constantly touches upon topics

of interest more modern in their aspects, however. De Smet is named in honor of the first Catholic priest to penetrate into this wild country. Another missionary priest, Father Ravalli, gave his name to a town west of Arlee. David Thompson, an English astronomer and geographer of renown, explored this region in 1809 and built a cabin on Lake Pend d'Oreille, making friends with the Indians. The ruined chimney of his place was later found.

Passing through the famous Yakima Valley the rails of the Northern Pacific Railway lie upon the soil of the ancient tribe of Yakimas. Old Chief Meninnoek, a representative of his tribe as far back as 1854, is still living. It was he who signed the treaty allowing the railroad to pass through his territory. Recently he was

an honored guest at the Northwest Indian Congress at Washington.

Spokane, "Queen City of an Inland Empire" was named for an Indian tribe and still has Fort Wright on the outskirts of the city. A short distance southwest of here is Pasco, "where

Captain Clark took a canoe and ascended the Columbia nearly to the mouth of the Tapteal or Yakima River. Just above the point where the Northern Pacific Railway spans the former river, between Pasco and Kennewick, he landed and made a friendly call on some Indians," states Mr. Wheeler. Clark spoke wonderingly of the multitude of salmon in the Columbia. "Their numbers are almost inconceivable. The water is so clear that they can be readily seen at a depth of fifteen or



*Indian Scouts at historic Custer battlefield.*

twenty feet; but at this season they float in such quantities down the stream, and are drifted ashore, that the Indians have only to collect, split and dry them on scaffolds." On October the 18th, the explorers turned the prows of their canoes down the Great River of the West with their stock of provisions increased by "forty dogs," purchased from the Sokulks. They passed the mouth of the Walla Walla River and "saw a mountain bearing S. W. 'conocal' in form, covered with snow. It was their first view of Mt. Hood."

The Puget Sound country, which the explorers were now approaching, was first visited by Captain George Vancouver, an English naval officer. He had the courage to examine the Sound after several other sea captains, afraid



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*These photographs were taken Sept. 8, 1883, at the "Last Spike" Celebration, Gold Creek, Montana, which marked completion of the "First of the Northern Transcontinentals."*



of the unknown, had refused to go past the entrance. Vancouver was seeking a way across the continent to the Atlantic Ocean. He first established the fact that the Sound was merely a part of the Pacific and not a continuous easterly flowing stream. Most of the cities of this region have been named after Indian chiefs. Seattle and Tacoma are examples, the former being founded in 1853, the latter in 1852.

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 upon a sandbar. Before he could break away, according to some historians, Indians appeared 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. He named it the Columbia, which was the name of his ship.

The river was used as a guide line by Sacagawea in bringing Lewis and Clark to the Coast and by John Jacob Astor, commercial exploration party, later. In 1812, it became the basis of a territorial claim, on the part of the United States, to Oregon, Washington, and Idaho and part of Montana, established diplomatically in 1846.

The Northern Pacific train follows the Columbia, for 220 miles, passing 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 Lewis and Clark and the Astor Expedi-

tions; the Columbia Cascade, the last obstacle in the path of the pair of great explorers and Astor's men; and Beacon Rock, named by Lewis and Clark—are all linked with the Northern Pacific Railway.

West of Portland lies Astoria. Nearby, the end of the Lewis and Clark trail is commemorated by a monument at Seaside, Oregon. The country about this point was crossed and recrossed by both Lewis and Clark in their search for winter quarters. To quote for a moment from Mr. Wheeler's account:

"On December the 5th, Lewis returned, having found a suitable place near which there seemed to be an abundance of elk and to this ground they removed on December 8. On the way they coasted round the site of the future Astoria, or Point George, as the English christened it, and then, crossing a

bay, which they named Meriwether's—now Young's Bay, after Lewis, ascended to Netul, now Lewis and Clark's River, for three miles 'to the first point of highland on its western bank and formed our camp in a thick grove of lofty pines, about two hundred yards from the water and thirty feet above the level of the high tides.' This was Fort Clatsop and here they remained, exploring the country, bartering with the Indians and preparing for the long journey back to St. Louis which they began on March 23, 1806."

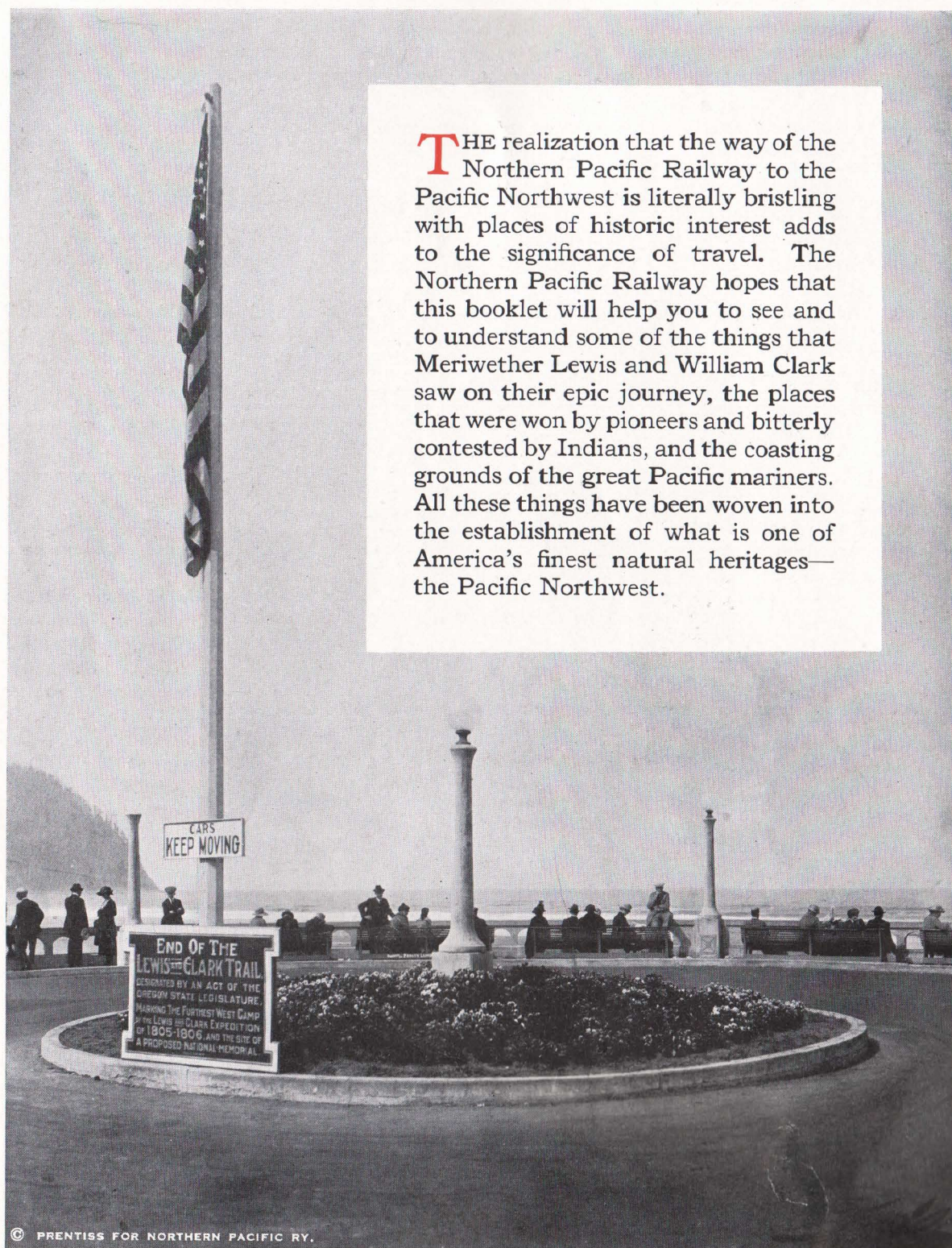
Thus ended an epoch in American history. It was an achievement which has received all too little recognition from us who may enjoy what the brave hearts and spirits of the early explorers so dearly bought—the beauty and treasure of the Pacific Northwest.



*Statue of Captain John Mullan, early army surveyor and road builder.*



**T**HE 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 travel. The Northern Pacific Railway hopes that this booklet will help you to see and to understand some of the things that Meriwether Lewis and 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.



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*End of Lewis and Clark trail at the Pacific Ocean, Seaside, Oregon.*



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