

STORY OF GREAT JOURNEY

Expedition of Lewis and Clark Paved the Way for the Westward Expansion of the United States to the Pacific Ocean.

COMMAND of the expedition across the continent was actually vested in Captain Lewis. Though it had been supposed that the technical authority would be equally divided between Lewis and Clark, Lewis was commissioned as Captain, and Clark only a Second Lieutenant. To divide the duties and responsibilities of leadership with Clark is really what Lewis did, and it does not appear that at any time any question of precedence ever arose between them. The idea of exploring the interior of the western Territory had long abided with Jefferson, and prior to 1803 he made two attempts to send expeditions across the great divide. These, for various reasons, failed, mainly because the Western country was then under a foreign flag and the consent of the sovereign powers could not be obtained. John Ledyard, of Connetquot, who was with Captain Cook in Hawaii, in 1792, planned in 1794 an expedition to the Northwest Coast of America, and visited Cadiz and then remained for a time at Lorient, where he met James Cook, Thomas Jefferson, then American Minister to France; La Fayette, Paul Jones and others, all of whom made efforts to procure the necessary funds to carry out his designs. Every effort failed, however, and Jefferson made in the explorer's behalf an application to Empress Catherine II, of Russia, for permission to pass through her dominions, as Ledyard had now formed the intention of journeying across Eastern Asia, and by way of Behring Sea to the Western Hemisphere. Receiving no answer to this application, Ledyard finally went to London, and there he at last succeeded in obtaining the necessary money. He proceeded to Hamburg, thence to Copenhagen and Stockholm, where he attempted to cross the Gulf of Bothnia on the ice, to the east of Finland, but the ice was so thin that he was obliged to change his course, and, without companions, traversed on foot the entire distance to the north of the gulf, immediately under the Arctic circle, and so made his way to St. Petersburg. He now procured a passport from Empress Catherine, and started for Stockholm in company with a Scotchman in the Russian service. He reached Irkutsk, and from there sailed down the Lena River in a small boat, but was obliged to return. Early in 1798 he was arrested by order of the Empress, conducted to the frontiers of Poland, and dismissed from Russia. The reason for the summary proceedings never was given, but it is supposed that Ledyard was suspected of being a spy. When Jefferson became President and Louisiana had been ceded by France there was nothing to stand in the way of the long-deferred expedition to the Northwest Coast. Lewis and Clark left Washington on the 26th of August, 1793, and reached St. Louis on the 23rd of September 23, 1806. Their instructions from President Jefferson were, briefly, to explore the Missouri and Columbia rivers and their principal branches, to take astronomical observations for latitude and longitude at important points, make a study of the Indian tribes, observe the character of the country passed through, its fauna, flora, geology and meteorology. They were particularly enjoined to treat the Indians with kindness and consideration. The expedition successfully accomplished all these purposes. Examination of the maps drawn by Lewis and Clark shows that they had a singularly correct idea of the geography of the country traversed, although the maps in their various features were naturally not correct. Their journal furnishes an astonishing fund of general information.

The Start for the West.

The expedition, which at first numbered 20 persons, ascended the Missouri River from its mouth to Fort Mandan, north of Bismarck and Mandan, N. D., where the winter of 1804-5 was spent. Lewis and Clark then proceeded to the Three Forks of the Missouri, and from there to the Jefferson branch, across the Continental Divide at Lemhi Pass, and attempted to descend the Salmon River. Rejected, they crossed the Bitter Root Range northward into the Bitter Root Valley, descended the valley to the mouth of Lolo Creek, followed the river to the mouth of the Clearwater River, followed down that stream to the Snake River, thence down the Snake to the Columbia, thence to the Pacific. Near the mouth of the Columbia, on Lewis and Clark River, they passed the winter of 1805-6.

On the return they retraced their steps to the mouth of the Walla Walla River, from which point they made a short cut across country to Lewiston, at the junction of the Snake and Clearwater Rivers. They then practically retraced their old route through the mountains to the mouth of Lolo Creek, in the Bitter Root Valley. There they divided their forces, Clark returning with some variation of route to the Three Forks of the Missouri, while Lewis struck out northeast across the mountains, via Heligata and Big Blackfoot Rivers and Lewis and Clark Pass, to the Great Falls of the Missouri. At this point Captain Lewis divided his party, and while Sergeant Gass and a sub-party proceeded down the river with the luggage, etc., Lewis and the others made sundry explorations northwest on the headwaters of Maria's River, joining Gass later at the mouth of that stream. From there they floated down the Missouri to the mouth of the Yellowstone River, near which they rejoined Captain Clark and party, who had crossed the Rockies from the Three Forks to the Yellowstone River, and then proceeded down that stream. United again, Lewis and Clark pursued their course down the Missouri to St. Louis, where the expedition was disbanded. It had been a journey of exceptional hardship and danger, but, strange to say, there was but one death—Sergeant John Floyd, who died near St. Louis, Ia., August 30, 1804. There was no trouble with hostile Indians, but two Indians were shot for stealing horses.

Jefferson's View of the Results.

The explorers were warmly received by President Jefferson and Congress voted Lewis and Clark a handsome grant of public land. With what satisfaction Jefferson viewed the result of the expedition may be seen from his sixth annual message, December 2, 1805: "The expedition of Meriwether Lewis and Clark for exploring the River Missouri and the best communication from that to the Pacific Ocean has had all the success which could have been expected. They have traced the Missouri nearly to its source, descended the Columbia to the Pacific Ocean, ascertained with accuracy the geography of that interesting communication across our continent, learned the character of the country, of its commerce and inhabitants, and it is but justice to say that Messrs. Lewis and Clark and their brave companions, by this arduous service, deserved well of their country. The foregoing is but a brief outline of an expedition that, for its success, needed quite as high and remarkable qualities as those manifested by Stanley in his exploration of the Congo from its source in the

west, parallel with each other, and about 30 or 35 feet apart. The south cabin was three rounds high, and the other two rounds. The remains of the large stump stood in the south cabin. Mr. Gillette visited the fort in October, 1853. Shane had attempted to burn up the remains of the log cabin, but fragments of two logs forming the southeast corner of the southern cabin were still in position. The site of the stockade was then covered with second growth timber, while it was surrounded by the original growth, thus indicating with approximate accuracy the extent of the inclosure. Shane's house was standing at the time of Mr. Gillette's visit, and while it has since disappeared, three fruit trees, which were sold by Mr. Gillette to Frank Shane, who afterwards occupied the house, and which were planted just in its rear, mark its site. At the time of Mr. Gillette's visit, Richard M. Moore had built a house very near Shane's, and just at the head of a little draw in the face of the hill. This house also has disappeared, but the draw remains to mark its location.

Lines of the Old Stockade.

Guided by these landmarks and his remembrance of the location, Mr. Gillette definitely located the southwest corner of the southern cabin, which, he believes, constituted the southwest corner of the stockade. The lines were established by conjecture only, as Lewis and Clark

lost Clark's name, inscribed July 25, 1805, on Pompey's Pillar, near the Yellowstone River, in Montana, it is believed that these salt cairns constitute the only existing monuments of the Lewis and Clark expedition. **Fort Clatsop in History.** Mr. Gillette is thoroughly familiar with the history of Fort Clatsop. The fort, he says, has had many a claimant and owner in the past 50 years. Lewis and Clark, he says, gave it to the Clatsop chief, Co-mo-woy, as they apelled it, but his descendants say it is Co-ba-way, who used it during the remainder of his life as a winter home. In 1823, S. M. Hensell, of Astoria, put a man on the place to make some improvements, expecting to take it up under the donation land act, but in 1850 Thombes' agent jumped it and established a claim to it. He held it but a short time, when he traded it to Carlos W. Shane for Ka-lois-ka, which had been the home of Twish and his people from time immemorial, and which afterwards became Mr. Gillette's place. C. W. Shane lived at Fort Clatsop until 1862, when he vacated it for his brother, F. D. Shane, and took up another claim higher up the river. About 1852 R. M. Moore built a large sawmill at the fort and the lines of the Shane claim were moved north, so as to make room for Moore, giving him the

down around the beach (from Astoria) to the foot of Young's Bluff to see the remains of the house in which Lewis and Clark resided. The logs of which it was composed are still perfect, the roof of which has disappeared, and the whole vicinity is overgrown with thorns and wild currants. Mr. Townsend did not get within four miles of Fort Clatsop. What he found was a deserted Indian house on the south side of Point George, later known as Smith's Point, now known as Taylor's Point.



Site of Original Fort Clatsop on Lewis and Clark River, Where Lewis and Clark Passed the Winter of 1805-6.

do not give their extent, nor does Gass. Lewis and Clark speak of first coming to the site of the fort, but do not say where, and then the remaining logs. Gass says the hut was seven in number, about 200 feet north of the supposed site of the fort. There was a small spring branch, and it is reasonable to conclude that the water was taken from the spring, and that the line was projected about 120 feet toward the river, reaching the top of the incline. The committee marked the four corners of the inclosure with stakes, set firmly in the ground, and an iron pipe was driven in the center of the space.

Great are the changes which near 100 years have made in the landscape which greeted the vision of Oregon's first explorers. The Hudson's Bay explorer, Alexander Henry, who visited Fort Clatsop in 1812, wrote in his diary: "The situation is the most pleasant I have seen hereabouts, and by far the most eligible, both as to security from the natives and for hunting. The place is deeply shaded with spruce, pine, etc., the woods seemed gloomy and dark, the beams of the sun being prevented from reaching the ground through a thick forest of trees. The situation is pleasing to the eye today, but the prospect is a far different one. The gloomy and dark woods have fallen before the pioneer's axe, and the stumps remain to mark the places of their once lordly grandeur. The ground is now a pasture for domestic animals. At the northeast corner of the old fort stands the rock of Lewis and Clark, a treeless, barkless and crownless. Of all the surrounding forest whose tree-tops overlooked the stockade this hoary trunk alone has remained.

From the site of the old stockade the panorama that greets the eye is striking. Except for a farmhouse here and there along the bank of the river, the landscape has undergone few changes. The Netul winds its way as peacefully as in the days of the explorers, the background is a large, level, evidence of the presence of civilized man, while Saddle Mountain, the bold sentinel of the Clatsop country, stands unchanged by the passing of time and the oblivions of the influx of the whites.

**Salt Cairns at the Sea Beach.** Clark writes that on December 3, 1805, he took three men and proceeded to the sea to find a place for making salt by evaporation of sea water, as the explorers had no seasoning for their meat. In order to begin the manufacture of salt, these men carefully examined the coast, and on the fifth day after their departure found a suitable location. On January 7, 1806, Clark proceeded with a party to a whole which had drifted ashore south of Tillamook Head, and on his way passed the camp of the saltmakers, which, he says, was two miles below the Clatsop River. The place is in Seaside Grove, between the Necanicum and the ocean, and since identification the salt cairn is seen by everyone who visits Clatsop Beach. Gass confirms this. He writes under date of January 6 that a party of which he was one "passed the mouth of a considerable river, went two miles up the shore, and found our saltmakers at work." He speaks several times of the spot as the "salt works," showing that there was some sort of plant there for the purpose.

The remains now to be seen are in full accord with the foregoing descriptions, both as to locality and character of the structures. One of the structures is in a fair state of preservation, while two smaller ones have fallen into decay. The larger one is elliptical in form, is built of rock laid in clay, undoubtedly secured from the banks of the Necanicum, near at hand, and the stones show clearly the effect of fire. The commonly accepted tradition of the locality is fully supported by the testimony of Clark and Gass, that there is no room for doubt as to the identity of the spot. A conclusive witness was found by the committee in the remains of a structure which was built by Jennie Michel, a full-blooded Clatsop. Her mother met Lewis and Clark, and saw their men making salt in the cairn. This is the structure which Clark and Moore visited in 1850, and which he positively identified, saying that when he first knew it the larger cairn stood about 25 feet all around, with the end nearest the sea open. The smaller ones were, as near as can now be determined, places used by the saltmakers. With the excep-

tion of extended review. In 1787 six Boston merchants who were engaged in the China trade, finding that from the inferiority of the articles of American manufacture, they were unable to compete with the English in the Canton market, formed an association for the purpose of combining the fur trade with the traffic in tea and silk. That summer they fitted out the ship Columbia, of 220 tons, and the sloop Washington of 50 tons, and loaded them with blankets, knives, iron bars, copper pans and other articles to barter with the Indians. The voyage was commanded by John Kendrick, who was also in command of the expedition. The Washington was commanded by Gray.

DISCOVERY OF COLUMBIA

Spanish First to Chart River; Americans First to Enter It. The Columbia River has been known to navigators for over 125 years. Captain Bruno Hecla, commanding the Spanish ship San Lorenzo, lay to off the mouth of the river on August 15, 1774, and, convinced

AREA AND POPULATION OF OLD OREGON

Population in 1900 Was 1,168,116, Compared With 13,294 in 1850, an Increase of 1,154,822 in 50 Years.

ELSEWHERE will be found a historical review of the contentions about the boundaries of the Oregon Country, also a small outline map of the region. As it is not practicable to show in so small a map the precise lines on the east, this statement has to do with them and the population of the Oregon Country 50 years ago and now. The southern boundary was the 42d parallel; the western the Pacific Ocean; the northern the 49th parallel, and the eastern the Rocky or Stony Mountains. In the first place, it should be remembered that the treaty of June 15, 1846, did not define the metes and bounds of Oregon, but only the northern line, to terminate "the state of doubt and uncertainty which has hitherto prevailed respecting the sovereignty and government of the territory on the northwest coast of America, lying westward of the Rocky or Stony Mountains." The act of Congress of August 14, 1848, organizing Oregon as a territory, defined Oregon to be "all that part of the territory of the United States which lies west of the summit of the Rocky Mountains, north of the 42d degree of north latitude." The eastern boundary of Old Oregon intersects the 49th parallel a little west of the 114th degree of west longitude, and follows the summit of the Rocky Mountains through Montana, Yellowstone National Park and Wyoming. It passes about six miles west of the present town of Butte, and very close to Silver Bow, Anaconda, Deer Lodge, Phillipsburg, Missoula, Kallispell and other Montana towns are within what was Old Oregon. The line zig-zags through the southwestern corner of Yellowstone National Park and takes in Shoshone Lake, Lewis Lake and Heart Lake. Passing out of the park the line follows Two Ocean Creek to the headwaters of the Buffalo fork of Snake River, whence it veers westward to a small cataract out of the northeastern corner of Clatsop County, thence in a general southeasterly direction to Orenda Butte, about 12 miles north of the town of Almond, on the Umpqua Pacific. From Orenda Butte the line runs a short distance east, skirting the Great Divide Basin to a point a short distance east of Lathlam, whence it strikes southeasterly along the Sierra Madre Range to Colorado.

Old Oregon is now laid out on the maps with 35 counties in Oregon having an aggregate area of 96,030 square miles, 35 counties in Washington with an area of 69,180 square miles, 21 counties in Idaho with an area of 84,800 square miles, six full counties and part of one county in Montana having an area of 23,578 square miles, and parts of four counties in Wyoming having an area of 27,611 square miles. Total area, 301,499 square miles. Appended is a statement of the population of Old Oregon in June, 1900. As Powell County, Montana, was organized after the census was taken, the totals for it are included in Deer Lodge County:

Table with 2 columns: State and Population. Rows include Oregon (35 counties), Washington (21 counties), Idaho (6 counties), Montana, Flathead, Missouri, Nevada, Powell (organized from Deer Lodge in 1901), Granite, Silver Bow (half of the area of this county was in old Oregon), Wythe (Oregon), Uintah (all in Oregon except a small loop in northeastern corner), Fremont (western part of Idaho), Sweetwater (three-fourths of its area was in Oregon), Crook (southwest one-fifth of its area was in Oregon), Total, and Population in 1850.

that he was near the outlet of a large body of fresh water, charted it the Rio de San Roque. The stupidity of the East India sailors deprived them of the honor of entering the river before the American captain, Robert Gray, and their country of a strong base for the claim of title in this region. Lieutenant John Meares, commanding the East India Company's vessel Felice, made a superficial examination of the coast in July, 1781, and reported with great assurance that "we can now with safety assert that no such river as that of the St. Roe exists as laid down on Spanish charts." Early in 1792 Vancouver was in the vicinity of the Columbia, but did not consider the opening in the coast line worthy of attention, being satisfied "that all rivers or inlets that had been described as discharging their contents into the Pacific between the 48th and 49th degrees of north latitude were reduced to brooks insufficient for our vessels to navigate, or to bays inaccessible as harbors for refitting." On April 23, 1792, Gray spoke Vancouver that he had been for nine days off the mouth of a large river. Still Vancouver was incredulous and wrote in his log: "that if any inlet or river should be found, it must be a very intricate one and inaccessible to vessels of our burden, owing to reefs and broken water." The rediscovery of the Columbia River by Gray is so familiar that it does not

call for extended review. In 1787 six Boston merchants who were engaged in the China trade, finding that from the inferiority of the articles of American manufacture, they were unable to compete with the English in the Canton market, formed an association for the purpose of combining the fur trade with the traffic in tea and silk. That summer they fitted out the ship Columbia, of 220 tons, and the sloop Washington of 50 tons, and loaded them with blankets, knives, iron bars, copper pans and other articles to barter with the Indians. The voyage was commanded by John Kendrick, who was also in command of the expedition. The Washington was commanded by Gray.

Both vessels sailed from Boston September 30, 1791, and steered for Nootka Sound. In August, 1792, Gray ran his vessel aground in attempting to enter a large opening in the land. Greenwood thinks this opening was the mouth of the Columbia, and Bancroft thinks it was Tillamook Bay. Kendrick and Gray anchored in Nootka Sound until the spring of 1793, when Gray, who had exchanged commands with Kendrick, sailed in the Columbia to Canton with a load of furs, thence to Boston to report the results of his voyage. He sailed on September 25, 1793, Gray arrived the harbor of Clayoquot, on Vancouver Island, on the north side of the Straits of Fuca, June 5, 1793. The season was spent in bartering with the Indians for a quantity of furs collected was not large enough to justify a return trip, Gray decided to spend the winter at Clayoquot. He accordingly anchored the Columbia in the harbor, built a house upon which he mounted cannon and named Fort Defiance. Gray's crew spent the winter building a small sloop, which was launched in February, and christened the Adventure. Robert Haswell, who came out from Boston on the second trip of the Columbia as first mate, was placed in command of the Adventure, and sent to barter for furs on trading voyage along the coast, while Gray turned southward in the Columbia. On May 7 he entered Gray's Harbor, which he named "British Bay," remaining there till the 16th, and the following day he crossed the Columbia.

Discovered in the Nick of Time.

It would seem that there was an element of luck in Gray's discovery of the Columbia, for his mission on the Coast was a purely commercial one, while Vancouver was looking for openings in the shore line, and was under instructions to find them. Twice after Hecla made the first discovery of the Columbia, before Gray entered the Columbia, the English were afforded opportunities, but their disregard or distrust of the information of other navigation left them the chance that seldom comes more than once in a life-time. Meares, in 1781, attempted to find the San Roque, but without success, and after changing the name of Cape San Roque to Cape Disappointment in token of his failure, made an entry in his log discrediting the story of discovery. Likewise Great Britain's claim would have been established had Meares in 1782 gone where Broughton went in 1792. Gray's entry of the Columbia was in the nick of time. Greenwood remarks that "had Gray, after parting with the English ships, (April 23, 1792), not returned to the river and ascended it as he did, there is every reason to believe that it would have long remained unknown; that the assertions of Vancouver that no opening, harbor or plain, fit for vessels of war, was to be found beyond Cape Mendocino and the Straits of Fuca, and that this part of the coast formed one compact, solid, and nearly straight barrier against the advance of a ship, completely to overthrow the evidence of

the American fur-trader, and to prevent any further attempts to examine those shores, or even to approach them."

WYETH'S TWO TRIPS.

A Brave Man whose Record is One of Misfortune.

"Historic Mansions and Highways Around Boston," by Samuel Adams Drake, there is sketch of the family home of Nathaniel J. Wyeth, one of the early explorers of Oregon. Of an enterprising and encouraging disposition, Wyeth conceived the idea of organizing a party with a view to cross the continent and engage in trade with the Indian tribes of Oregon. He enlisted 20 adventurous spirits, who made him their leader, and with them he set out on his first expedition, 1832, first encamping his party on one of the harbor islands, in order to insure them to feed life. The organizers provided themselves with a large number of boats built at the village smithy and mounted on wheels. With these boats they expected to pass the rivers which might be encountered on their way, while they were to serve as wagons. The idea was not without ingenuity, but was founded on a false estimate of the state of affairs on the mountain ranges. The mountain ranges they were sure to meet with.

Wyeth and his followers pursued their route via Baltimore and the railway, which then led them to the mouth of the Alleghenies, onward to Brownsville, where they took a steambot to Liberty, Mo., which thence they left for the plains May 12, thence they had met with a few of the disserviceable ventures. They were now to face the real difficulties of their undertaking. They soon discovered that their complicated wagons were not what they had supposed them to be, and that they were to traverse, began to give them uneasiness, and to crown their misfortune the company were met by a party of the Indians, who had been ignorantly they had culminated upon the trade with the savages.

Discord in Wyeth's Company.

At Pierre's Hole, a trading rendezvous, which was reached July 8, there was a further season from the Indians, which by which he was left with only 11 men, the remainder preferring to return home with Sublette. Petty grievances, a somewhat unbecoming quarrel between the two leaders, and the conviction that the trip would prove a failure caused these men to desert their companions when only a few hundred miles distant from the Indian trail, which led to the mouth of the Columbia. A final separation occurred a severe battle took place between the whites and their Indian allies, by which Sublette lost seven of his men. The party of Wyeth's men was injured in this fight, but a little later one of those who had separated from him was ambushed and killed by a party of the Indians. The survivors of the party, under the guidance of a brother of William, under whose guidance he proceeded towards Salmon River. The Eastern party, which had been in the class formerly styled all white men, arrived at Vancouver October 29, having occupied seven months in the journey. The expedition was a complete failure, as the remainder of the party, who were again as a man concerned, and all Wyeth's men except two left him at the Hudson's Bay Company fort.

Fremont's Pathfinding.

One Journey Down the Columbia and One in Central Oregon.

By order of Colonel J. J. Abert, chief of the corps of topographical engineers, to explore and report upon the country between the mouth of the Missouri and the South Pass in the Rocky Mountains, on the line of the Kansas and Great Plate Rivers, John C. Fremont left Washington May 2, 1842, and arrived at St. Louis on the 24th. He collected in the neighborhood of St. Louis 21 men, principally Creole and Canadian voyageurs, who had become familiar with the life service of the fur companies. The party went by steambot to Chouteau's Landing, about 60 miles from St. Louis, and near the mouth of the Kansas River, where they embarked on a flat-bottomed boat, the schooner of the name of the schooner, and at the southern extremity of the ridge, the peaks were plainly visible, among which were some of the springs of the Nebraska or Platte River. August 1, they had climbed the lofty peak of the Rocky Mountains, and looked down upon the snow a thousand feet below; and, standing where no human foot had stood before, felt the exultation of the conqueror. In 1843 Fremont was directed to connect his reconnaissance of the previous year with the surveys of Commander Burtin against the coast, as a direct connected survey of the interior of the