

A BRIEF HISTORY OF THE NORTH SANTIAM PASS.

EDITOR FARMER:—As there is again an attempt being made to enlist the public mind in the enterprise of constructing a road to central Eastern Oregon, via the natural pass of the North Santiam river, a brief history of the pass, so far as is now known, may be of some interest to the reading and business public.

In conversing with the oldest Indians now living, whose former homes were in this vicinity, and between here and the Cascade mountains, no definite information can be got that there was a trail over the mountains in that direction, and that the people that lived in there were a wild people, living on deer meat, "all the same as wolves," is the most I have been able to gather from any one of them. Remarks dropped here and there by different Indians, seems to indicate in floating, dim tradition of a battle and disastrous defeat in there, in the remote past, but nothing definite.

Those who were settled in this valley as early as 1844, mostly know from common report at that time, that the old French Canadian trappers and servants of the Hudsons Bay Company, used the trail through there to pass to trapping grounds on Upper Deschutes and John Day rivers. In 1855 Stephen Meek, brother of the late Col. Jos. L. Meek, led a party of the emigration of that year, into the Upper Deschutes valley, intending to reach the Willamette by that trail, which he knew to exist, by having met the H. B. Co's people in the Deschutes valley, who had passed the trail. He failed to find the trail however, and after great sufferings, the train that followed him made its way, in scattered fragments, the Dalles, and thence to the Willamette, via the Columbia river. The next spring (1856) an attempt was made by Mr. J. B. McClane and others, to get the settlers in this vicinity to unite their efforts to open a road through the pass that he, in common with many others knew was used by the French and Hudson's Bay Company's people. The attempt proved abortive, but T. C. Shaw, late Sheriff of this county, went up the trail guided by the old trapper and farmer, Joseph Gervais, who had often passed over it with his traps, his Indian wife and their family. Mr. Shaw went as far as he supposed a wagon could be taken and turned back, when he came to where the trail passed along the very steep face of a hill covered with loose shaly rock, by which circumstance, in connection with others, I judge Mr. Shaw was past the worst of the difficulties when he turned back, and about 10 miles from Mt. Jefferson.

Two years later a party of Klamath Indians came into the Willamette valley to visit their friends, the Molalls, but taking advantage of the supposed helpless condition of the settlements by reason of the absence of many of the men being gone to fight the Cayuses who had murdered Dr. Whitman, behaved in such a way as to cause the rallying of the men who were left at home. The spirit manifested by the Klamaths, convinced the whites that so time was to be lost, and some was lost, a running fight occurred, in which about 15 of the Klamaths were killed, and the rest saved themselves by a retreat through, or at any rate, a disappearance in the Santiam valley. Probably that retreat of the Klamaths was the last war party of Indians that used that trail. That was in March, 1846. We hear no more of it until in 1864. Hon. John Bryant, of Linn county, one of the most skillful mountaineers in Oregon, being employed by the Union Mining Co. to view out a road from Quartz Hill to Warm Springs Reservation, passed across the south branch of the main North Santiam and struck the next branch just below Marion Lake, and following along the north side of the lake followed the most easterly branch of the Santiam up to the divide ridge between Western and Eastern Oregon, by the trail used by the Indians of Warm Springs, to come to the lakes on this side of ridge for game and berries. Mr. Bryant in his journal says he counted 18 lakes at one view from the top of a prominent round-top butte, which stands in the divide just south of where he reached it. From what he saw of the pass, and it was very little, he became satisfied that it was the shortest and easiest route for Western to Eastern Oregon; that he tried hard to induce others to join him in the enterprise of constructing a road over it. He failed in his efforts, however, and then the matter rested until the summer of 1873. Mr. Henry States and one of his neighbors above Staytonville, penetrated the valley of the Santiam beyond the highest portion of the Cascade range and found that the valley widened out and the mountains were lower in the immediate vicinity of Mount Jefferson; thus offering as he correctly supposed, an easy passage through the mountains. Being impressed with the value of the pass, if such a pass existed, and having knowledge of a trapper's trail through there, at the time I came here in 1844, I went before the County Commissioner's Court of this county, and spoke to them of the importance of such a pass as a means of commerce between the center of Eastern Oregon and the Capital. Mr. Wm. Case was then one of the Commissioners and had more correct knowledge of its former use than I

had, he having lived neighbors for many years to Capt. Tom McKay, one of the bravest and best of the Hudson Bay Company leaders, who had often used the trail. The result of my asking the attention of the County Court to the subject was that if I would go, taking two men for company, and penetrate the valley until I was satisfied of the existence of such a pass or not, they would allow myself and comrades \$3 per day, for the time necessarily employed. We went, were gone 12 days and returned satisfied of the existence of a very low pass and fully believing that it offered remarkable facilities for the construction of a road. On the representations we made the public and the County authorities, a petition for the survey of the road was unanimously signed and acted upon by the County, and Messrs. Porter Jack, George S. Downing, and myself were appointed to view out and locate the road; Hon. T. W. Davenport went as surveyor. The survey, a carefully prepared map of which is on file in the county office, extends 84 miles and 24 links from the Court House at Salem to the summit tree (by estimate after passing over ground twice) about 8 miles from the Lebanon road at Black Butte. Black Butte stands by our line measurement about 78 miles south-east by south from Salem. 20 per cent. is commonly allowed for meanders and inequalities in laying a road yet, here is a road through a fine lumber region a distance of 60 miles, following along the sunnier side of a deep valley, 76 miles from Salem, losing less than 20 per cent. by meander and inequality. It is the face of the road bed lying up this deep and well sheltered valley that the reasonable hope of the route being used as a winter thoroughfare, is grounded. Around Black Butte there is considerable land now swamp, which by drainage makes the best of hay land or low land that can be irrigated. The ascent from that side to the summit admits of an easy grade and lays fair to the sun. Three miles this side the traveller is down to the level of Marion Lake, at the head or south-east end of which is a fine location for a farm, as there is a considerable body of coarse gr. land to begin with. This position, about 12 miles from the Black Butte, will be the half-way house for the traveler, passing from the shelter of the valley of the Matolias, at Black Butte, to that of the lower end of Independence valley of the Santiam, where there is room for quite a number of good hay farms along the line of the road. Of the hills and valleys around the base of Mt. Jefferson I cannot speak with certainty, but from all appearances there are many of the valleys in which small bodies of land may be found of such a character as to invite permanent settlers if a road was constructed. There is quite an extent of country west of Mt. Jefferson that has been burnt over and on which most of the timber is consumed, and there is enough of it grown up to grass to offer good stopping places to passing stock. Mr. States who made an excursion into that country last summer, speaks of it as being low and comparatively level, and that it offers easy facilities for laying a road from the mouth of Brightenbush's fork of the Santiam, in a direct line to Warm Springs Reservation, that would be almost direct to Walla Walla. The confluence of the last mentioned with the main stream offer another good point for a feed station and stage stand, a convenient distance from Independence valley and the half-way station of the whole route. Now Mr. Editor, in saying that I firmly believe that pass as offering the only yet discovered means of constructing a road through this range of mountains, that can be used winter as well as summer, and in saying that the route is furnished with situations for opened farms, that will furnish food for the great number of men and animals that will undoubtedly seek to pass the road, I do not mean the intelligent human labor is not necessary to make it so, but I do believe there is no enterprise connected with the making of channels of business intercourse that will more surely pay for well directed energy and labor.

J. MINTO.

BOSTON, Jan. 25.—At a meeting in Faneuil Hall to-day, the conference plan of settling the Presidential question was heartily approved.

President Vetoes the Police Bill. The President has vetoed the bill abolishing the Police Board of Commissioners. The bill was passed by both Houses without any opposition.

Lane on the Compromise. Lane, of Oregon, to-day expressed his private views on the compromise. In a brief examination he argued that it was an ingenious evasion of the constitution, although framed in a spirit of a compromise and genuine patriotism, the slightest evasion of the spirit of the constitution should be earnestly deprecated; but the adoption of this measure could not in any event produce such deplorable results as would surely follow the final disagreement of the two Houses and, therefore, while not yet certain how he will vote, he is somewhat disposed to favor it. All the Pacific Coast delegation having been interviewed on the subject, their positions can be summarized as follows: Favoring the Compromise Bill, Booth, Jones, Kelly, Lane; against it, Sargent, Mitchell, Shannon, Page, Wigginton, Piper and Luttrell.

Will Probably be Re-Elected. ATLANTA, Jan. 24.—The indications are that Norwood will be re-elected United States Senator from this State.

Wagon Road Meeting. The mass meeting called at the Opera House Monday evening was very fully attended. The meeting was organized by the selection of J. H. Bridges as Chairman, and J. W. Redington, Secretary. The object of the meeting was to take into consideration the matter of raising funds for building a wagon road across the Cascade mountains over the Minto, or Mount Jefferson, Pass. A number of gentlemen addressed the meeting, pledging their means and influence in aid of the enterprise. Messrs. G. H. Jones, C. A. Reed and John Minto were appointed a committee to draft and submit an address to the resolutions for publication. The committee adopted the following:

Resolved, That the time has fully come when the interests of the people of this portion of the Willamette Valley will be by them sadly neglected to longer delay the opening of a good wagon road to Eastern Oregon, by Nature's highway through the Cascade range of mountains—the route of the Santiam river. Resolved, That we are fully persuaded that this is the most feasible route for a great thoroughfare connecting the central agricultural and stock growing interests of Western and Eastern Oregon. Resolved, That in our opinion with this road to the Des Chutes river, the Willamette Valley would get a large immigration yearly from the East, who would come by rail to the most practicable points in Nevada for fitting up for overland travel, and thence across the mountains, a distance not as far and by a better natural road than from the Sacramento to the Willamette Valleys. Resolved, That it is to the pecuniary interests of the farmer, the stock grower, the mechanic, the merchant and the banker, equally alike, to give this enterprise speedy and mutual aid, for without a combined effort of the whole people the kind of road required as a general thoroughfare, a people's highway from east of the mountains to the garden of Oregon, can never be made.

It is certain that the smallpox in a more or less virulent form is prevalent throughout various portions of the State, and it behooves every one to prepare to stand it off. Vaccination is a good preventive and no one should neglect it.

The Local Produce Market.

Wheat is quoted at Salem Mills one dollar per bushel, with no transactions of importance; Oats are 50 cts per bushel, with no very active demand for oats or hay; butter is in good request at 33 cts for choice rolls; Eggs 20 cts per dozen, retailing at 25; Apples 40 cents; Potatoes dull, a good supply in town, a wagon load would find slow sale at 40 cts per bushel.

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The Quickest, Surest and Cheapest Remedies.

Physicians recommend and Farmers declare that no such remedies have ever before been in use. Words are cheap, but the proprietors of these articles will present trial bottles to medical men, gratis, and will guarantee more rapid and satisfactory results than have ever before been obtained.

The Centaur Liniment, White Wrapper, will cure Rheumatism, Neuralgia, Lumbago, Sciatica, Caked Joints, Sore Throats, Frosted Feet, Calluses, swellings, Sprains, and any ordinary flesh, bone or muscle ailment. It will extract the poison of bites and stings, and heal burns and scalds without a scar. Lock-jaw, Palsy, Weak Back, Caked Breasts, Eczema, Toothache, Itch and Cutaneous Eruptions readily yield to its treatment. Henry Black, of Ada, Harlan Co., Ohio, says: "My wife has had rheumatism for five years—no rest, no sleep—could scarcely walk across the floor. She is now completely cured by the use of Centaur Liniment. I feel bound to thank you, and recommend your wonderful medicine to all our friends." James Hurd, of Zanesville, O., says: "The Centaur Liniment cured my Neuralgia." "Send me one dozen bottles by express. The Liniments have saved my leg. I want to distribute it, &c."

The sale of this Liniment is increasing rapidly. The Centaur Liniment, Yellow Wrapper, is for the tough skin, flesh and muscles of HORSES, MULES AND ANIMALS. We have never seen a case of Spavin, Sweeney, Ring-bone, Wind-gall, scratches or Poll-Evil, which this Liniment would not speedily benefit, and we never saw but a few cases which it would not cure. It will cure when any other fails. It is fully to spend \$20. for a Farrier, when one dollar's worth of Centaur Liniment will do better. The following is a sample of the testimony produced:

"JEFFERSON, Mo., Nov. 10, 1873. "Some time ago I was shipping horses to St. Louis. I got one badly crippled in the ear. With great difficulty I got him to the stable, on Fourth Avenue. The stable keeper gave me a bottle of your Centaur Liniment, which I used with success that in two days the horse was as sound and nearly well. I have been a veterinary surgeon for thirty years, but your Liniment beats anything I ever used." "A. J. McCARTY, Veterinary Surgeon."

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THE EVANS SULKY PLOW: Iron Beam, Iron Frame, Iron Wheels—Easily Operated. The Latest and BEST Sulky Plow in the Market Has the Hitch and Draft direct from the end of the Beam. Arranged to work three Horses abreast.

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We have a full assortment of everything in our line: Hill-side Plows, Left-hand Plows, Cultivators, Harrows, Buckeye Broad-cast Seeders, Buckeye Grain Drills, BAIN Farm Wagons, Spring Wagons, Pacific Fan Mills, Portable Grist Mills, Mishawaka Ring-grinder Chopping-Mills, Victor Scales, Cider Mills, &c., &c.

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Having opened business as above stated, I respectfully invite a share of public patronage. A. W. WALLER, 204 1/2

Notice of Final Settlement.

NOTICE is hereby given to all whom it may concern that the undersigned, Administrator of the partnership estate of E. E. McKinney & Co., whereof Wm. McKinney deceased was a member, has filed in the County Court of Marion County State of Oregon his final account, as such administrator, and that Monday, Feb. 25th, 1877, at 10 o'clock a. m., has been fixed by said Court as the time for hearing objections thereto, and settlement thereof. E. E. MCKINNEY, Administrator. Salem, Dec. 22, 1876.

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My annual Catalogue of Vegetable and Flower seed for 1877 will be ready by January, and sent FREE to all who apply. Customers of last season need not wait for it. I offer one of the largest collections of vegetable seed ever sent out by any seed house in America, a large portion of which were grown on my six seed farms. Priced directions for cultivation on every package. All seed sold from my establishment warranted to be both fresh and true to name; so far, that should it prove otherwise, I will refund the order gratis. As the original introducer of the Hubbard and Marblehead Squashes, the Marblehead Cabbages, and a score of other new vegetables, I invite the patronage of all who are anxious to have their soil fresh, true, and of the very best strain. NEW VEGETABLES A SPECIALTY. JAMES J. H. GREGORY, Marblehead, Mass. de29w11

NOTICE.

UNTIL the completion of the organization of the new "Co-operative Grange" Association, the undersigned will remain in the city of Portland, and offers his services as purchasing agent. Will also dispose of all produce consigned to his care to the best possible advantage, either in Portland or San Francisco. Business cash—commissions 5% per cent. T. J. BAYLOCK, Portland, Nov. 10, 1876.

Administratrix Notice.

NOTICE is hereby given that the undersigned, Administratrix of the Estate of A. F. Waller, deceased, intends to apply to the County Court of the State of Oregon, for the county of Marion, on the 25th day of February, 1877, at 10 o'clock, a. m., for leave to resign her office as such administratrix, and settlement of her account with said estate. ELSIE A. WALLER, Administratrix. Jan. 8, 1877

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for the reason that it is the most perfect and desirable Pump in use. This EXPANDING BUCKET is the only one that is or can be patented. The principle of expansion is this: The Rubber bucket is a "Push" thick, is placed between two CONVEX PLATES fastened together with a screw; the plates being fixed in the center, press hardest in the center, which causes the Rubber to expand, so that it can be READILY ADJUSTED TO ANY SIZED TUBE from 1 1/2 to 2 inches, so as to produce the least possible friction and yet make a perfect vacuum. The style of OUR CURB is new and desirable, with a ventilated Top, admitting free circulation of air. Poul and poisonous gases are quickly removed by this

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