

OLD OREGON TRAIL HAS ROMANTIC HISTORY; IS ROUTE CHOSEN BY OX TEAM TOURISTS OF LONG AGO WHEN THEY SOUGHT HOMES IN WEST

(Continued from page 10.)

the party, being a welcome addition to the little band. The Poncas was the next tribe met with and friendly intercourse established with it. The party was reinforced by three Kentucky hunters who were on their way home but could not resist the temptation to again defy the wilderness and join such an expedition. These men were Edward Robinson, John Hoback and Jacob Blazer. Robinson had been scalped and wore a handkerchief around his head in lieu of hair. The Stous Indians were next encountered but no act of violence was received at their hands though the company feared meeting them on account of their war-like disposition. Great herds of buffalo, elk and deer were seen and the company did not lack for fresh meat.

Hunt Party Near Death. Mr. Hunt and his party in the largest of the boats was stripped near a sandbar in the river by a party of Arickaras, Mandans and Minnateons and would have been exterminated had it not been for the friendly Arickaras who were friendly to the whites. These Indians invited the party to visit their village which was not a great distance away and the invitation was accepted. Mr. Hunt and his party intended to leave the river soon and strike out overland. The Arickaras had plenty of horses and Mr. Hunt hoped to be able to trade with the Indians for a sufficient number to carry the party and its luggage. A stay of several days was made in this village which was near the present site of Pierre, South Dakota, and brisk trade was kept up with the Indians.

Guns, powder, bullets, highly colored beads and blankets, knives and tomahawks were traded for horses and finally after much trafficking, 82 horses were secured and loaded with members of the party and its belongings.

Party Leaves River, Starts Inland. The party now turned its back upon all communication with the outer world and set out upon its tedious and dangerous journey over the mountains and plains which separated it from the object of its trip. The Cheyenne Indians were next encountered, from which the party traded for more horses. In Wyoming the Crow Indians were met and more horses obtained. The party was forced to watch these Indians continually to avoid treachery but finally parted with them without any trouble. The Shoshone and Flathead Indians were the next tribe encountered and trading for more horses and for buffalo meat was prosecuted. The party reached Wind River, Wyoming, in September, 1841, and proceeded up that stream for a number of miles, then crossing the mountains and com-

ing upon the headwaters of the Snake river the latter part of September.

Snake River Reached. The Canadian voyageurs called it the Mad River. At this point Alexander Carson, Louis St. Michel, Pierre Delaney and Pierre Delaney left the party to remain to trap and hunt.

On October 8th, the party arrived at the post erected by Mr. Henry of the Missouri Fur Company. The post was abandoned at this time and the party took possession and proceeded to build boats on which to float down the river. At this place Robinson, Hoback, Blazer and Mr. Miller, one of the partners, stayed to hunt and trap beaver and other animals.

The party embarked on the river October 18, 1841. On October 21st, what is now American Falls was reached. It was necessary to lower the boats around the falls by means of ropes.

Disaster at Calderon L'an. On October 28th, the party arrived at a point near the present site of Twin Falls. Here the party met with many reverses and endured many hardships. One of the boats was wrecked and one of the boatmen, Antoine Clappine, was drowned.

This place in the river was called Calderon L'an. The situation of the travelers was indeed gloomy. A survey of the river showed that it was impossible to navigate it and the banks of the river were so high and steep that it was difficult to secure water for drinking purposes.

There was no game in the country and the company began to suffer from hunger.

The party divided into several groups to try and discover the best way out of the dilemma. McLellan and three men kept on down the river, Crooks and five men started back up the river to secure horses left at Fort Henry, McKenzie and four men started across the desert and Mr. Hunt and thirty-one men besides the squaw and two children of Pierre Dorion stayed in camp. In three days Crooks and his party returned, deeming it impossible to secure the horses and bet back to the party before win-

(Continued on page 12.)

MANY FARMERS RAISE PURE BRED LIVESTOCK

Umatilla county is noted not only for its wheat, fruit and vegetable crops but also for its livestock. In this pure-bred livestock plays an important part.

Following is a directory of growers of pure-bred livestock in this county: **Short Horn Breeders** F. T. Byrd, Pilot Rock. Mossie Bros., Ukiah. J. R. Adams, Adams.

R. M. Dorothy, Milton. Dr. C. W. Lassen, Pendleton. Sturgis and Whitman, Pendleton.

Jersey Breeders Henry M. Sommerer, Hermiston. C. E. Baker, Hermiston. A. W. Agnew, Hermiston. James Scott, Hermiston. C. M. Jackson, Hermiston. E. L. Jackson, Hermiston. F. P. Sullivan, Hermiston. F. P. Phipps, Hermiston. Frank Wanzmann, Hermiston. Louis Atchery, Stanfield. J. H. Reid, Hermiston. R. E. Rossmussen, Stanfield. E. P. Judd, Hermiston. Thomas Campbell, Hermiston. J. W. Campbell, Hermiston. Henry Ott, Hermiston. Wm. Roberts, Hermiston. Joe Dyer, Hermiston. Arnold Buhmann, Hermiston. A. A. Bixby, Freewater.

Holstein Breeders Hawley J. Bean, Echo.

SWINE BREEDERS George Root, Hermiston. C. C. Mason, Hermiston. Geo. Strohm, Hermiston. C. M. Jackson, Hermiston. F. Wanzmann & Sons, Hermiston. W. J. Warner, Hermiston. J. H. Reid, Hermiston.

Poland China Henry Sommerer, Hermiston. A. L. Swaggart, Athena. J. H. Fisher, Nollan. C. H. Bixby, Freewater.

Hampshire Hampton & Guilford, Echo. **SHEEP BREEDERS** Ramboulets

H. J. Stillings, Hermiston. C. R. Lisle, Echo.

Cumulative Sheep Co., Pilot Rock. J. H. Sturgis, Pendleton.

C. H. Banister, Holdman. George Gerking, Athena.

POULTRY BREEDERS S. C. White Leghorns W. A. Ford, Umatilla. J. P. Fisher, Nollan.

Dark Brown Leghorns Mrs. T. G. Smith, Echo.

Golden Campine J. H. Harrison, Rieth. **Rhode Island Reds** Mrs. Hawley J. Bean, Echo.

GADWA'S STORE

We Carry a Full Line of Harness, Collars, Saddles and Chaps

We Specialize in Auto Tops, Upholstering and Repairing

201 East Court St.

PENDLETON, OREGON

Phone 773

Let us put a Plate Glass in your car. It will be classy and serviceable.

The State's Best Products

Pendleton boasts of one of the cleanest, most modern and sanitary packing plants in the west. There are larger plants, but none that will turn out any superior products.

Oregon Pride

Hams, Bacon, Lard, Compound and Sausage. Dressed Beef, Mutton and Pork- Fresh and Cured Provisions.

Cleanliness is in the main keeping of our plant. Everything is "spic and span" and kept that way. This is an Eastern Oregon plant, owned and operated by Pendleton residents, employing Pendleton people. Insist on our products. You not only get the best but you are boosting home industry and keeping your money at home.

The Pendleton Packing and Provision Company

During your visit to the Round-Up be sure to go through our plant.

OLD TOLL GATE COULD TELL MANY YARNS; IT WAS BUILT WHEN MULE POWER DOMINATED

Any stranger coming into Pendleton is bound to find before he has been here long that he is in a real Western town which has succeeded in retaining its atmosphere of bygone days and that with the shadows of the past there is combined in marked degree the spirit of the twentieth century.

The memories and atmosphere of the past are kept alive in that thrilling epic, the Pendleton Round-Up, which is very near the heart of the community, and great stress is put on it, not only locally but by the outside world as well.

And for the antiques, the old days can quickly be revived by the old toll-gate road between Weston and Elgin. It is one of the few stretches of road in the whole state still owned by a private concern, and there is romance enough intertwined in its history to keep the kids interested past bedtime for many a night.

About 50 Years Old This road, which is usually designated as the Woodward road, was built about 1874, almost half a century ago. It was first known as the Summerville-Walla Walla Wagon Road Co., according to the records of incorporation which were filed in Union county and with the secretary of state. Later it came to be known as the Woodward Road Co., by which name it is nearly always designated now, even though no members of the Woodward family retain any interest in the road.

Mrs. F. J. Rouanzoin of Milton is a daughter of D. J. Woodward who homesteaded the land on which the toll gate and the house of the keeper now stand, and she relates many incidents that occurred during the early days. Her daughter, Miss Arlie Rouanzoin, resident of Pendleton, has also spent some time at the old home place 26 miles from Weston, and she can tell many interesting incidents.

The old emigrant road came from Elgin to Weston back in the early days," she said. "The road of which the toll road is now a part was built to interest the emigrant road at Spout Springs. This shortened the distance to La Grande and the Indian Valley country by about 16 miles."

Markets Were Distant The lives of farmers in those days were full enough of hardships to make 1922 farming seem more like a college sport, too, at least in many respects. Most of the Grand Ronde valley farmers hauled their products to Walla Walla. From the town of La Grande to the toll-gate the distance is 29 miles and from the gate to Walla Walla, there is a "mere step" of another 26 miles. They didn't haul crops in trucks then, either, and the boss farmer used horse or mule power for all of his traveling.

"For one year the road was kept open all winter in order that the mail

might be carried across the mountains," Miss Rouanzoin said, "but the snow and mud were too much, and the rest of the experiment proved to be too heavy, so it was discontinued after that one winter."

"The four original stockholders of the \$5,000 company were Charles Myers, J. D. Porter, James Kinchard and D. J. Woodward."

Lost in Hills Mr. Woodward lost his life in the hills where so many years of his life were spent.

"He was an odd character," his granddaughter said in speaking of him, "and he insisted on living by himself at the homestead and trapping during a winter about a quarter of a century ago. He made a trip to Elgin for supplies, taking with him a little pack sled to bring back his stores with him.

"He got to Elgin safely, but he never returned home. A broken snow shoe was found within a mile and one-half of the house, but the sled and my grandfather never were found again. Evidently he was frozen to death."

Some Refuse Payment Many incidents about experiences that members of the family had in collecting toll were related by Miss Rouanzoin.

"A great many people resented having to pay tolls," she said. "Some of them thought that the company had no right to charge tolls, even as county courts since have held that opinion. There was a rule which made it possible to collect three times the original fee from dodgers who got past the gate without making the legal payment, and many times these dodgers were followed to Elgin where collection was made.

"Suits were many times threatened but none were ever brought. One incident which I have heard my mother tell many times had to do with a fire which swept over the Blue Mountains 25 years ago. A freighter with a big tank full of kerosene stopped at the toll for the night. He left his wagon near the house. One wheel on the wagon was broken down. During the night the fire swept down the hillside. There was some lively work to get that wagon away from the house out into the open. Both the wagon and buildings were saved."

The length of the toll road proper is 25 miles, Miss Rouanzoin says. All but about three miles of the road is in Union county. Two or three miles of road which join the toll road proper on this side to rough, and some persons have complained to the road company, but the company has nothing to do with it.

D. J. Woodward, father of Mrs. Rouanzoin of Milton, came to Oregon in 1879 with his parents who had lived in Iowa.

The road is usually open for five months of the year; June, July, August, September and October.