A stage station once was located at old Coyote siding opposite Blalock Island near Messner. The next stop was Arlington.

Wells Station was perhaps what is known as Stage Springs, a few miles east of Echo. Water was some times hauled from the river for use there for freighters.

AUTO REST
SERVICE STATION
DEPENDABLE BATTERIES
& BATTERY CHARGING
76 Gasoline
Pennsylvania and Union
Oils
— TOURIST CABINS —
Prices Reasonable
"In Business Since 1931"
W. E. Cutting - Umatilla, Ore.

RUBIE'S
BEAUTY SHOPPE
(In Hiatt's Barber Shop)
HIATT'S BARBER
SHOP
IN WEST UMATILLA
COUNTY SINCE 1906.
Umatilla - - - - Oregon

KENT'S
CONFECTIONERY
On the Highway
—Cold Drinks
—Lunches
Umatilla, Oregon

Tourist Cafe
First Cafe east of
bridge on the highway
— Open All Night —
Specialize in
CHINESE NOODLES
Umatilla - - - - Oregon

Les' Place
On the Highway
Gas - Oil
Auto Accessories
Umatilla - - - - Oregon

DUNCAN HOTEL
Rooms 50c and up
Built in 1903
J. W. Duncan, Prop.
Resident of
Umatilla 52 Years
Umatilla - - - - Oregon

McFarland's
DAIRY
Pure - Wholesome
MILK and CREAM
Continued Service
Since
1911
Congratulates the
Hermiston Herald
on its 30th
Anniversary.
Milk and Cream
Delivered to
Your Door.
Mr. and Mrs. A. E.
McFarland
Umatilla, Oregon

UMATILLA CITY END OF OLD TRAIL

TEAM AND BOATS MEET

Railroad Came 1883; Commercial Prestige Passed; Again Heads Navigation

The history of Umatilla is largely traditional, and dependent upon the uncertain memories of sons and daughters of the early pioneers at Umatilla Landing. No pioneers at Umatilla Landing. No accurately written record of events was found in the investigation made by the Herald for this edition. The word Umatilla is Indian, and is translated as "rippling waters."

It seems certain that along in the late fifties the town was at or near Irrigon, called Grand Ronde, where there was a boat landing. The road from the boats was then across the hills south of the Umatilla river, easterly toward Fort Henrietta on the Meadows, and thence south of the river, and later across a ferry at Echo.

In 1860, a boat landing was built at Umatilla and it was called Umatilla Landing. In 1863 a town was laid out. It was called Columbia, and later changed to Umatilla Landing, and finally to Umatilla City. Rivalry followed between the two landings, but soon after all river traffic was transferred to the Umatilla point. A road was built to the Four Mile house, then to the Twelve Mile house at the present town of Stanfield, which became a stage station for changing horses between Pendleton and Umatilla. Ten Mile house was on the Umatilla river two miles west of the stage station, and was a hotel and feed stable for travelers and freighters. This new road then became the great highway for freight trains drawn by oxen, mules and horses, and for pack trains. Because of the discovery of gold in the Blue Mountains and in Idaho, and the heavy business in transporting supplies and mining machinery, Umatilla became an important commercial point and grew to a city of 3000 to 4000 inhabitants, and became a county seat for most of eastern Oregon. It was not incorporated until 1868.

During the active business period the two heaviest concerns were Kunzie and J. H. Koontz, who conducted rival forwarding companies and other businesses. When the railroad was built east from Umatilla, J. H. Koontz moved and laid out the town of Echo, and Kunzie remained and died at Umatilla many years ago, but Mrs. Kunzie lived in Umatilla to an advanced age before she died. The materials for her home were shipped in by boat and is said to have been very fine grade of lumber and cost $9000. She also had beautiful furniture and during her life there gathered a valuable collection of Indian relics.

During the early days only three saloons were allowed in the town. There were two hotels, one the Orleans built by Jesse Farling in 1863 on the bank of the Columbia, and was washed away in the flood of 1894. The old Umatilla house still stands but is unused.

The first railroad into Umatilla was built from Wallula down the Columbia following the present railroad track. It was a narrow gauge and connected with the Baker wooden railroad from Wallula to Walla Walla. The reason this road was built then was because of the dangerous hazards and difficult and short season navigation over the Umatilla rapids.

When the railroad was completed from The Dalles to Umatilla in 1882 the narrow gauge and Baker roads were taken over and made part of the same system which later was extended to Huntington.

When Pendleton was made a county seat of the new Umatilla county, it is claimed that the officials stole or unlawfully took the records one Sunday morning and removed them to Pendleton, though they were compelled to return them and later the courts allowed them removed to the new courthouse.

After the railroads were built into the interior points, Umatilla ceased to be an important head of navigation and shipping center, and gradually was reduced to a small railroad town. It improved after highways were built and still maintains that it holds the strategic location for a city when the channel developments now in progress on the Columbia are completed, and the Umatilla dam is built.

Until the beginning of this century there were always a large number of Chinese at Umatilla, some doing placer mining and others dealing with the freighters and river men. These Chinamen always said "me no sabbe" to the tax collectors and were difficult to collect taxes from. Canoes of hollowed logs were used by the Indians at Umatilla until recent years.

The best known names associated with history of Umatilla are Kunzie, Koontz, Stanfield, Thomson, Zerxa, Switzler, Means Brownell, Villard, Teel, Holliday, and Hailey. Such pioneers as Lot Livermore, Jesse Failing, Fred Hendley and Lee Moorhouse followed the county seat to Pendleton. Many interesting tales of frontier life are told along with the activities at Umatilla now dating back to nearly 80 years.

Happy Canyon was at Nolin. It was the popular place. They had dances and games and everyone went for a good time. Pendleton's Happy Canyon was named for the place of stage days.

PRESENT UMATILLA SCHOOL.

The gymnasium is seen in part only on right At the entrance to the grounds are the old flour mill burrs as permanent monuments.

A. C. McINTYRE
Republican Candidate
for
DISTRICT ATTORNEY
for Umatilla County
Present Deputy
District Attorney
VOTE X 58
A resident of Umatilla county for 35 years. Educated at Oregon State College, and graduate Oregon Law School. Fifteen years continuous practice in Umatilla county, last 5 years as Deputy District Attorney.
"Honest, Economical and Fair Law Enforcement."
(Paid Adv.)

THE STREET IN UMATILLA IN 1864.

The line of buildings front the Columbia river. The Orleans hotel on the bank was carried away by the flood of 1894.

PRESENT ECHO MASONIC HALL.

This building was built by the Umatilla Lodge at Umatilla, and later moved to Echo. Many old records are kept in its lodge rooms.

OLD UMATILLA PORT BUILT AGAIN.

The City of Umatilla owns a water front on the Columbia of 4000 foot length. This is being held for port uses.

The Shaver Forwarding company of Portland has leased 1000 feet and the present movable dock. The Inland Navigation company of Seattle is negotiating for a similar amount of water front.

The Continental Grain company has made arrangements for space for a 700 foot grain warehouse and the Farmer's National Grain Cooperative is seeking a like space.

These activities are being caused by the building of the channel from Celilo to Umatilla, work on which is now underway for the full distance. This is being done by the U. S. Army Engineers for the sum of $650,000, allocated for deepening and widening the channel. The channel will be seven by 150 feet and will provide safe barge and steamboat navigation to the foot of Umatilla rapids.

Better roads to the port at Umatilla will be required and are now being sought. The City of Umatilla has put on the gravel base for two connections from the banks of the river across the railroad tracks to the Columbia highway. The county court and state highway commission have been asked to further improve these roads with oil. The city has also made a gravel road along the leased frontage of the Shaver Forwarding company.

A demand is also being made on the state highway commission to complete the new road from south of Hermiston to Umatilla, to provide better roads for heavy traffic from the port to all points east as far as southern Idaho.

Like in the days of early day freighting by mule and ox teams, the Old Oregon Trail is destined to be a new truck highway. Freight trucks will transport gas and oil and other heavy tonnage into the interior and carry wheat, wool and other products on the return trip.

Umatilla is the nearest port available to Union, Baker and Malheur counties in Oregon, and all of southern Idaho.

With boats to Umatilla, and an improved highway to points east to Boise, competitive rates are also possible for Portland against the Winnemucca route to Nevada and California.

McFarlands In 1905.

Mr. and Mrs. A. E. McFarland, came from Grass Valley to Umatilla in 1904. They shipped by boat from Biggs, bringing all household goods, implements and livestock. They now own and operate the Umatilla Dairy and have several farms stocked with beef cattle.

Mr. McFarland has served on the West Extension district board for 15 years and is now president. He has also served on the Umatilla school board, as director of the Umatilla Project Farm Bureau board, and is now a director of the Umatilla Co-operative Creamery.

Mrs. McFarland has been master of the Irrigon Grange and is now master of the Pomona Grange of Morrow county.

Pioneer Personals.

Perry Pike came to Umatilla in 1904, accompanied by his brother Lash and his wife, and by Henry Dexter, now residing in Irrigon. They came from Wallowa county with a six horse team and two wagons, by way of Wallula, building much of their road.

Sid Saylor came to Umatilla in 1894, when the high water period was at its peak. Most of the lower part of the town was under six or eight feet of water. A temporary bridge was built from the front street to the water front.

John and Mary Wurster arrived in Umatilla in 1912 to engage in the meat business. He has served on the city council and owns a fine farm.

Geo. H. Kendler came to Umatilla 20 years ago. He has a wife and two sons and owns a 35 acre farm.

Pete McNabb arrived in Umatilla with his family in 1911. He is in the general merchantile business and owns a farm. The McNabbs have six children of which Maxine and Raymond have graduated from the Umatilla high school. Mr. McNabb has been active in all civic affairs.

Harry B. Hull, associated with Pete McNabb in the Red & White store, came to Umatilla in 1904. Mr. and Mrs. McNabb once held down a homestead in the Horse Heaven country. He relates the time when a boat load of Model T Fords, 40 cars, arrived at the Umatilla port. Harry Hull has been one of the leaders in the port city.

Fred Knudsen arrived in Umatilla in 1911 from Mexico City. He has been mayor and councilman and owns a good home.

Lieuallen Brownell has been in Umatilla 35 years. Of two large families of Brownells he is the only one remaining there. He now owns a service station and home. He is active in public affairs.

Mrs. Annie Edwards of Umatilla, is a member of the 30 year pioneer club. She came to Umatilla 31 years ago. She has a comfortable home overlooking the Columbia. Her husband, H. H. Edwards, died four years ago.

Ralph Davis of the O. & W. at Umatilla is an irrigation pioneer. He has lived in all the towns. He married Maude Stokes in 1919 and they have two boys.

Found Gold Pieces.

Twenty years ago Les Blakely turned over a rock in Umatilla and before him lay $200 in old gold pieces from $1 to $20, each. The age of the coins and other evidences were that it had been hid there a half century or more, perhaps by some wayfarer who never returned.

One interpretor says Umatilla in Indian meant WARM. Another says it meant shifting sands, but this latter version is held as incorrect since the meaning would have applied to too much territory.

Rodenbaugh's
PASTIME
Fountain Service
Confections
Magazines
In Business 17
Years
A Pleasant
Place To
Spend Your
Spare Time
Umatilla - - - - Oregon

Columbia
Cafe
AND
Umatilla Service
Station
On the
Columbia Highway
RESTAURANT
Open All Night
Stage Terminal
—GAS
—OIL
—LUNCH Goods
—Confections

HULL & McNABB
General Merchandise
Red & White Products
Everything in the Line of Merchandise
Residents of Umatilla
Since 1906
Umatilla - - Oregon