

RECOLLECTIONS OF CARSON BY PIONEERS AND SOME HISTORICAL POINTS

Assembled by Elsie V. Bloomquist, 1946

PREFACE

As pioneers really know the history of Carson by experience, I thought it best to put down the history as they gave it to me. Some did not remember the dates as readily as others, some stories varied from others, but they were all interesting. There is duplication in these interviews, and in the news articles as they were written at different times, but they are the original copies so I have enclosed them as is.

I appreciate all the help given me while putting this history together, especially to those I interviewed: Mr. Metzger and Mr. Glur for their clippings and papers, Mr. D. A. Brown for the use of his booklets and data on early days on Cascades, the Hemlock Ranger Station, Wind River Nursery personnel, and the U. S. Fish Hatchery at Tyee Springs for giving me available data. To all of these I say: "Thank You!"

PIONEER RECALLS EARLY CARSON AND HARDSHIPS OF 50 YEARS AGO.

Henry Metzger, who came to Skamania County in 1887, tells of heavy snows and hazards in mail and travel. (Published in Skamania County Pioneer about 1935.)

Coming to Skamania County fifty years ago and settling in the lumbering region about Carson, Henry Metzger, well known resident, told the Pioneer an interesting tale of the hardships encountered by the residents of that day. "It required a full day to go to Cascade Locks for the mail," his letter says, "and the trip was not devoid of dangers, especially in seasons of the year when snow and ice mingled with the river current to make boating hazardous.

"I came to Wind River valley on December 6th, 1883, coming down from The Dalles on a sailboat. At the time there was a sawmill in operation where the town of Carson now is. They paid the mill hands and woodsmen an average wage of about \$2.00 for a ten-hour day of work. If a worker spent all he earned in the store and saloon that they were running in connection with the mill, then he was sure of a job, but if he wanted to be paid in cash, well, then, his job lasted until they could get someone else to take his place. Not being satisfied with those conditions, myself and another young man moved into a cabin one mile west of

Carson and engaged in cordwood cutting at \$1.00 a cord.

“In December 1884, we were caught unprepared in the worst blizzard that had visited the Pacific Northwest in general, and the Columbia Gorge in particular, in the past 50 years. Just the week before Christmas. As we had but little provisions on hand and none to be had in the neighborhood. We had to get out or face starvation, and so on Christmas morning, 1854, we started out, walked across the Columbia River on the snow-covered ice to Cascade Locks. There we found food conditions rather bad. On account of work on the canal being in progress at that time, there were many people living there. The railroad had been blocked by snow for five days already, and there was no telling when it would be opened, so it was up to us young fellows to move on.

“The next morning we started out for Hood River, walking up the Columbia River on the ice. At Shellrock, which is opposite Wind Mountain, we saw one snow drift on the railroad track where the snow was piled up, way above the telegraph wires, and on the upper side the track was blown bare of snow. A few miles below Hood River we met a road clearing crew. Here they had two wood burning locomotives, with an old-fashioned snowplow in front. We saw then running into a snow drift with all the force they could get up, but they got stuck and had to be shoveled out before they could back out again. Road clearing in this way was slow work and for three weeks no train ran clear through between The Dalles and Portland. That night we got into The Dalles on a work train where food conditions were not bad.

“In 1887 I came back to Wind River Valley and took up the homestead on which I am still living. The sawmill had now moved out and with it went those ‘false’ settlers, who had before ‘claimed’ most of the land here for the only and sole purpose of selling the timber to the sawmill company, which of course, was unlawful but nevertheless was often practiced in the early days. There were at that time, September 1887, just 13 actual settlers in the valley, nine families and four bachelors. As the county could not help us much we had to donate much work building roads and a schoolhouse. We paid a teacher \$25.00 per month and she got board and lodging with the parents of the school children. In this way we managed to give the children three to four months of schooling every year.

“Prior to 1893 our nearest store and post office was at Cascade Locks, Oregon. To get there and back we had to cross the Columbia River in a row boat. To make this trip required at best one day’s time. Seldom could such a trip be called a pleasure trip, more often it was a matter of risking one’s life crossing over in stormy weather. In 1893 an old bachelor started a store here. We applied for a U.S. Postoffice, and got it. The storekeeper, A. G. Tucker, suggested that we name the post office ‘Carson and that name was unanimously chosen. Now we could send off and receive mail twice a week, quite regular in the summer, rather irregular in the winter as the mail had to be brought over from Cascade Locks in a rowboat.

“In 1880 A. S. Estabrook built the first sawmill in Wind River Valley, a water power concern on Carson Creek. About 1881 a company built a good sized steam sawmill where the town of Carson now stands. Timber was cut from some 1,200 acres on the lower valley flat, and much of it was secured by placing ‘fake’ or temporary settlers on the land until the timber was cut. The logs were drafted to the mill with ox teams and the lumber flumed to the Columbia River and shipped to The Dalles by sailboat. In 1886 this sawmill left the valley and permanent settlers took up the logged over land on the lower flat; the Zurchers in 1885, the H. Metzgers, L. Imans, R. Glurs, Gattons and others in 1887. In 1889 A. O. Grow, George

Olmstead, Horace and C. C. Wetherell and others settled across Wind River on the middle flat. In the early nineties settlers' cabins had been built in the woods as far up the valley as the Soda Springs. With the creation of the Columbia National Forest further homesteading of the upper valley was arrested. Almost all the settlers on the middle and upper flats sold out to the Wind River Lumber Company, about 1900, for an approximate average price of \$900.00 per 160 acres.

“Those settlers with families encountered much hardship in homesteading because their families had to live on the land for five years while single persons might remain away from their land part of the time.

“Since the soil from the steamboat landing up to the lower flat is of clay composition, several weeks of volunteer work were required to build a road suitable for travel during the wet season. Across the flats of the valley proper, where the soil is gravelly, road building (such as was needed) was comparatively easy but the crossing of Wind River Canyon, three miles north of Carson, was a difficult task. In 1890 the first bridge was built across Wind River Canyon one-half mile upstream from the present cable bridge, by donation labor. Two years later this bridge was washed away and for many months a cable crossing was the only means of getting in or out of the upper valley.

“About 1910 a delegation of citizens went before the County Commissioners and asked for the construction of a bridge where the cable bridge now stands. After much discussion and many delays the commissioners ordered the building of the suspension bridge in 1912. The first estimate of its cost was \$8,000.00, but by the time it was ready for traffic it had cost \$17,000.00, and since that time steel towers and other improvements have increased this cost, but it has long since paid for itself in convenience to travel. John Isham, better known as ‘Hi John,’ drove the first team across this bridge.

“In 1899 a wagon road was built to Stevenson, largely through donation labor, and for the first time Wind River Valley was connected with the outside world by a wagon road.

“The first schoolhouse in the valley was built by the sawmill company. It was a miserable shack, built of rough lumber, roof and all. It was braced by putting heavy planks against it on the outside. School classes met in this building until 1889. About 1900 the schoolhouse, which is still in use and is known as the Carson Community Hall, was constructed. The present four-room school was built in 1908. School was also taught for many years in a schoolhouse on the middle flat and in one near Camp Four. Around 1890 the teacher was paid \$25.00 per month and boarded with the parents of the school children. Three to four months of school constituted a school year.

“Several times when a death occurred in the settlement and there was no money to pay funeral expenses a few of the men would build a coffin, dig the grave, and as there was no church or preacher at that time, one of the settlers would make an address suitable for the occasion, read a prayer over the grave and thus give the departed a respectable burial without cost.

“Prior to 1893, the nearest store and postoffice was at Cascade Locks, Oregon. To get there and back by rowboat was, to say the least, very inconvenient. In that year, A. G. Tucker, an old bachelor, started a store in a miserable, tumble-down shack which was built by the sawmill company. The citizens of Carson applied for a postoffice and were granted a twice-a-week mail service. Mr. Tucker, an ardent admirer of Kit Carson, suggested the name ‘Carson’ for the postoffice and the name was adopted without objection. After one year the postal

inspector notified Mr. Tucker, the postmaster, that he could no longer maintain the postoffice in the building in use then, where upon Mr. Tucker put up a half-way decent building for his store and postoffice. The postoffice, in its first year of existence, was in a building so primitive that it even had a wooden chimney.

“About 1900, good stores and residences began to be built and by 1910 the town of Carson boasted of five hotels, including St. Martin’s and Shipherd’s, one restaurant, four stores, two large livery barns, one blacksmith, one barber, two butcher shops, one bakery, one weekly newspaper (for a short time only), one billiard hall and dance hall, a brass band, two schoolhouses, one church and when the railroad was built — seven saloons. Four of these saloons were in town, one was at St. Martin’s Springs and one near the steamboat landing. The building of the Northbank railroad in 1907 brought a land boom to the valley and uncleared stump and brush land sold for as much as \$100 per acre on the lower flat.

“Before we had a post office here, Carson was known as ‘Sprague Landing.’ The early settlers got out cordwood, shipped it to The Dalles by sailboat, and brought back groceries and supplies for a whole year, or as near that as was possible.

“The earliest settlers engaged in stock raising along the rich bottom land near the Columbia River, where they found easy clearing and often natural meadows and good winter pasture. Their location also gave them a short haul for timber products as the forest then reached to the water’s edge. The upland settlers, who came in the late eighties, had less fertile soil, more difficult clearing problems, and longer hauls to market their timber products.

“As all the early settlers had little, if any, money and had no chance to make more than a living, the development of the Valley was rather slow until about 1900, or soon thereafter, at which time hotels were built at both the St. Martin’s and Shipherd’s Hot Springs, and also one at the Soda Springs, 16 miles up the Valley. The Wind River Lumber Company started logging on a large scale in the upper valley and the forestry station at Hemlock was started. All these concerns contributed towards the rapid development of Wind River Valley.”

PIONEER WRITES OF LIFE IN COUNTY 50 YEARS AGO (Published in Skamania County Pioneer, January, 1941)

According to the census of 1890, Skamania County had at that time 744 inhabitants, the smallest number of any county in the State of Washington. Taking advantage of this, wags would tease us Skamanians by saying that we did not have enough men in the county that could read and write to get a set of County Officials. Of course, it never was as bad as all that, but it must be admitted that the educational standard of the Skamanians 50 years ago was far below from what it is now.

In 1892 I attended the Democratic County Convention when the county seat was still at “Cascades”, where North Bonneville is now. We, a small delegation of Wind River Democrats, started out on one nice September morning, got in a rowboat, drifted down the Columbia about 6 miles to as near above the rapids as we dared to go, then we walked over the portage railway about five miles to the county seat. There we found the courthouse to be a one-story frame building about 24 by 40 feet in dimension. Inside it was all one room or hall where the county officials had their desks. In one corner of this hall stood a safe in which the money and records were kept. Two husky men could have picked up this safe and walked away with it. In this hall we held the convention, and, by the way, it was also in the

“courtroom” where I swore allegiance to the Stars and Stripes and became a citizen of the U.S.A.

As soon as the meeting was organized one delegate made a speech in which he criticized the actions of the county commissioners. Another delegate interrupted the speaker by shouting, “That’s a lie — you’re a liar.” “You’re another one,” retorted the speaker and went on with his speech. Well, it did not turn into a “free for all.” We nominated a set of County Officials (such as we then needed) by the good old way of: “All in favor of the nomination say ‘Aye’, those opposed say ‘No’.” The Ayes got it or the No’s got it, as the case happened to be. The last and smallest piece of the nomination pie was handed to me (figuratively speaking) as the nominee for Justice of the Peace for Wind River precinct.

In true pioneer fashion we all had a drink or two in the nearby saloon after the Convention, and everything was peace and harmony, even the two “liars” made a truce. Next, we from Wind River, walked back to our boat and after a few hours of hard work pulling the boat against the current, we arrived at our destination and I topped off the day with a 3-mile hike to my home back in the wilderness.

About 50 years ago the people living east of the Cascade rapids looked longingly toward Cascade Locks and wondered when, if ever, that canal would be finished so that opposition boats could come on the middle Columbia and break the monopoly which the Oregon Railway and Navigation Co. then had on all the freight and passenger traffic up and down the Columbia Gorge. Finally in November, 1897, the canal (after being under course of construction off and on for 20 years) was opened for traffic. Opposition steamboats came on the middle river, freight and passenger rates were greatly reduced, and best of all, we settlers of Wind River Valley could from then on depend on the steamboats to make landings at Carson in all kinds of weather, which was not the case before; especially in the eighties the steamboat was very non-accommodating towards us settlers, which caused much otherwise wholly unnecessary hardships.

Such was life in Skamania County in the good (?) old days 50 to 60 years ago.

Comparing the conveniences and comforts which we all enjoy today, with what the settler had (or better, did not have) one would naturally think that now everybody should be happy and content, but — are we? Well, I leave it to the readers to answer this question.

HOW SKAMANIA COUNTY LOOKED 60 YEARS AGO
Henry Metzger recalls scenes along Columbia River in 1883
(Published in Skamania County Pioneer 1943)

On December 5th, 1883, 60 years ago on December 5, I came down from The Dalles on a scow to work in Wind River Valley, and with the exception of the years 1885 and 1886, I have lived here ever since. Let me at this time give the readers of the Pioneer a brief sketch of the points of interest on the middle Columbia at that time and the general conditions then prevailing in this neck of the woods.

The railroad on the Oregon side was then already in operation but no wagon road on either side of the river and in Skamania County, not even a trail anywhere along the river that was fit to travel on horseback.

Leaving The Dalles in the morning with an east wind the old flat bottom, square bow tub, called a scow, sailed along at top speed which was about seven miles per hour for that

kind of boat. Lyle, near the mouth of the Klickitat river, was then the most important shipping point on the Washington side because from there a wagon road led up into the then already much settled Goldendale and Yakima Counties, and much grain and livestock was shipped from there by boat to Portland. Next we passed Memaloose (Indian word for death) Island.

I saw a tombstone up there and asked who was buried of that rock, which was the grave yard for the Klickitat Indians and under that tombstone rests a white man who lived with the Indians a long time, and who wanted to be buried among honest people. When I visited that Island about six months later I thought that “boneyard” would have been a more suitable name than graveyard, for I saw piles of bleached bones lying all over and only a few grave mounds could be seen and not much space where there was ground enough to dig a grave. Next I saw a white painted church building and a number of houses clustering around it on a side hill over on the Washington side. That was White Salmon, which was then already an important settlement. Hood River could not be seen from the river because of trees obstructing the view. Near the mouth of the Little White Salmon River I saw a flume coming down over a long bare and very steep hill and at the bottom of that hill scows were taking on wood with which to keep their boilers hot. That place was then known as Weidler’s flume.

At Collins, next to Wind Mountain, I saw the remnants of a flume which was in use in earlier days and on the Oregon side you could see a portion of the old emigrant road where it wound around Shellrock Mountain. That very interesting landmark can be seen yet from the Washington side of the river. Crates mill near Wyeth was the only sawmill close to the Columbia. Sprague (Carson) Landing was the terminus of two flumes from two different camps and made lumber and cordwood, then shipped from there by scows to The Dalles. At Nelson Creek another flume brought down cordwood, bound for The Dalles. At Shepherds Point (Stevenson) you could see two houses from the river, one the residence of the Shepherds family and the other that of “Judge” (justice of the peace) Ed Ninville, a bachelor, and close to the river was a bearing apple orchard which in the fall of the year had a great attraction on the fruit-hungry people passing by there in homeboats.

At Rock Creek Falls, Felix Iman, one of the very early settlers, operated a water power sawmill. Over at Cascade Locks you could see derricks rigged up and when work on that ship canal was in progress you could hear rock blasting and the noise of hoisting engines for a long ways off. The town of Cascade Locks had at that time three stores, one meat market, one hotel and two saloons. Cascade Locks also was then, and for about 10 years more, the nearest trading point and post office for the people living at or near what is now Stevenson, Carson, Home Valley and Collins; and last but not least, the most interesting landmark on the middle Columbia was then that big, tall block house which stood at the brink of the fall on the Washington side, dotted with pigeon holes through which, according to history, in 1856, the soldiers shot at the Yakima Indians, who had “dug up the hatchet” and came over into the Columbia Gorge to kill the white people.

As compared with the Bonneville, Cascade Locks was only a small job but it took the Government 20 years to do it, from 1877 to 1897. The Oregon Railway & Navigation Company had then a monopoly on the very heavy traffic up and down the Columbia Gorge and held it until Cascade Locks was finally finished and opposition boats came on the Middle Columbia.

Sixty years ago Skamania County had very little deeded land to tax and the taxes collected from personal property was little more than to pay meager salaries of the county officials and very little could be spent on schools and roads and the settlers had to do much

public work without pay. In order to give the youngsters three to four months of school each year some districts boarded the teachers free of charge, one week with one family, the next week with another family; \$25.00 and board as aforesaid or \$35.00 to \$40.00 without board was then the wages paid teachers in the back-woods districts and this deplorable condition improved only little for the next 10 years. Also, the roads from the river to the settlers homes had to be built and maintained almost without help from the county and there was at that time a poll tax of \$4.00, which every man over 21 and under 45 years of age had to pay, wither in cash or two days work on the roads. In the summer of 1884, myself and a few others worked out our poll tax on the public highways of Skamania County. Our job was to repair and make fit for travel on horseback the badly worn trail between what is now Stevenson and Carson and even then, the county could not pay us for that job.

Work was easy to find but wages were small: \$2.00 for common labor and \$2.50 for skilled labor per 9 to 10 hour day was the top price paid and many worked for less. Food-stuffs, such as were raised out here, were cheap, five to six cents for dressed beef, pork or veal, 75¢ to \$1.00 for 50 pounds of flour, 15¢ to 20¢ a pound for butter, 15¢ to 25¢ per dozen eggs and other things in proportion, and groceries and dry goods were about the same price as they were here about three years ago.

In September 1883, the Northern Pacific railway was finished as far as Pasco in Washington Territory and from there they ran their trains over the tracks of the O.R. & N. line into Portland. Congress had promised to give the N.R. Ry. odd numbered (such as number 3, 5, 7, and so on) sections of land for twenty miles on each side of the track, from Pasco to Vancouver if they could build a railroad on the North bank of the Columbia River within a specified time; a preliminary survey for a railroad down the North bank had already been made, so everything looked very favorable for the building of the North bank railroad at that time — but we were most unpleasantly surprised when the railroad company forfeited that valuable land grant and did not build the road, after waiting twenty or so years it was finally built in 1907.

Comparing the conditions as they were in this neck of the woods around 60 years ago with what they are at present we have a picture about like this:

Then: the children walked or rode on horseback to school often long ways, in all kinds of weather, if they went through the 5th or 6th grade they were considered “well schooled”.

Now: They ride to school in busses and are instructed by trained teachers until they are up to and through the 12th grade.

Then: We farmers, or most of us, worked our farms with the slow-moving ox teams.

Now: We do that work with tractors and trucks.

Then: We rode the (always more or less balky) Indian cayuses for pleasure or business and had no telephones.

Now: We ride in comfortable automobiles for pleasure as well as business and talk to people a long ways off over the telephone.

And beside this we have many, many labor saving devices and machinery to give us well deserved ease and comforts. Yes, indeed, we can be proud of the wonderful progress we have made in the last half century.

PIONEER RECALLS OLD DAYS WHEN MAIL CAME VIA ROWBOAT
(Published in Skamania County Pioneer, January, 1946)

Editor of The Pioneer:

In your editorial "52 Years Old", which you published on December 21st, last year, you stated among other things that mail came in to Stevenson around 52 years ago via boat from The Dalles or Portland. Permit me, please, to correct that statement. At that time the mail came to Stevenson via rowboat from Cascade Locks. The steamboat, then plying between Upper Cascade Locks and The Dalles, did not carry mail any more after the railroad on the Oregon side of the Columbia River was in operation, which was about in 1880.

When I came here in 1883 there was no post office on the North side of the Columbia River between Cascade (now North Bonneville) and the White Salmon country. The first post office in that area was established in either 1891 or 1892, near the mouth of Nelson Creek about one mile East of Stevenson and was named "Nelson Creek". I well remember how happy we settlers were at that time because we could from then on walk (part of the way over a trail) right to the store and post office. No longer was it necessary to make the very inconvenient and often dangerous trip by rowboat to Cascade Locks or to send or receive mail, or to buy groceries. A few years later a post office was established at Stevenson and the post office at Nelson Creek was discontinued. In 1893 the post office "Carson" was established in Wind River Valley with a twice-a-week mail service and of course we settlers were very much pleased when that event took place.

Carson, as far as the lower valley flat is concerned, had two periods of settlement. Aside from the few very early actual settlers (the Greers, Monaghans, Esterbrooks and St. Martins) the first and temporary settlement took place between 1880 and 1886, at which time a sawmill was in operation where the town of Carson is now. As that sawmill had capacity of sawing 30,000 feet per day, many men were employed at times when the mill ran full time. This sawmill concern took the timber off of more than 1,000 acres and more than half of it they cut unlawfully from government owned land and they got away with it, but once they did not "get by with it" and that incident is worth telling.

It happened in 1886, a short time before they moved the mill to Underwood. There was a stand of timber half a mile west of the mill which they wanted yet. The homesteader who claimed that timber would not, and could not legally, sell the timber, but they were determined to have it and one day they sent in the fallers. The homesteader ordered them off of his land but they threatened to do him bodily harm if he did leave them alone. The next morning when they came to work they found the road, where it crossed the line, fenced and inside stood the homesteader's wife with a shotgun threatening to "shoot to kill" anyone who should attempt to cross the line — that helped, they left that timber alone after that. The fact that the shotgun was not loaded they, of course, did not know.

The second and permanent period of settlement started in 1887 when actual settlers took up the logged over land as homesteads. In September, 1887 when I moved onto my homestead there were, in all, eight families and five bachelors living in Wind River Valley. As we could not make a living on the land at first we had to work out or make cordwood, drive it down Wind River once a year, ship to The Dalles by scow and trade it off for goods mostly, as cash money was very hard to get those days. With the turn of the century came a turn for the better to us settlers.

Pioneering had its charm as well as its hardships. We did not know anything about the modern improvements that the modern people now have and we were happy without them.

**HENRY METZGER, 52 YEAR SUBSCRIBER, RECALLS PAST
(Published in Skamania County Pioneer, 1947)**

Henry Metzger, of Carson, has been a subscriber to The Pioneer for fifty-two years, he stated when making his annual renewal this week.

In checking some of the records Mr. Metzger made over fifty years ago, he found an interesting comparison to the present price range. His record show that during the depression in the 1890's eggs were two dozen for 25¢, butter two pounds for 35¢, large fryers 25c each, big fat hens 60¢, dressed veal 5½¢ per pound and flour 70¢ for fifty pounds, shorts \$12.00 per ton, men's overalls 50¢ a pair, work shoes \$1.50, and pork or beef 4½¢, good potatoes ½¢ per pound. Cord wood, he continued, was the main source of income for many families in this section, and sold for \$1.25 a cord.

Mr. Metzger wonders if history will repeat itself. "Anything may happen," he said, "in this land of unlimited possibilities."

**WINTERS IN COLUMBIA GORGE GROWING MILD, SAYS PIONEER
(Published in Skamania County Pioneer February, 1947)**

Winters in the Columbia Gorge are losing their fury. The climate is constantly changing, according to Henry Metzger, pioneer Carson resident, who in a letter to The Pioneer recalls days when settlers were marooned, mail was impossible, and a blazing fire necessary to survive the cold.

"The winter of 1946-47 can now be recorded as another mild one in the Columbia Gorge and those of us who say that the climate is changing, that the winters in the Gorge are getting milder, have gained another point in favor of their theory. Of course, against this theory can be said that we also had some mild, almost snowless winters in early days, but around a half a century ago the hard winters were the rule and the easy ones the exceptions, while now for the last 25 years or so, just the opposite has been the case. The kind of winter weather we so rightfully fear in the Columbia Gorge are the blizzards which would so seriously interfere with the traffic we have nowadays. For the first 12 or so winters we did not have a real blizzard in the Gorge and if we should never get any more we would all gladly say: 'Good riddance' .

"The most severe, longest lasting blizzard since I came here in 1883 paid the Columbia Gorge a very unpleasant visit the week before Christmas in 1884. At that time I was living in a small timber camp, one mile west from where the town of Carson is now; we were short of food, none could be had in the neighborhood, so after the storm had abated, on Christmas day, 1884, two of us young men walked across the Columbia River on the ice to Cascade Locks in search of food. As work on the ships' canal was under way at that time there were plenty of people living there; for five days already no boat or train had come in and no relief could be expected within less than a week and so naturally they too had to stretch what food they had and we could not even buy a satisfying meal, let alone buy grub to take to camp.

"The next day we walked up the Columbia River on the ice to within a few miles of

Hood River, where we met a road clearing crew working westward and from them we got to The Dalles on a supply train. Eastward from The Dalles the railroad was open and there was no shortage of essential foods at The Dalles. Believe it or not, but I am not exaggerating when I say that at Shellrock Mountain (opposite Wind Mountain) we saw one snowdrift on the railroad track where for more than 100 feet the snow was piled up at least 10 feet above the telegraph wires. On account of that blizzard no train could run all through between The Dalles and Portland for three weeks.

“That storm, fierce as it was, did not stop any autos on the highways in the Columbia Gorge — simply because there were neither autos nor highways in the Gorge those days. But now, it would be different.”

HENRY METZGER WRITES ABOUT EARLY DAYS IN THE COUNTY
(Published in Skamania County Pioneer, April, 1948)

Historic events which have culminated in the construction of the third courthouse for Skamania County, as well as other items of interest to residents, are contained in a letter from Henry Metzger of Carson. As one of the early settlers in this area, Mr. Metzger saw the rapid advancement made and best of all, his marvelous memory helps him tell of these events, even to the date on which they occurred.

In his interesting letter, Mr. Metzger said:

“How fast the years roll by, one after another. How fast conditions are changing in this our fair land of unlimited possibilities? To me it seems only a few years ago since in April, 1893, the records, together with the rest of the county paraphernalia of Skamania County, were moved (unauthorized and under cover of darkness) from “Cascades” (North Bonneville) into a rather primitive building on Whiskey Flat (waterfront) in the then infant town of Stevenson, where the county business was transacted for about ten years — now we are building the third courthouse already in Stevenson, one that will cost the taxpayers around a half million dollars.

“Fifty-nine years have now gone by since we settlers of the Wind River Valley, about a dozen of us at that time, built a school house (on the lot where the Fletch Garage now is), made the furniture for it and held three months of school in it that fall, all of it on only about \$200.00 that the County of Skamania and the State of Washington was able to give us for that purpose. By donating nearly all the labor and by paying a teacher \$25.00 per month, plus free board and lodging with the settlers, we were able to accomplish so much with so little money — and now there is a movement afoot to build a \$200,000 school house in Carson.

“Sixty-five years ago, in 1883, when I first came to Skamania County, then a lad of 22, all the taxable property in the county worth mentioning consisted of: five miles of railroad and its equipment (this railroad was used for transporting passengers and freight from one steamboat to another around the Cascade Rapids below Stevenson), two steam power sawmills (one in Little White Salmon and one in Wind River Valley), about five miles of flumes (used for floating timber products to the Columbia River), and probably less than 2,000 acres of deeded land, much of it of little value. What little farming there was, was mostly done on tax exempt homesteads, and so very little money was paid in taxes.

“In 1893, just when settling up of the county was going good, came the bad news that 80% of the area of Skamania County had been withdrawn from settlement by the creation of

the Columbia National Forest Reserve. That was a hard blow to our, at that time, poor county and for a while there was much talk, for and against, giving up our County Organization and joining partly with Clark and partly with Klickitat County. Well, we decided to ‘pull through’ and when in 1907 the Northbank Railroad was built, that gave us a much needed lift and our county has prospered ever since — and now in 1948, with \$108,000 flowing into the county’s school and road funds from timber sales in the Reserve in 1947, and with our formerly reasonable tax rate suddenly raised 100% and in many instances more than \$100 (in the Carson District) we should now be able to ‘Balance the Budget.’

“On account of the money we now receive from timber sales in the Forest Reserve (and will probably receive for many years to come in greater or lesser amounts) we could, and should, have reasonable tax rate in our county. That would be a good drawing card to attract industry and home-seekers to this area.”

ALL NEIGHBORS NOT GOOD IN COUNTY’S EARLY SETTLEMENTS (Published in Skamania County Pioneer January, 1949)

“Neighbors” in the pioneer days of the county were not always “good neighbors,” according to Henry Metzger, pioneer Carson resident who this week recalled some of the occurrences enlivening the early days in Skamania County.

“Much has been, and still is, said and written about the pioneer spirit, the spirit of neighborliness, mutual assistance, courage to take and solve difficult problems as if, and it is true, much of that has been and still is in evidence in this neck of the woods, but it would be folly and serve no good purpose to tell the now growing up generation that everything was sweet peace and harmony among the early settlers, for such was not always the case. Fact of the matter is that, in my opinion at least, there is now much more harmony among the neighbors than there was only about a half century ago. The reason for this I contribute to a much higher standard of education and to the fact that country life is getting more and more like city life, where you often do not know your next door neighbor.

“Maybe I can best illustrate the pioneer spirit by telling of an incident that, I am told, happened in Skamania County about 60 years ago. There were two prominent citizens, joint farmer-neighbors, who could not get along together well. They could not smell one another, so the saying goes. They were not on speaking terms and when they met at public meeting they would oppose each other even if they were of the same opinion on the subject under discussion. It so happened that one of those farmers had hay on, ready to haul in when it looked as if the weather would turn to rain. He started hauling in hay, him on the wagon and his wife, a frail woman, pitching on the hay. But soon his ‘despised’ neighbor appeared and walking up to the woman said in a harsh tone, ‘Give me that fork and you go to the house, that’s where you belong,’ and he started in pitching on the hay and these two men worked for hours together, never speaking a single word to each other, not even would they say ‘thank you’ or ‘good bye’ when they parted after the hay was all in the barn.

“This is what I would call the ‘the Pioneer Spirit in the Rough’.”

SHORT HISTORY OF CARSON VALLEY **(Published in The Carson Journal, January, 1911)**

Geo. Miller and Thomas Monaghan, who settled at the mouth of Wind River some forty-five years ago, are probably the first white people who tilled the soil in what is now known as Carson Valley. In the latter seventies three of four homesteads were taken up on the uplands but not until about 1890 did actual permanent settlement of the valley make much progress.

This writer first set foot on Carson Valley soil in November 1883. At that time there was a sawmill in operation where the town of Carson is now located, which employed about fifty men in the mill and in the woods. All the land in the lower valley as far up as where the middle bridge is now located, was then "claimed", most of it by men who for a few dollars held it for the sawmill company until they had the timber cut from it. In 1887 the sawmill moved out of the valley and then the land was cleared for the permanent settler to take up a homestead, and inside of about three or four years some sixty to seventy government homesteads were taken up in the valley, including Home Valley. But years of hardships was now ahead of us poor settlers. For a poor man to start a home in a wooded country is at best a hard task, and if you are, as we were, cut off from the outside world by the mighty Columbia River and a wave of hard times sweeps the country, as it did in the nineties, then it is getting to be pretty tough.

Our nearest trading place and post office for years was Cascade Locks, over across the Columbia in Oregon. The steam boat then running between The Dalles and Upper Cascades only made landing at Carson if the captain was in good humor and could therefore not be depended upon, so we had to take the row boat to get to and from Cascade Locks. Very seldom could this be called a pleasant trip. Most of the time it was a matter of risking your life to cross the river in a row boat, battling against the wind and waves and current in cold rain and after reaching Carson landing, take a pack on your back and tramp through the snow and slush for miles before reaching the loved ones at home with some groceries and clothing, which we took in trade for butter and eggs, or we had to cut cord wood for 65 to 75 cents per cord in trade, or leave our families alone in the wilderness and go away off from home to earn some money.

Under these conditions, which prevailed until about 1897, we could not improve our farms much for we were all poor, (which, by the way, was no disgrace, but awful inconvenient). In November 1897 the canal and locks at Cascade Locks was opened for traffic which made it possible for opposition steamboats to run on the river and they now landed at Carson in all kinds of weather. This was the greatest help this valley ever got from the outside, except, of course, the railroad which was built ten years later. Health seekers now began to come to St. Martins and later to Shipherds Hot Springs. Sawmills and logging camps started up in, and in the neighborhood of the valley. The farmer had a market for all he could raise, right at home. Everybody who could and would work, could get well paid work right in the valley, and these conditions kept on getting better to this day. The North Bank Railroad was built through here in 1907 and brought us in close touch with the outside world. Health and pleasure seekers now came here by the thousands in the summer time, the original homesteads have been and are being cut up into smaller tracts and sold to new settlers and, I am sorry to say, to speculators also. Twenty years ago, for example, a 120 acre tract a half

mile from town was offered for sale for \$200, but no buyer could be found. Today, the same tract is cut up into fifteen small tracts, none of which could be bought for less than \$150 per acre for unimproved land.

About four years ago some newcomers raised a howl (and it has not quite died out) that the old settlers were not public spirited because they did not build a church or decent school houses, in behalf and in justice to the old settlers of which this writer is one. I say this:

“Go slow, brother newcomer, investigate first and then judge. It is true we did not, in early days, build a church or nice school houses as we now have, but never-the-less we fed the hungry, cared for the sick and decently buried the dead without causing any funeral expenses and so the good Lord will no doubt forgive us poor settlers for not building a church the first thing.

“As to the rough board or log school houses they were good enough until we, with the aid of the newcomers’ tax money, built better ones; for prior to about 1900 we had no trouble to get good teachers who would for a salary of from \$30 to \$40 per month teach forty to fifty pupils in a log or rough board school house. And as to the school kids they liked the old school house pretty well for they could have one eye on the teacher and with the other could watch their jack knives whittling on the home-made desk.

“We opened up about twenty miles of public roads through this heavily timbered mountainous country, built the bridges across Wind River and the school houses, such as they were, mostly all on donation (volunteer) work during the hard times of the nineties, when “bacon and beans” were hard to get. And now, Mr. Newcomer, better than to kick: Go thou and do likewise. There is yet room for public improvements.”

INTERVIEW WITH MRS. AURELIA (ELI) KELLY (Daughter of Isadore St. Martin)

Her first recollections are of Cooks, Wash., in 1876, which they left to come to Carson on horseback. Her father came to work at the sawmill at the time, run by A. S. Estabrook. They moved into a log cabin on the Estabrook place. All the family spoke French until they went to school. A dance hall was made over into a school (where Dupree’s house is now.) Mr. Tom Monaghan was clerk of the School Board, so most of the first teachers were Irish, Miss Mary O’Brien and Miss McCarty. Mrs. Kelly went to school at the age of five. She has recollection of playing along a six-foot-wide canal or ditch along Carson Creek — and an old water wheel (remains show now where the ditch once was, in the Bloomquist pasture).

During the winter, when snow was on the ground, her father and a friend, Joe, went hunting for deer. They were on land owned by the railroad when they saw steam rising up from across Wind River. They crossed the river on a foot-log and found the hot sulphur springs in the holes in the rocks. He and the friend kept this a secret until the land went back to the government, then they filed claim. Isadore’s wife was sick with neuralgia. He took her down a trail to the hot holes and bathed her in the hot water. A bench he made is still near the “hot holes” where Mrs. Kelly and her sisters and brothers sat on, dangling their feet in the water. Then, two of the girls dug out the rocks and debris by hand around one hole so they could all get into it and bath at once. This was about 1881 or 1882. After her baths, Mrs. St. Martin became so much better, fame of the hot springs began to spread. St. Martins built a shelter over the hot holes. Not until 1898-1900 was the St. Martins hotel as it is today (with

improvements) built. The home of St. Martins at first accommodated the boarders. A group of Swedish fishermen that came every year stayed in a log cabin. Mrs. Kelly's brother filed on Shipherd Springs, sold one half to Shipherd and one half to his father.

After Mr. Shipherd purchased his property he erected a huge hotel, swimming pool, dance hall around 1906. Carson highly advertised with these two springs, and Government Springs Hotel, which was built about 1918. Both latter springs burned to the ground within a year of each other, about 1930.

Mr. A. G. Tucker "Old Man" — had a two room shack, one room he used for a store — no counter or shelves. Everything in boxes on the floor, one stacked on another. Only he knew where things were and would find them. This was after Bathwick Mill left — down where D. M. Tavern stands today.

Mrs. Kelly told some legends in connection with rock formations along the river. One is a woman standing holding a baby — another a woman with her head down holding a baby. Her head is down because she is ashamed, she has a child but no husband.

INTERVIEW WITH RUDOLPH GLUR

The post office at Carson was named in 1894, by A. G. Tucker, first postmaster. Depot at first called Pres Ash, after an influential Stevenson man, but later to avoid confusion with railroad it became Carson.

Mr. Glur's father came to Carson in 1887 from The Dalles on a "steamer". He worked at a wood camp high up on a hill near where later the Halverson homesteaded. Logs flumed down to Sprague Landing from 1894-1900. When Mr. Glur's mother became sick, a doctor from The Dalles came by steamboat and horse to attend her.

Bothwick and Frame had a mill on Carson Creek, near where Smiley's house now stands. This mill used oxen and tram roads, which were wooden rails laid, down and big wheels to run over it which held logs between them and were pulled by oxen.

Estabrook's homestead is the present townsite of Carson. L. T. Smith, a postmaster and teacher, layed out the town site. Estabrook moved his store up from below the former Bothwick mill to the middle of town. He gave a lot for the school and helped move it up next to his store, which was where the Dupree home now stands. This school later sold and the Community House was built for a school by Nick Cregorious I and Andrew Zurcher I. The school building that is standing today was built about forty years ago. Mr. Stross was clerk of the school board and worked hard to get the new school started. Rudolph Glur, just twenty one at the time, voted for the school. A Mrs. Margaret Monaghan, who was among the first homesteaders along the Columbia at the mouth of Carson Creek, was much against building a new school. Her husband has been buried at a point on the river beyond the tracks, though no marker shows his grave.

I. N. Day had charge of building the locks at Cascades. The granite blocks used for construction of these locks were taken from along the river on the old Monaghan homestead at the mouth of Carson Creek. When Day completed the locks he came to Carson Valley and bought timber claims and sold them later to Storey and Keeler. They passed it on to the original Wind River Lumber Co.

J. T. Reynolds had a contract to get wood for the steamboats. They put the wood on sleds or wagons and pulled it by horses. He also had a timber camp and a dam on Panther

Creek. His logs were flooded out of Panther Creek to Wind River.

B. M. Hawley was president and manager of Home Valley Irrigation and Power Co., Carson. His flume started in Panther Creek, behind Paul Boyd's place, down past the old Borden Place. It was advertised a good deal but results were not so evident.

The first courthouse was at Lower Cascades. Commissioner Gattan was the commissioner for this area. The Carson District had a chance to move the records to Sprague Landing. However, they went down to the Lower Cascades, picked up the records, put them into the skiff, rowed as far as Stevenson, and were tired so that is where they stopped. Stevenson has remained the county seat ever since.

The Seattle, Portland, Spokane Railway was completed in 1907. At the building of this railway by Jim Hill, on the north bank he had competition. Oregon Railway and Navigation Co. had acquired some sublet land along side S.P.S. and would build a fill or clear the rock to get ready for the track. It was not a continuous line as O.R.N., as it was called, jumped from one place to another. Later they sold out to the S.P. and S. The O.R.N. was doing some of its construction on the old Nick Gregorious I homestead. He was one of their workers. Pilings for the railroad were hauled in by wagon teams. Ties were made by Yoeman Simpson Co. in 1908 until World War I. Then he cut ties for the government during the war. These ties were creosoted over at a plant at Cascade Locks. The first carload of lumber that came through on the S.P.S. was for the Glur home which is standing today. Their water system, which started in 1906, from pure spring water under gravity system, the town being provided with water by this. The first pipes and material used sent on the steamer "Dalles City". They piled pipe on rocks on the shore of the Columbia. Glurs picked it up in their wagon.

The first state highway into Carson around the sand hill was put through about 1915.

Mr. Glur has a number of old time keepsakes — a reversible side hill plow, an old broad ax, a side saddle, oxen shoes found in his orchard, arrowheads as the Indians used on the place in earlier days for a camp ground, and three copies of the short lived Carson Journal, published in part of 1910 and 1911. Also some literature put out by real estate men to "boom" Carson and a book "The Lure of the River", by Fred W. Wilson, a former judge from The Dalles.

INTERVIEW WITH MRS. IDA OLMSTEAD AND DAUGHTER, MRS. VERDA MONAGHAN

Mrs. Olmstead came to Carson in 1893. Two years before they had come from Iowa to Cascade Locks, where her husband helped work on them. They homesteaded on Wind River (Acker place now). Grandmother Olmstead was the first white child to be born. There neighbors included Scotts, Thurstons, Wetheralls, Crowes, Brayers, Senters, Rasmussens, Ericksons, Sholers, Wades, Imans, L. T. Smiths, Andersons and Warrens. Everyone cut cord wood for a living. Mail was infrequent, it came from the Locks. A. G. Tucker had Carson's first store after Bothwick's mill left. If they went to Stevenson it was by horseback or boat. The first road to Stevenson was about 1902.

Olmsteads built their first hotel in Carson just about a year after St. Martins Hotel was built in 1901. This hotel burnt but was replaced in 1908.

The Olmstead's children, Verda, Bessie and Grover, attended school out in the valley.

The first school was on the corner before you arrive at the Dewey Anderson house. A cemetery was behind the school — today it is still there, two tombstones and rocks for headstones tell where these graves are. Later a school was built which is now the Anderson house. About twenty five attended this first school of Wind River. Cy Wetherall was Superintendent of Schools at the time. Miss Brown, from Vancouver, was the first teacher. Later when Olmsteads moved into town and maintained their hotel the children attended the school next to the Harshburger place.

Besides the Olmstead Hotel, there was the Grand Central, which burned. The Zurcher Hotel, built in 1903, still remains but used as a home now by the daughter Anna. The need of hotels then was due to so many logging camps at the time and both Shipherd and St. Martin's Springs had as many as 300 visitors per day. Mrs. Olmstead remembers making bread, using a whole sack of flour at a time and yet not having enough bread.

Sowns and Buttons had Wind River Logging Co., though it originally was a logging company from Minnesota run by Hide and Clark and others.

Wind River Bridge had to be built up every spring as it was washed out by high water. Mr. Olmstead donated a month's work to help build a good bridge that need not be replaced. Horace Wetherall was county engineer at the time and helped see that a sturdy bridge was constructed.

INTERVIEW WITH JOE GREGORIOUS

Nick Gregorious came to Carson in 1894 when Joe was about ten years old. They homesteaded on the west side of Carson Creek on the Columbia. The neighbors included Monaghans, (30 years previous) where railway depot is now, Estabrook, who had been here for years. Others close by included Zurchers, Halversons, Groopers and Stross and Dave Wilkersons. In the early nineties most of Carson and the valley was homesteaded. There were no roads at the time, just trails. After homesteading a group of settlers got together to build the road. The bridge across Wind River was first made with trees thrown across the logs split and laid over. This washed out a number of times in high water. Then a cable was hung over the river with a basket hung on it. This was the only means of getting supplies over.

Until 1908 when railroad was put through, boats were the only means of transportation. The main trading post was at Cascade Locks. Mail at first came from Cascade Locks by rowboat, later Nelson Creek (about four miles from now Carson) had a post office and the mail came through it. Later it was abandoned when the Stevenson Post Office was founded and mail came through it until Carson's post office began. A. G. Tucker was the first postmaster and continued until his death. He was about the first to be buried in the old Iman cemetery and the headstone is still there today. The first postoffice was between the now D. & H. Tavern and the Carson Cafe. Tucker, when he was sent into Washington D.C., was asked for a name. He planned to name it after Kassner, the first settler on Kassner Creek, but his writing wasn't very plain so it came back as Carson. After Tucker's death, A. S. Estabrook became postmaster. Then L. T. Smith built another post office about where it is today. Jim Boyd changed the place to where Carson Creek Road meets the highway now. Then Carl Smith moved it back to his father's building. William Meneice came next and today Lester Ott is the new postmaster.

At St. Martin Springs, tents were put up everywhere, at first for people who came to

take baths. The first spring was a hole near the river, later, a cabin was built over the spring. Wooden troughs and stalls were built for more privacy. Later people pumped their own water. In 1923 the present modern bathhouse was built.

Logging operations began on the lower Carson Creek by the Bathwick Mill. The mill stood near Smiley's on the creek. The mill logged off the flat. Oxen teams were used on skid roads. Yoke of heavy hewn timbers, 6-feet long that were u-shaped, were put over the oxen and a chain in the middle attached to logs to be pulled. Lumber was flumed down to the Columbia following (now old highway) to Sprague Landing.

The first logging across Wind River was by J. R. Reynolds and gradually worked it out. Reynolds was on Panther Creek. He built a dam and flooded logs down into Wind River.

Townsend Camp (behind Devorss) were brothers who put logs into the river for the Wind River Lumber Co. About at Loyd's; it was done by horse teams.

Wind River Lumber Co. built a dam beyond the present mill, and also one on Trout Creek. By releasing both dams, Trout Creek a little later, logs flumed down to Wind River. There were eight camps started about the same time. Camp No. 1, where the mill is now; Camp No. 2 at the now Foster Place; Camp No. 3 the old C.C.C. Camp on Trout Creek; No. 4, now the settlement of Pine Tree Boone Camp; Camp No. 5, across the highway below Guler Road; Camp No. 6, a mile across Wind River in a southwestern direction by Tom Cummings; Camp No. 7 is not completed. Camp No. 8, where Birkenfeld house is now, beyond the mill; Camp No. 9 on Trapper Creek.

Flooding logs down Wind River resulted in the loss of 25% of the timber, as the river was too swift and rocky. The company went broke.

Around 1910 donkey engines were brought in. All camps yarded out with "donkeys" but horse teams were still used on log hauls. Camp No. 2 transported by two big 12 ft. wheels. Horses were used to pull down the tongue and pull the log up on it, usually four horse team used. These wheels were called "dollys".

The school building, after leaving near Duprees, placed next to Harshburgers. It was only a 3 month school term at first. The teacher received about \$35.00 a month and settlers took turns boarding her. Anna Monaghan, Miss Nckenna, Ed Flollis were among the first teachers.

Doctor Harris settled here at Carson where the Bill Larson Station now stands.

Shipherd Springs had a big hotel, swimming pool and dance hall. They had a big buggy that held 12 to 16, drawn by a four-horse team, for passenger service.

A cigar factory started about 1909, managed by Henze Brothers. It employed three people and lasted about three or four years. Mr. U. Freeburg and B. Bevans had a livery stable, north of the D. M. Tavern. In 1906 a steam laundry was in progress near where the Legion Hall now stands. North of the laundry J. T. Reynolds had a barn for his horses and a depot for logging supplies. Next to this was a blacksmith shop run by Cochran and Sharkey. The laundry burned down, another across from Mellingers was put up. With the coming of cars the blacksmith shop closed.

A movie house opened about 1910 where the Old Schafer house is now. Skating rink and dance hall were in there also. Later, another movie was put up where the Jim Hutchings home is. These were abandoned for lack of business. Later another movie started where Gilliland's house is now. It was run by N. R. Nelson and Nick Gregorious. Joe Gregorious operated this.

INTERVIEW WITH MRS. IDA CREER

I came with my folks when I first came here. The Bathwick mill, where the Legion Hall now stands, and the mill store, was all of Carson. When the mill moved away nothing remained. In 1899 my brother and I worked on the scows, hauling firewood from Carson to The Dalles (about 40 miles). The scows were low flat barges, with big sails attached. If a good wind was blowing we reached the Dalles in six hours. Sometimes with hardly any wind, it would take a week. My brother helped man the boat. I did the cooking; met my husband on these scows and after marriage continued to stay on the river with him, hauling firewood. The bigger scows held 150 cords of wood, smaller ones 50. After Bathwick mill was gone and with the store, the few remaining settlers had boats, and went to Cascade Locks for their supplies (about 8 miles down the river).

My husband's folks came earlier to Carson. He, as a boy was raised here; he helped his father cut firewood. Everyone raised a big garden, which done well without much attention in those days. Fruits were dried, potatoes often exchanged for other foods at The Dalles at that time. The fish wheels below, now Stevenson, were left running on weekends and all nearby could come and get their supply of fish (salmon).

The early settlers believed in the cap on Mt. Hood. If clouds were settling on the peak, it would be a windy day, so no hay was hauled.

Everyone remembers the high water in 1894. The highest the Columbia ever raised. It didn't affect Carson as there wasn't much here at that time, but raised to 4th street at The Dalles.

Then about 1900 another logging camp started out by Wind River, above the now High Bridge. My husband was captain of the tugboat that hauled these logs, from the mouth of Wind River to Cascade Locks Mill. About 1910 or 1911 the first donkey engines were brought in for logging.

INTERVIEW WITH SAM LUNG

I came in 1913 to visit my sister and took up a homestead. I went to see about getting a job in the woods. Saw the donkey used for steam — wood used to build up steam. Logs “splashed” down the river; dams let loose to push logs down; some logs were beat to pieces over Shipherd Springs Falls and down the ragged river. The logs were taken to Cascade Locks. Henry Greer towed them across the river with the tugboat.

Roads were cow trails. One time “Hi John” was hauling a donkey into Wind River Lumber Co. with team of six horses. He almost reached Camp 8 when his wagon sank in the mud so deep that it came into the wagon through the tail gate. He was noted for his tall tales and when he walked into camp no one would believe him until they walked down to see.

Lumber was purchased from the Simpson sawmill, hauled from there by team to build houses for himself and others; also the forest service. Only 2,200 bd. ft. could be hauled at once.

After the logs were flooded, some remained on the sides of the river. A crew of men were sent to roll these logs back into the stream with a jack, this operation is known as “sacking the river”.

When log jams could not be broken up by cutting a log or two, dynamite had to be used.

INTERVIEW WITH MRS. JOSEPHINE SMILEY

Mrs. Smiley came in 1902 when her children were quite small. They drove out to Camp 8 in a wagon. Mr. Smiley drove the team. The road at that time was not too good. At times the wagon felt like it might tip over as it was really just a trail. Oxen were used to haul lumber and timber then.

Everything at first was shipped in by boat.

The Anderson cigar store stood on what is now the Smiley property. There was a saloon at Duprees and a livery stable between Smiley's and the D. M. Tavern. Horses to rent out, and passenger service to the landing and hotels at the springs, were the livery stables' main business.

Mrs. Smiley has a pair of oxen shoes she found in her back yard. Their house was built on the log sawdust pile of Bathwick Frame Mill. Their first house was a tent with a floor in it.

CARSON LUMBER COMPANY BY CHAUNCEY PRICE

In 1919 the Carson Lumber Co. started about one and a half miles from Carson on Carson Creek. A flume was built by Fred Zurcher, for one half price anyone else would do it. Logs were flumed to where the Legion Hall now stands. There was the planing mill. The lumber co. first used horses, later two donkey engines, then when they were logging quite a ways back they purchased a patented "walking Dudley" for \$6,000. The hills were too steep for this patented machine so the company dissolved in 1924. In 1926 the Wind River Lumber Company organized but burned in 1929.

ITEMS FROM THE CARSON JOURNAL (1910 - 1911- 1912)

Some of the items found in the 1910 Carson Journal, was the trial of the murder of Isadore St. Martin. Also an article from Hood River Glacier that read: "At the request of the post office authorities at Washington, the North Bank railroad Company changed the name of the depot from Ash to Carson, and Cruzett to Prindle, so as to conform to the name by which the post offices are known."

Some of the ads that appear in the Carson Journal of 1910 were: Carl T. Smith, Pharmacist, Carson; Youman-Simpson Lumber Co.; Anderson Cigar Factory; Carl Henze Mrg. at prices 5¢-10¢-2 for 25¢; P. O. Stationary Store; James N. Boyd; Shepherd Land Light and Power Co.; 5 and 10 acres fruit tracts; Carson Valley Realty by T1N.; Pringle. An example of Pringles bargains were the cheapest: \$250.00 per acre buys 22 acres of fine land 1½ miles out; 17 acres to clear and in a clover meadow. The \$5,000 buys a well improved orchard tract of 11 acres, prize fruit, good house, barn and outbuildings. This is now an income producer.

Other ads included: Midway Grill, W. Black (prop.); Simmons and Caldwell, Hardware, Furniture and Undertaker; Shepherds, Springs; Wind River Lumber Co.; kiln dried lumber at

Cascade Locks, Oregon; C. F. Wetherall, general merchandise, outing flannel, 11¢ per yard; 26 patterns underwear (gents) \$2.50 per suit and \$5.00 per suit; Meyer Kelley and Co., General Merchandise; Odda-Barbershop and bathroom, Ed Osnas (prop);

In 1911 these ads had been put in:

Carson Steam Laundry, Gordon Wilson (prop.)

Fast Train Service via Spokane-Portland and Seattle Railway.

The North Bank Road, by W.R. Crogran, Agent., Ash, Washington.

Bank of Stevenson, State Bank, 4% interest paid on time deposits.

Carson Shoe and Harness Shop - A. Hillman.

Archny N. Page - Attorney and Counselor at Law.

Fruit and Timber Lands - Carson.

One side of the sheet was completely filled by the Carson Valley Development Club.

W. A. Hawes, Secretary, Carson, Washington.

They really tried “booming” the town, to the orchardist homeseeker you’ll find an ideal home and prosperity in Carson Valley, etc.

By 1912:

B. M. Hawley, real estate ad included: President and manager, Home Valley.

Irrigation and Power Co., Carson, Washington.

Livery and Feed Barn, Bevin and Freeburg (prop.)

Busline to depot

Dr. O. U. Harris - physician and surgeon; office in Smith Bldg., Carson, Wn.

Dr. J. M. Bulla - physician and surgeon, house physician, Shepherd Springs attend professional calls night and day.

Another article in the 1912 Journal tells of Jack Wetherall killing 3 cougars in 3 minutes on Bear Creek about four miles from Carson. He saw the tracks, followed them, killed one, which scared the other two, who were out of sight but they jumped up over the log when he shot them.

The booklets by the real estate agents about 1912 glamorized the irrigation project but only the first unit was ever put in. A few local men began the flume with head gates on Panther Creek, a few miles out the valley. They advocated a railroad out the valley and a dam on Wind River to produce electrical power. No dam has been built or a railroad. The soil was proclaimed the red shot variety, deep and strong. That, with the climate, excellent for growing of apples, pears, cherries small fruits and nuts. Also it was adapted for clover and alfalfa and was ideal for stock raising. The flavor of apple, keeping quality and color equal to well known Hood River apples — grown eighteen miles away. Strawberries and goose berries good for in between trees of orchards.

A number of letters written by earlier settlers told of their luck in farming: Mrs. J. P. Aplin on 2½ acres raised 400-100 lb. sacks of potatoes without irrigation.

Mr. Metzger wrote of farming since 1887 and no failure yet of crops.

Andrew Zurcher I, wrote of clover, Timothy hay, wheat, oats, corn and potatoes he raised and made a living from 10 acres for the past twenty years.

H. F. Marshall came in 1910 and purchased 10 acres, cleared nine acres. From two-thirds acre of strawberries he netted \$216.00. Nine tons of vetch and wheat from one cutting on two acres, no irrigation at all. From ½ acre of early potatoes receive \$80. The products of his place totaled \$600.

Rudolph Glur, writes: he came 1886, raised hay, corn, potatoes, fruit and nuts, on 12 cleared acres. One-half ton of yellow Denver onions he raised on 25 x 50 feet, from seed. Two acres of vetch yielded 6 tons. ½ acre raised sixty 100 lb. sacks of potatoes. All this without irrigation.

V. A. Fasdick writes he came in 1910. His first season he had 2½ acres in potatoes that yielded 375 sacks, 3 acres of corn at \$200, etc.

The mineral springs, two sulphur springs and one soda, at Government Springs were other big drawing cards. Government Springs Hotel was built in 1918. Shipherd Springs Hotel was built around 1906 and burned to the ground about 1930. Nothing has been done with these since. St. Martin Springs was built around 1900 and still is doing a good business.

THE COLUMBIA NATIONAL FOREST (Columbia Historical Data Study, 1937 Report)

The Columbia National Forest, which roughly covers all the area lying between the Columbia River, Pacific Highway, Mt. Rainier, and Mr. Adams, is located within that section of the old Northwest Territory in which history was first made in the Northwest. In region 6, 7' largest National Forest grass area of 1,509,071 acres, became Forest Reserve in 1897, known as Mt. Rainier Forest Reserve.

History of this region dates back to 1792 with the discovery of the Columbia River by Captain Robert Gray, an American Fur Trader. Later in the same year, Captain George Vancouver entered the mouth of the Columbia and dispatched Lieutenant Robert Broughton to explore the "Stream". Broughton navigated up the river to a point past present town of Washougal, and upon his exploration was based England's first claim to this region.

This exploration was followed by Lewis and Clark in 1804-1806, who traversed the north bank of the Columbia and added further to the United States claims to the Northwest Territory.

Fort Vancouver was established in 1825 by the Hudson's Bay Co., which authentically dates the first permanent settlement in the region. Much history has been written about the work of the Company and its Chief Factor Pr. John McLaughlin; some of which, particularly the fur trading as it was carried on by them with the Indians, has an important background as it relates to the resources of the Forest.

In 1846 the treaty was signed by England which established the International Boundary and the Northwest Territory, then came under U.S. administration; open for settlement and all land laws became applicable. From this date on interesting history has been related, much of which has been published as authentic. This includes the reports of exploration and surveys for a railroad route from the middlewest to the Pacific which was conducted by Captain George McClellan, who surveyed the passes of the Cascade Mountains in 1853-1855, with the purpose of selecting the best route for the Northern Pacific Railway to reach Puget Sound.

The original route traveled by McClellan and his party crosses the central part of the Columbia Forest and in many places his trail has been located and will be marked for public interest. He had 66 men, 173 pack and saddle animals; traveled north to Lewis River over "Overland Trail" to Red Mountain and Race Track.

Columbia Forest history dates back to 1897, when the Rainier Forest Reserve was

created by executive order.

Wind River settlements of sparse homesteading began after 1880.

(INFORMATION FROM "DO YOU KNOW" SERIES OF COLUMBIA NATIONAL FOREST, JUNE 1, 1939)

The number of year-long residents inside protective area in 1938 was 1,734.

In eight years average, greatest percent of fires due to lightning and next due to smokers. There are 21 lookouts in the Wind River District.

Approximately 500,00 acres of burned area in Gifford Pinchot boundaries even in 1853, recorded, blue smoke sighted in forest regions due to gib fires and some of this area was burned before it was recorded by man. The Twin Buttes area was one and today covered with huckleberries and also McClellan saw bast patches at Race Track that he recorded.

The worst fire recorded was of Sept. 1902. From a score of unattended and scattered small blazes a roaring tempest set up in Skamania, Clark, Cowlitz and Lewis Counties. 38 dead were identified, property losses ran into millions, 220,000 acres of forest land burned over. Most fires seem to start in the old snags and tombstones of earlier years.

The peaks in the National Forest included Mt. Adams, 12,307 ft.; Mt. St. Helens, 9,671 ft. Important elevation in this area, Hemlock Ranger Station, 1,150 ft.; Red Mountain Lookout, 4,977 ft.

Head of stock ranged in Gifford Pinchot were 195,915 acres, 21,913 sheep and 1,447 cattle. Grazing fees at that time were \$.0475 for sheep, \$0.18 per head per month for cattle.

Volume of timber in thousand bd. ft. log scale of Skamania County in 1938, 17,024,304. Of this, 13,565,129 was from Gifford Pinchot National Forest. The total in National Forest was 23,147,068, mostly conifers. Most of this Douglas Fir, 11,035,564 thous. bd. ft. scale; Ponderosa pine, 193,099; all other types western hemlock, western red cedar, larch, Sitka spruce, white fir, western white pine, alder, maple, and cottonwood is 12,124,424 thousand bd. ft. Hardwoods native to Gifford Pinchot forest are willow, aspen, red alder, white oak, western serviceberry, choke cherry, cascara, big leaf maple, hackberry, mountain ash, hawthorne, vine maple, dwarf maple, pacific dogwood, Oregon ash, blueberry elder.

Number of people dependent on lumber industry in Skamania County are 736; for Washington, 199,500 depend on forest industries. Up to 1938, acreage planted to date was 23,546. Growing stock from Wind River Nursery were: total of 9,563,000. Most of the stock was Douglas fir, 8,100,000. The rest was Ponderosa Pine, Western Hemlock, Silver Fir, Noble Fir, etc. Approximate cost of planting per acre was \$6.00.

Value of timber cut in Gifford Pinchot National Forest in 1938 was \$2,890.25. Value when sold was \$3,298.41. Net receipts of grazing, trespass and products, \$3,195.90.

In 1912, the Pacific Northwest Experiment Station established an arboretum at their filled station quarters at Hemlock. Until 1938, 1,700 specimens of 130 different species of conifers, both native and eratic, have been planted and identified. In 1935, a natural arboretum of 13 conifers and three hardwoods were found on the road into Horse Shoe Lake southeast of Randle.

BRIEF GEOLOGICAL HISTORY OF GIFFORD PINCHOT FOREST

Gifford Pinchot Forest, situated along the Cascade divide in southwest Washington, is

rich in geological history. Its huge area, as rugged as any part of the Cascades, tells much to geologists of its formation. Most interesting of these are:

1. The now extinct volcanos of Mt. Adams, East Crater and Mt. St. Helens.
2. The deposits of sulphur which have been found on Mt. Adams.
3. The tree wells around Spirit Lake.
4. The ice and lava caves east and south of East Crater on Mt. Adams.
5. Huge lava fields on the southeast end of the forest.
6. The occurrence of coal veins on Summit Creek, Rockwood District and Swamp Meadows on Mt. Adams District.

The country is covered with new lava flows which cover most of the old surface coming from active volcanoes which sent forth tons of liquid rock, lava bombs and blocks. An interesting Indian legend of the foot and hand prints at Goose Lake tells that an Indian attempted to jump from Mt. St. Helens to Mt. Adams but she fell and left the prints in the hot lava. These prints can be seen just at the edge of the water. At the same time of molten lava, great lava blocks and bombs of harder composition were not liquefied and thrust to a distant point to be as a loose rock or boulders such as Beacon Rock. Bombs were lava solidified in the air. Tunnels are found under layers of lava and changed so some have become ice caves.

Another geological story of interest in Skamania County is submerged Forest of Columbia Gorge, now gone forever by being under pounding water at Bonneville Dam. The Columbia at one time flowed to north side of the gorge in a deep channel. Somewhere below Table Mountain and Greenleaf Peak the water undermined the bastalic capped mountains by eroding the soft underlying strata of volcanic ash. This caused mountains to become unstable and the result was a huge land slide to the south which formed a natural dam across the Columbia. This formed a great lake which flooded the gorge for twenty miles or so above the Cascade Rapids. Vegetation, including many trees, were inundated and covered with silt and sediment up to 25 feet. In time, the impounded water rose and poured over the dam and a channel was cut through by the water. The lake receded and left exposed drowned trees — now called the submerged forest of Columbia Gorge. Several samples of these old dead trees were secured just before Bonneville Lake was raised in 1938 and can be viewed at Hemlock Ranger Station. Landslides bring growth pattern of well preserved stumps was between 260 and 700 years ago.

**HISTORY OF WIND RIVER NURSERY
SHOWS MUCH PLANNING AND WORK
(Published in Skamania County Pioneer, July, 1949)**

The history of the Wind River Nursery at Hemlock, 15 miles north of Stevenson, is a story of planning and labor to erase the scars of fire and the struggle to keep pace with logging in the Pacific Northwest.

Hundred of visitors tour the nursery each year, and besides its tree production, it is used for instructional purposes by many forestry groups. The unit is now under the supervision of Forest W. Deffenbacher, local officer, and the following sketch is from his department, as prepared by Larry Petery, Se., forest service clerk.

“Seven years after the Yacolt fire the U. S. Forest Service started preliminary work of the construction of the Wind River Nursery. The nursery was established primarily for

growing trees for planting on the Bull Run watershed from which the city of Portland obtains its water supply, and for restocking the vast area known as the Yacolt Burn.

“In the fall of 1909 the establishing of the Wind River Nursery had gone beyond the plan stage when E. J. Weigle of Carson, a forest guard, received a letter from the forest supervisor authorizing the fire of not to exceed three men to start clearing ground for the nursery site. The area had been logged off by the Wind River Logging Company.

“By late spring of 1910 stumps had been blasted on a ten-acre tract, five acres of which had been completely cleared and fenced. Also, by this time, and in connection with the nursery, a water system had been installed. Thirty-eight hundred feet of 4-inch wooden pipe, extending from the intake on Martha Creek to the nursery, capable of carrying the entire flow of the creek, had been laid. The first season the available water supply was sufficient for the sprinkling of the seed beds.

“Wind River Nursery’s first sowing was done in May of 1910, at this time the potential annual capacity was one million seedlings. Conifers were sown by means of drills made of a board 12 inches wide and four feet long, with cleats at intervals of three inches; the seed was placed in the impressions made by the cleats and by means of a cleat and hinge sower. The seed was covered by sifting, soil on as in broadcasting.

“The hardwoods were sown by hand in rows spaced 20 inches. Furrows were opened by means of a Planet Jr. cultivator, and twine was used for marking the rows.

“All conifer seed beds were shaded at the time of sowing. Loose lath were removed from the covers as soon as the germination was satisfactory. Lath covers were entirely removed by September 20. Later on, the lath was replaced to protect conifers from winter damage.

“Practically no cultivation was given the conifers; the hardwoods were given shallow, clean culture. Weeds were removed from among the conifers frequently. The method practiced was to spend off moments in pulling by hand the few weeds that were found. Blackberry vines, ferns, Oregon grapes, and wild oats were troublesome.

“Damping off and winter damage caused by frost upheaval both caused considerable damage the first year; these two factors still constitute our greatest per cent of injury to nursery stock.

“The wage rate in 1910 for nursery labor was \$2.50 per day.

“In the early spring of 1911, a small house was built for the use of the officer in charge of the nursery and for accommodation of official visitors. The beautiful spruce hedge enclosing the nursery on the west was planted shortly thereafter.

“As early as 1911 it was recommended by the officer in charge of the nursery at the time that Douglas-fir be the principle out-put of the Wind River Nursery.

“By 1920, ten years after the first seedlings were sown at the Wind River Nursery, it had an annual output of one and a half million, although there were now eleven acres under cultivation. Mr. William F. Will was then in charge and remained a superintendent of the nursery until his retirement in 1944. Conifer seedlings were sown at this time by hand broadcast method. Labor was being paid \$1.25, during the post world war period. All nursery stock shipped at this time was transplants.

“In the early 1930’s, with the establishment of the C.C.C. program, the nursery began to expand. By 1937 there was an annual production of 5,000,000 trees. This production was held until the spring of 1942. During the World War II years nursery production was cut to an absolute minimum. At the same time, logging was stepped up considerably. Thus, it is quite

obvious that the margin between planting and annual cut grew by leaps and bounds.

“A change toward mechanizing the nursery practices was made in the spring of 1945. In previous years, all sowing and cultivation was done by hand. Now we use tractors and other farm equipment to accomplish this. The enormous task and expanse of laying and removing shade frames has been made unnecessary by the use of very light sprinklings to reduce the temperature of the soil.

“Production is now back to the 5,000,000 annual output. During the life of the Wind River Nursery it has produced approximately 100,000,000 trees for planting on burned and cut over National Forest areas of Washington and Oregon.

“In closing we wish to pass along a remark of the logging manager for a large Northern Washington logging company during a recent visit to the Wind River Nursery. He said, and we quote: ‘You keep growing them so we can keep cutting them.’ And so we do. Wise harvesting of a timber crop, followed by planting little trees where natural reproduction is not effective, insures a future timber harvest. This is sustained yield management of the national timber resources.”

Forestry in the United States was still in the dark ages at the beginning of this century. In 1902 the word forestry was first listed in the Encyclopedia Britannica. The earliest laws passed by Congress regarding the forests were passed between 1799 and 1831 to insure supplies of live oak for ship building.

Conservation was thought of in 1626 when Plymouth Colony passed an ordinance prohibiting the cutting of timber on the colony lands without official consent. Not until 1891, however, did conservation get underway nation-wide when the National Forest System started. Conservation still has a long way to go. Fire still burns millions of acres of forest land each year and wasteful cutting methods of the past are still widely used. It is hoped that real conservation in America will be achieved and services available to the people forever. Between 1941-45, the war caused heavy inroads in the nation’s forests, as wood became a critical war material needed for barracks, cantonments, ships’ docks, war plants and war houses, gunstocks, explosives, airplanes, crates, and hundreds of other uses.

Armed forces used a greater tonnage of wood than of steel. Many peace time activities were curtailed, such as nation-wide forest survey, reforestation and land acquisition under the weak law. The Forest Service, however, was called upon for numerous special war jobs: 1: emergency surveys of war requirements; 2: supplies of forest products; 3: emergency rubber project for production of guayule and other rubber bearing plants; 4: large scale logging project in Alaska for urgently needed aircraft spruce was under way; 5: constant manning of lookout stations as part of the Army Aircraft warning system; 6: surveys of quinine; 7: emergency fire protection measures; 8: numerous balls and other special forest products resources in Latin America; 9: important studies and tests at the Forest Products Laboratory; and many other things critical to war work.

To help stimulate the output of wood for war needs, a special Timber Production War Project was launched. This boosted logging production and at the same time encouraged logging methods that left trees for future use and wasted as little as possible. With so many men serving in the Armed Services, regular fire protection forces were severely depleted. The Office of Civilian Defense established a Volunteer Forest Fire Fighters Service to aid federal and state forestry agencies. Some 185,000 citizens enrolled. Conservation agencies cooperated in special fire prevention campaigns to make the public more aware of the great

need of individual carefulness in fire prevention. The Japanese made numerous attempts to fire west coast forest with incendiary bombs carried by balloons, but were unsuccessful. Paratroopers and Army ground personnel were of great assistance in fighting fires.

Although winning the war was the most important thing, the cause of conservation was not entirely forgotten. The demand for more lumber showed the need for more forestry legislation.

Many national forests existed as forest reserves before March 4, 1907. On June 30, 1946, there were 152 national forests of over a total of 179 million acres and 12 forest and range experiment stations, plus a forest products laboratory. The figures are changing almost as constantly as land is acquired by the Forest Service or land is exchanged to consolidate holding or other changes are made. Small areas sometime are added to others, thus eliminating some names and reducing the number of national forests or a large forest may be divided into two forests. Sometimes names are changed, usually when a consolidation has taken place. The Columbia National Forest just changed recently to Gifford Pinchot.

In Washington there is Colville National Forest, established March 1, 1907 in Region 1; Chelan National Forest, Okanogan, established July 1, 1908; Columbia National Forest, established July 1, 1908 at Carson; Mt. Baker, established February 22, 1897, Bellingham; Olympic National Forest, established February 22, 1897, Olympia; Snoqualmie National Forest, July 1, 1908, Seattle; Wenatchee National Forest, July 1, 1908, Wenatchee; all in Region 6 (taken from *Highlights in History of Forest Conservation*, by Forest Service Bureau of Agriculture, Washington, D.C. in January, 1948).

HISTORY NOTES ON WIND RIVER DISTRICT OF FOREST SERVICE

(Taken from a letter on First Ranger's Duties)

Written by R. B. S. on 1-24-38

Horace Wetherall received his appointment as forest ranger June 1, 1902, and was assigned to the Wind River Valley and adjoining territory. No limits were placed on the territory he was expected to cover. His salary was \$60.00 per month and he was required to furnish a horse, saddle and such other equipment as he needed to carry on the work.

There were no buildings, no trails, phone lines or any other improvements. His job was to patrol the forest and put out all fires and to prevent timber theft.

When Mr. Wetherall told me this I made the remark that it was quite a job for one man to undertake. He replied that he was eighty-three years old and never during that time had he ever had a harder, more disagreeable job than as forest ranger. I then asked him the same old question that rangers have been answering ever since the service started. "What did you do in the winter?" He said he was supposed to patrol every month of the year.

On one of these trips he found two men cutting timber on government land along Little White Salmon River. These men were charged \$600.00 for 100,000 feet they had cut. Any amount of private timber could have been bought for \$1.00 per month at that time, according to Mr. Wetherall.

In the same year that he received his appointment, a man by the name of Monroe Vallett cut some slashing on Nelson Creek, east of Stevenson. Late that fall, while the east wind was blowing hard, Vallett set his slash on fire. Mr. Wetherall does not recall the date but thinks it was some time in September. The fire soon spread from the slashing to the adjoining

timber. At that time a large crew of men would have been required to stop it. Ranger Wetherall did not feel like hiring any men as he had just been in trouble over the employing of a crew to fight a fire on Bear Creek. Wetherall refused to put on a crew.

The fire burned to the top of Stevenson Ridge, where the wind from the east drove it west to the Yacolt Valley, creating what is now known as the Yacolt Burn.

Mr. Wetherall says that the supervisor was quite angry because he did not stop the fire, but thought he did the correct thing in not hiring a crew. Mr. Vallett was arrested and taken to Walla Walla, Wash., for trial, but was not convicted. All the government witnesses very suddenly forgot all they knew about the case. Supposition being that they were afraid of Vallett since he possessed a very unenviable reputation about the community.

D. B. Sheller was forest supervisor with offices in Tacoma or Olympia. The assistant supervisor's office was at Yakima, Wash.

While Mr. Wetherall was ranger, he opened a trail from Wind River to Big Huckleberry Mountain. The Indians came to this mountain in large numbers to gather berries and hunt deer. These Indians lived at that time along the Columbia River.

Mr. Wetherall resigned his job in the spring of 1904.

WILDLIFE SECTION

Names of fish hatcheries in Gifford Pinchot in this area are: 1: state hatcheries include the trout hatcheries at Skamania and salmon hatcheries at Wind River; 2. United States hatcheries are Big White Salmon, Little White Salmon, and Carson, Tyee Springs.

Principle lakes and the type of fish with which they are stocked Wind River District are: Lost Lake, eastern brook trout; Trout Creek Pond, rainbow and Mountain Black Trout; Zig Zag has eastern brook trout.

Total numbers of fish planted by the forest service and state in the Gifford Pinchot and vicinity in 1938 was the total of 1,038,000.

Beaver transplanting to forest up to 1930 were 89 on eighteen sites. Estimated game on the Columbia in 1938: black bear, 1,000; blacktail deer, 3,800; elk, 300; mountain goat, 150; geese, 100; bandtailed pigeons, 1,000; duck, 1,100; blue grouse, 8,000; parmigan, 100; ruffed grouse, 2,500; mountain quail, 200; Chinese pheasant, 250.

Fur bearing animals in these regions include badger, beaver, fox, marten, mink, muskrat, otter, raccoon, skunk, weasel, fisher, porcupine, snowshoe hare, and the gray squirrel.

Predators include bobcat, lynx, cougar, coyote and wolf. Of these about 90 bobcats, 60 cougars, and 100 coyotes were killed by hunters and trappers in 1938. Estimated amount of big game on Columbia killed by hunters in 1938 were 50 black bear, and 275 black tailed deer.

Total number of recreational visitors in 1938 for the Columbia National Forest were: campers hunters and fishermen, 79,200; and passers through, 5,500; for a total of 84,700. There are 35 summer homes permittees on the Columbia National Forest lands.

TYEE CREEK FISH HATCHERY (Date from Bruce Canady, Supervisor)

In June, 1937, construction of Tyee Creek Fish Hatchery began.

There were: 3,000,000 fall chinook salmon eggs; 100,000 spring chinook salmon eggs; 300,000 rainbow trout eggs; 150,000 rainbow trout eggs; 384,000 brook trout eggs.

Fish cultural operations have continued annually.

Lower Wind River at site of the old bridge was racked and the fall run of Chinook salmon was trapped in 1945, 1946, and 1947.

1948 was the largest production year to date. 6,625,264 fall chinook salmon were released into Wind River for return to the ocean (weight: 8,030 pounds).

1949 production will exceed all previous production records. 9,250,000 fish will be released into Wind River and other streams (weight over 10,000 pounds).

The station will be expanded in the near future to include rearing ponds and other fish cultural facilities.

PRESENT CARSON AND NEARBY POINTS

Carson is located fifty-three miles east of Vancouver, Washington on the North Bank Highway (830). It is a small village in the heart of the Cascades with a population of 430. This is one of the intermountain valleys on the sunny side of the Columbia. The valley is approximately sixteen miles long and one to three miles in width. It is drained by Wind River, Panther Creek and Trout Creek, and enumerable smaller streams which begin in the snow capped Mt. St. Helens. The Gifford Pinchot National Forest covers the source of the streams, assuring a steady flow from the timber covered areas.

Carson (alt. 98) lies five miles east of Stevenson, the county seat for Skamania County. A turn off (8C) from the main highway is widely noticed by a huge sign advertising Carson and St. Martins Springs. The town is now composed of two groceries, Carson Mercantile, a general country store owned and operated since 1930 in the same spot by Price and Schindler, now Hockinson and Price, and Gales Grocery, operating since 1941 in a portion of Wm. Larson Storage Garage operated by W. P. Larson; Texaco, operated by Joseph Fletch; two taverns; three small restaurants; an electric shop; barber shop; four tourist camps; two churches; and one grade school is about all that remains of the town of Carson.

Greyhound Bus Service provides bus service twice in and out daily, east and west. The railroad station, a mile from town, gives service of one stop daily from west and east for mail and passengers. Taxi service by the Carson Taxi.

Road 8C leads beyond Carson, up Wind River Valley to Government Springs in the Gifford Pinchot National Forest. Enroute, Wind River Canyon has a suspension bridge spanning it about 256 feet above the stream. About eight miles out is a dirt road to the left over Trout Creek which leads to Wind River Nursery and Experiment Camps and the Ranger Station at Hemlock. Boy Scouts and De Moley organizations have contributed time and funds to reforest lands on old burns along in here. Five miles north of this turn-off to the left leads a dirt road across South Butte (alt. 2,835) and Red Mountain (4,100 alt.) on the north, Big Lava Bed, to the east and south, till we reach Race Track Guard Station. This leads on to Goose Lake. It is on the shore of this lake the foot and hand prints made by a human are found.

Back to the main side road and on past Carson Lumber Company and the U.S. Fisheries at Tyee Springs to Little Soda Springs Camp and on to Government Mineral Springs, about nineteen miles from U. W. 830. Here, at Government Springs, are recreation areas, stoves, water and sanitary facilities. The tables, stone fireplaces and stoves with grates were made by C.C.C. boys in the early 1930's. These now are having to be replaced as moisture and time have caused them to deteriorate.

A mile east of Carson on the west bank of Wind River, opposite the mouth of Little

Wind River and the foot of Buck Mt., are the famous hot sulphur springs discovered and founded by Isadore St. Martin in the 1890's. Run by the descendants today, the hotel, a three-story white frame building and numerous cottages and the bathhouse, is a continuous sign of activity.

East around the Sand Hill Road, over Wind River Bridge, we come to Wind Mt., which attains a height of 1,900 feet. A solitary rounded hill, wooded slopes covering the east side of the mountain and jagged peaks on the west. The mountain has a peculiar slant caused by the river that sawed through the rising mountain barrier. Directly across the Columbia in Oregon is Shellrock Mt., almost as high. Geologists advance a theory that both these hills were once a single mountain through which the Columbia forced the channel. On the slant side of Wind Mt. a huge profile of an Indian face can be seen with the use of one's imagination.

Climatic differences between the arid and desolate region on the eastern side of the Cascades and the green "lushness" of the west slope become increasingly evident in this area.

Wind Mountain, we are told, was a fort at one time, for the Hudson's Bay Company. The rocks near the tip are placed so they could be hidden behind and holes left between the rock for guns. These rocks are still in the same position today, but no one seems to know for sure about the fort. Only other indication that the Hudson's Bay Co. was here is a spherical rock at the entrance to the high school grounds, which bears a rough characters the inscription: H.B. Co. 1811. It is believed to be a corner marker for an early Hudson's Bay Co. boundary, but history tells us the company did not enter this region until 1821.

The Experiment Station and Nursery, Wind River Logging Co., and other logging concerns, Bonneville Dam, fish hatcheries, the new plywood plant at Stevenson, along with farming and berry or fruit crops, provided a living for the people at Carson. If oil will be found at Skamania, no doubt others wells will also be located and give more work for this area.

POINTS OF INTEREST NEAR CARSON

Beacon Rock:

On the Evergreen Highway, fifteen miles west of Carson, is Beacon Rock, next to Gibraltar, the world's largest monolith. The towering mass is the hardened core which filled the crater of a volcano now obliterated by erosion. It was named by Lewis and Clark in 1805. It was also called Piller and Castle Rock. It attains the height of 840 feet. Its summit is covered with great blocks of red cinders and covered with stunted deformed trees. It has served as a beacon to travelers through Columbia Gorge from the earliest Indian in his dugout canoe to the modern motorists. A zig zag trail now makes the summit of this rock easily accessible.

Fort Rains:

Fort Rains is another historic spot — until last year a blockhouse stood when it caved in. The original blockhouse was built out on Sheridan's Point, but this caved in and the point slid into the river, so rebuilding of the blockhouse in 1927 was erected and dedicated by Skamania County Historical Society. It is in this locality that Lieut. Phil Sheridan, famed for his ride in 1856, when he routed the Indians after the Cascade Massacre and rescued forty-seven besieged settlers. Here are upper, lower and middle Cascade s. Blueprints and maps can be seen at the county engineer's office of the portage railway that existed between the upper and middle cascades.

Bridge of the Gods:

The Bridge of the Gods legends tells us that it was once a natural bridge spanning the river. There came a time, say the Indians, when Mt. Hood and Mt. St. Helens became angry with each other and hurled red-hot boulders back and forth. A stray shot struck the Bridge of the Gods and sent it crashing into the stream beneath, forming the Cascades. F. H. Balcha, a young missionary who, after hearing so many tales of the natural bridge, built by the "Tomanowas" (gods) wrote an Indian romance "Bridge of Gods".

Stevenson, the county seat, was founded by the Stevenson family who came from Missouri in 1880 to settle in old town of Cascades nearby. Driven from there by a great flood of 1894, they platted Stevenson. A new modern courthouse now stands on the lawn overlooking the river. On the courthouse lawn is a section of a petrified Sequoia tree, ten feet high, six feet in diameter.

About sixty miles up the river on U. S. 830 is Maryhill Castle, an isolated mansion which resembles a palace and has been made into a museum. It was constructed by Sam Hill, son-in-law of Jim Hill, the "Empire Builder" who took his wife's name Hill, originally for a Quaker colony, who were reluctant to settle on parched slopes, so Hill decided to convert his building into a museum. He invited Queen Marie of Romania to dedicate it on her visit to the U.S. in 1926. Many of the Queen's things, such as a coronation robe, chair, etc., are there on display. Many Indian relics and many other things make it an interesting place to visit. The castle is approached through lanes of white poplars, which provide an impressive setting for the gray stone structure overlooking the Gorge.

Before construction of Bonneville Dam, each year during the annual run of Chinook salmon, large numbers of Indians camped along the river at the edge of the White Salmon River and Wind River. Men, women and children gathered at the edge of the river to haul in salmon, which were hung, tons at a time, upon huge racks to dry.

In 1936 when I first came to Carson I saw about the last trip the Indians made. The odor about sickened me of drying fish, with flies swarming about. Indians lived in tents, ate on the floor, some had fancy costumes and wore braids. Along side the tents usually was a late model car, age-old custom along side the modern was quite a sight to see.

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