

# BILL SAMMS

## Interview by Ivan Donaldson — October 29, 1972

Ivan: About these squaw nets and how successful they were and how big they were?

Bill: Well, they were not very big, they were really rather short. Now that pole that anchored it out from shore, I imagine was about 30-35 feet long and the net was a little longer net on it so it would hang upstream according to the drawing here. Maybe the net was made 45 or 50 feet long.

Ivan: Would it reach the bottom?

Bill: Oh no, it didn't reach the bottom. Wouldn't go anywhere's near the bottom there. Just blue back nets weren't very deep anyway.

Ivan: Blue backs did not travel deeply?

Bill: Well, they never fished too deep. They fished with a shallow net for blue backs. I guess maybe they followed the bottom, too. Some of them but the blue back followed closer to the top of the water than the other fish and they were successful if you had the right kind of place. The water would be too deep to anchor the net out, you see, with an anchor line and that's why they used the squaw net, they never used them very much.

Ivan: You were entirely dependent upon the use of that pole though?

Bill: Yes, you had to have that pole to hold it out.

Ivan: Did you buoy the pole up at all with float or anything?

Bill: No. It was just stuck against the bank on the shore end and the outside end had a guy line from each, up the river and down the river to hold it out in place and then the net was fastened on that. Maybe 20-25 feet deep., I don't know how many meshes they used to count the depth of the net by the mesh. I'd say it was around 25 feet deep but the water was a lot deeper than that. It was right along that bedrock bank you know up there by the rock crusher. It was pretty successful because

they'd go and take the fish out of it and about the time they got to the shore end they'd have to almost start again on the outside end and take them off they were that thick. The blue backs run close to shore too, you see and old man Dodson said that he'd seen them turn up sideways and wiggle through the slats on the lead. The slats on the leads you know?

Ivan: Of the fishwheels?

Bill: Yes. I don't know, I never seen them do that myself but then I don't doubt it because they did run in shallow water.

Ivan: I would anticipate they would do this. Mr. Clint at The Dalles, told me that the blue back always ran in shallow, near the surface.

Bill: Yeah, they did. According to the way the nets would have them in, you know, you could tell about how far they would run in if they were in deep water or shallow but you could get blue backs where you couldn't get Chinooks in the shallower water. That's about all there is of that to tell.

Ivan: We were pursuing the history of the Sam's family here as your father came west and we came to this particular point. Do you remember when these squaw nets were outlawed?

Bill: I don't think they were ever outlawed, as far as that goes, people just quit using them.

Ivan: Why was this?

Bill: Oh, they didn't have places for them, maybe they used them right up to the last. The Indians used them, that's why they called them a squaw net, I guess.

Ivan: Did the Indians invent this system?

Bill: I don't know but I did understand they did use them up there in the little eddy's you know, where they couldn't dip with a dip net, they could stick one of those nets out in there and hold it there and get the fish out that way. I may be wrong about that cause I was never up around The Dalles where they fished much and I never seen them but I

imagine though that it seems to me somebody said, or I heard that they'd been using the net at the lower Cascades, old peg leg, old Chief Wacomac, they called him old peg leg cause he had one of his legs cut off, and I think he used to use one of them. I'm not sure about that though, I never seen it.

Ivan: There was some error crept into our manuscript about the Sam's family, something went wrong and I made an error there. Will you review that for me please? In relation to your family, something went wrong in the manuscript, some error was made about your family.

Bill: The time that you moved over or

Ivan: Well, you had some exception to what was, what appeared in the book about when your family came here or . . .

Bill: Well, maybe's when we moved over here from Oregon.

Ivan: Oh, I see, was that where the error was?

Bill: Well, now that is the part that's wrong in the book.

Ivan: Well, please tell me about that then.

Bill: Well, instead of coming in 1910 like it said here in the book, we moved, well, in the first place I think they're telling they got one season up at Williams Fishwheel.

Ivan: Oh, and there were two seasons?

Bill: Yeah, and Dad tended that wheel up there three seasons, 1890, 1891 and 1892 we moved back down to the place. The winter of 1891 and 1892 we stayed up there. The first year, 1890, we moved back down in the fall and then moved back up in the spring of 1891.

Ivan: But he did tend the wheel 1890, 1891 and 1892 in the summer fish run season.

Bill: Yes and one season up there, there was a big run of blue backs in the fall. I maybe told you about that before.

Ivan: Well, I don't have it on tape, I wish I'd got it.

Bill: Well, and so they sent up word for him to let the wheel run a few days after the season so he let that wheel run and they come down from the locks and arrested him and took him up the The Dalles for his trial and everything and they turned him loose, they never done anything to him because he was working under orders from, I guess it was Felix \_\_\_\_\_. They told him to do it cause he was at the cannery.

Ivan: This was before the day of Joe Westerland.

Bill: Yeah, Westerland was up on the Island. Westerland was never down at the cannery, you see, that's where the orders come from. Yeah, \_\_\_\_\_ I think he got let out in about 1895.

Ivan: I see and who took his place?

Bill: They didn't have anybody to take his place, they just had the boss in the cannery through the summer season then.

Ivan: Well let's see now, who was this, who was the sale man who took over the cannery later, the individual that made life so difficult for you?

Bill: Oh, that was John Nixon. He lived down the \_\_\_\_\_ and he'd move back down in the fall and move back up in the spring. He'd just be there through the season.

Ivan: I see, but did he take over after \_\_\_\_\_ left?

Bill: Not right away but soon after. He used to run the pick up boat, well he come to work there, the ice had taken the dock out one winter, a big cake of ice just sheered the dock off and they was driving the piling and I think they said he come by with his blankets on his back and stopped there and wanted a job and they give him a job on the pile driver. From that why he started to work for Warren in some way, I don't know how he got to run the pick up boat down at Wallace Island . They had a \_\_\_\_\_ and he'd pick up the fish there and I guess from the fishermen too and then he finally, he'd go down there in the summertime and then he'd move back up to the cannery in the winter and the fall and it made it so miserable for poor old John \_\_\_\_\_, he was the foreman and Felix \_\_\_\_\_ was the Supt. Poor old John had to quit so then he got John

a job staying there the year around. John went back to Germany, I guess they pensioned him off, too, they give him a little pension. He was a nice old guy. He never found any fault with anybody and he liked to snort a little bit though and I know he said that he had a cough and he'd go to old Doctor \_\_\_\_\_. One time he was telling Dad I think, he thought he was going to die with that cough and he said old \_\_\_\_\_ said, "Oh man, man, man, you're no dead yet, you're no dead yet."

Ivan: That was before Doctor \_\_\_\_\_ went to Portland as the Italian consul, I judge.

Bill: Yeah, that's when he was up in the Cascade Locks.

Ivan: About when did Doctor \_\_\_\_\_ come to Cascade Locks Bill?

Bill: Well he was there when we got here as far as I know, I don't know.

Ivan: I see. And this was after he had the distillery down at Cape Horn. After he had abandoned the distillery down at Cape Horn.

Bill: Oh, yes, yes. I never knew about that at all, you see, that was all before my time. I think he was, well, I'm pretty sure he was at the Cascade Locks when we come out here because everybody come out from the east after they was out here awhile they get what they called the fever and ague and they'd get chills and they'd go up to him to get medicine and he'd give them some awful tasting medicine but it cured them.

Ivan: Could it have been quinine?

Bill: I imagine it was a mixture of quinine.

Ivan: You know the books now, the authors now thing that the ague of the country was malaria.

Bill: Well, it probably was because I know one of my uncles, I remember had it and I remember he was laying out under the tree on a blanket in the shade of a tree and he was sweating and he was still cold and shaken.

Ivan: Well, I'm glad I have not had malaria to diagnose it.

Bill: Well, I imagine it was a kind of malaria alright. But this medicine that

\_\_\_\_\_ give them was a liquid and if I remember, it was a kind of brownish hite, it looked like it might have been part milk of magnesia in it, I don't know though Of course, that's just what it looked like to me. And they said it tasted awful.

Ivan: But it did work. How long did Dr. Candyannie stay at Cascade Locks before he moved away then, do you remember?

Bill: Well, he was there in 1892, I think, when we left up at Williams' because I think that winter we stayed there between 1891 and 1892. There was a feller at Lower Cascades, he had a store there, his name was Andrews, John Andrews, and I think he was a dope fiend. He used to get sick and Candyannie would go down there and he would walk down from the Locks to Williams' and dad would take him across the river. One time there was snow on the ground, 5 or 6 inches, by the way, I don't know how they got word to him to come but he come down and dad took him over and he walked down there and he come back the next day and said, "Well, I didn't make it in time this time, the old feller didn't make it, he died."

Ivan: John Andrews? Where was he buried?

Bill: Well, I think he's buried up the Cascades, I think.

Ivan: At the pioneer cemetery?

Bill: I wouldn't say for sure but I think so. Everybody I think was buried there more or less in those days. I've never found his head stone or anything but I imagine he was buried there.

Ivan: What kind of an individual was Candyannie? Short, squat, fat individual or . . .

Bill: He was fairly tall, maybe about as tall as you are and a little bit heavier. If I remember right he had the least little bit of a bay window showing. I didn't see him too many times and I didn't pay too much attention but I guess he was a pretty nice guy you know, pleasant and everything.

Ivan: Did he marry after he went to Cascade Locks?

Bill: Well, somebody said he did, but that I don't know anything about.

Ivan: This I will have to pursue with another family because I heard this from Frank Estabrook. He was there working around the clinic or around the doctor's office at Cascade Locks and Frank told me about the young lady that the Doctor married. Tell me about Myron B. Kelley. When did he come to the country? Was he here when you came here Bill?

Bill: Oh yes, he's been here for, he was here when dad come out here. He had the pulp mill then and that's how dad got up to Warrendale, when he landed in Portland, he worked on a dairy, he went to the employment office and they wanted somebody to cut some white fir cordwood for the mill you see and that's how dad got up there.

Ivan: You know approximately when Myron B. Kelley came to the country?

Bill: I wouldn't know that.

Ivan: But the pulp mill was operating of course when

Bill: Yes, it was operating when we come out here and it was operating when dad come out. See dad come out, landed in Oregon in 1887 I think and it was operating then and how long it had been operating, that I don't know. He come in the early 80's or maybe before that, I don't know.

Ivan: Did he have this metal conduit? This penstock up to the

Bill: Yeah, they had a wood flume around the face of the bluff and then they had a metal pipe from the flume down to the mill.

Ivan: You call that Kelley Creek at that time?

Bill: Yeah that's what everybody called it then.

Ivan: For the record, it has now been changed to McCord Creek but did you ever know it as Pierce Creek?

Bill: No, I don't believe so.

Ivan: You know, there was an individual here by that name, Pierce, in 1856.

Bill: Oh, Pierce. Well, you know they called Kelley Creek Pierce, too. I've heard it called Pierce Creek. I think Kelley got the ground from Pierce and I don't know why, I guess because maybe he owned the ground, why they called it Pierce Creek and then when Kelley got it, why they called it Kelley Creek. When they built the highway through there, the Columbia River Highway, they changed the name of pretty near everything all through there. And they changed the name of Kelley Creek then to McCord Creek and Lone Rock down at Cape Horn, they called that \_\_\_\_\_ Rock, Castle Rock. They changed that to Beacon Rock.

Ivan: You are aware that Lewis and Clark called it Beacon Rock?

Bill: Well, I don't know if they did or not, I've not heard of it.

Ivan: I believe this is fairly well recorded, Bill.

Bill: Well, they might have but everybody up there, up till the highway went through, called it Castle Rock. Some people, I think still, call it Castle Rock even yet.

Ivan: There is a question about the Columbia River Highway. My understanding is that the Multnomah County, under the leadership of Samuel Lancaster, took the highway to the Hood River County line. Now, when did they extend the road on to Hood River?

Bill: I don't know. It never stopped as far as I know. I thought they built it all the way through.

Ivan: In the book by Simon Benson's daughter, there is a statement that a group of cars went, came through, I think in 1915 and they had breakfast, I think down at Shanty Cliff Point, and they finally got through to Hood River way late in the afternoon and I was not aware that there was any road through from Cascade Locks to Hood River passable to a car in 1915. This puzzles me.

Bill: Well, the old Immigrant Trail was through there from Hood River to Cascade Locks at that time as far as I know it was. It seems to me that it was useable.

Ivan: By automobiles?



Bill: Oh, not automobiles. Wagons.

Ivan: These people went by automobile.

Bill: Well, they might have improved it enough so they could but boy they would have sure had one hell of a time to get an automobile over any of the roads. The old Immigrant Trail that I was on anyway, there was a road through to Eagle Creek from Cascade Locks and the fishermen they used to come down there with their horses and wagons and haul their stuff down to the creek there and when they got the highway through, I think they went as far as Eagle Creek and it stopped there for awhile and my father-in-law, I don't remember what year that was now but that was around 1915, 1916, he wanted to go to Stevenson and they had an old reel automobile, so they struck out from the cannery and they drove up to Cascade Locks and my brother-in-law and I went along with them when he took the ferry over to Stevenson and then coming back . They had those old gas lights on the darn thing, you know, and it got pretty dark before we got through but that was an awful, little better than a goat trail. The bridge was across to Eagle Creek so they could drive up there. They made it alright but the road went down in the holes and up over the hills and crooked and God, I don't know how he ever got through but he did. I guess they'd been using it though with the wagons, you see.

Ivan: Could this have been the remnant of the old 1856 portage wagon road?

Bill: Yes it was the old wagon road, yes, that's what it was.

Ivan: What kind of person was Myron B. Kelley?

Bill: Well, I don't know, I never knew him too good. I knew him too but, course, I didn't have anything to do with him much. Any more than just to speak to him and say hello or something like that when I met him. He was kind of a fairly pleasant person. I know he was selling his steelheads from the wheel Captain \_\_\_\_\_ on the Ione and in them days they didn't want steelhead at the canneries at all, they didn't care about them at all. And he was getting 2½ or 3¢ a lb. for them and some way Dad got next to it and, course, he started taking his fish down there too, steelhead. So, one night we'd unloaded the fish on the boat and we had the skiff then, I believe, anyway, we come back up to the pulp mill

dock and we tied the boat up there overnight and Kelley was standing there on the beach. He'd got there before we did with his boat and it looked to me like he had a telescope and was looking at the moon and it wasn't too light and I asked him, I says, "Was you looking at the moon, Mr. Kelley?" He said, "Huh, gettun a bottle of beer!" They used to have booze on the boats you know. He liked his beer.

Ivan: Which ship was this? The Ione?

Bill: Yeah, the Ione. It would come up from Portland, you know, and lay over there at night.

Ivan: Where Bill?

Bill: At the cannery dock, down at Warren's cannery dock.

Ivan: Stay over night there?

Bill: Yeah, they'd stay over night.

Ivan: Then they'd go back to Portland the next day? And this was the sternwheeler?

Bill: Yes, the sternwheeler. I think they had just made the trip every other day you see, they couldn't go back down and come back the same. God it seems to me they was there every night though

Ivan: You mean there was enough passenger traffic to bring the boat up every day or every other day.

Bill: Well, I don't know what they depended on they used to haul all of Warren's canned fish when they was there, I know that, they'd haul that down, course that wouldn't be enough to support the boat but then he hauled freight besides, you know, little short hauls. I think that was before the regular lines started running trips, two boats a day.

Ivan: Oh, about what year would that have been then Bill, approximately?

Bill: Well, that would have been some wheres around, it was in the 1890's sometime. That's as close as I could. See Dad had the skoul wheel then and I think that Ed Nyman and dad built the skoul wheel, put the skoul

wheel in in 1895 and that next high water took the outside lead out so Dad bought Ed out, or else he quit or something, anyway Dad got the thing and . . .

Ivan: This was the skoul wheel at the crusher site?

Bill: Yeah, that was the old skoul wheel, the old

Ivan: Catamarand?

Bill: Catamarand skoul wheel and he run that for, I don't remember if he re-drove the outside lead or what, but I know he fished the skoul wheel for two or three years. I know that, because we used to walk out on the top of the lead and climb down the slats and get on a plank to get on the skoul. After he done away with the skoul and put the stationary in, you see.

Ivan: What ever happened to that Catamarand skoul?

Bill: Well, it was tied up on the beach below the lead and we used to have pretty hard storms come up the river there, west wind, blow like the dickens. The river would get rough like the ocean and the skoul was tied along side the beach. It was anchored out with spars, you know, pushed out off the rocks, but anyway, it got in on the beach and it sunk. The outside float was out in the water and the other one was in on the rocks, so I think it went down the river finally.

Ivan: Say, did Captain Sherman Brunson Ives live on it for a time?

Bill: Yes, he stayed on it for a couple of years

Ivan: Did he come after you came?

Bill: No, he was here when we come.

Ivan: He had possession of Ives Island at that time? He was married, or not?

Bill: Not after we got here, no. His wife had died. He had two boys, Frank and Fred.

Ivan: Whatever happened to them? I have no notes about them?

Bill: Well, Fred, he took up a timber claim, they used to be, they was by themselves, they didn't stay with the old man and they'd come and visit him once in awhile and he took up a timber claim down from Table Mt.

Ivan: Fred?

Bill: No, Ives did.

Ivan: Oh, Captain Ives.

Bill: Yeah, Cap. Ives and built his cabin up there and those two boys moved up there and stayed there with him for awhile and Fred was sick then. I don't know if he had some kidney trouble or something but anyway, he finally sold the timber claim to Mrs. Hamilton or give it to her, I don't know, but he went up in Eastern Oregon somewhere. I think Fred died and Frank stayed with him part of the time, he went up there and I think it was a little place called Mountain Home; he took up a ranch there, Ives did and . . .

Ivan: This was Captain Ives?

Bill: Yeah, Cap Ives. And Frank stayed with him awhile and then Dad went up there to see him. He heard he was sick or something and he went up there and he knocked on the door and old Cap said, "Come in Bill." He didn't know who it was or anything but he somehow knew it was Dad. Dad went in to see him and then he wanted to see Frank and Frank was working, I believe, down around Baker or something. Well, anyway, Frank come back while dad was there and finally the old man, he was driving, he had a pair of skiddish horses and had them hooked up to the wagon and they run away with him and threw him out and killed him.

Ivan: About what year was that?

Bill: Well, must have been somewhere's around 1904 or 1905, because when the combine, the CRPA bought the island, bought Dad's interest out. Dad took that money to buy the place over here at Skamania and we moved over here the 8th day of November, 1905. Dad had a little skoul that he used to haul rock on to put on the lead, you know, around the fish wheel and we loaded that, some of the furniture on that and then

some of the stuff on the fishing boat, sailboat, and it was blowing east wind. I know when we started out towing the skoul with the sailboat and we got down there and landed on the beach down there and it was rough. It just, my God, the waves were rolling in on the beach, it threw the boat up on the rocks and the skoul, they got the stuff all off but the one end of the skoul out in the river, it went down in the water, too, and it just froze like the dickens but they got the stuff up. There was a kind of a road down there, trail-like and they packed everything up by hand.

Ivan: Bill, where was Mars Landing?

Bill: Well, I understood it was down the river about a mile from the place over there from Grace's place.

Ivan: Grace Walker?

Bill: Yes, down there at the old Hughie place. That was my understanding, that's where it was.

Ivan: And you're aware that some people say it was right down here at \_\_\_\_\_ home.

Bill: Yes, I know somebody says it was there and somebody says it was down in front of \_\_\_\_\_ house, but I'm pretty sure it was down below Mars Landing because the Mars people owned that property down there at that time I think. They're buried up there, you know, the two . . .

Ivan: Yes, we cleaned that cemetery this spring, yes.

Bill: Yes, well, I think that's why they call it Mars Landing because you see that was quite a long ways from up at the \_\_\_\_\_ place. It was almost, about a quarter of a mile I'd say the line fence was down below, down the river.

Ivan: There is some questions about just where the Mars Landing

Bill: I know there is but I don't know where it was myself, cause all I know is what I heard them talk about and what I heard people say and I couldn't say who I heard it say or anything like that but it was my impression that Mars Landing was down there on the Hughie place and the Hughie Place was cut out of the Strong place, what later was the Strong place. Well, at that time it was the Mars place.

Ivan: And this you say is about a quarter of a mile below Grace's present home over here?

Bill: No, that was the line, the line fence.

Ivan: Oh, a quarter of a mile below the line fence.

Bill: Yeah, it was about a half a mile, at least below Grace's. There used to be some old apple trees, there was an orchard there on the Hughie place but that's washed away now, so there is no sign of it anymore.

Ivan: This is not the orchard you showed me down there?

Bill: On the beach there, on the riverbank?

Ivan: Yes.

Bill: Well, that was the Hughie place, yes.

Ivan: We went down there for some kind of a, to get some signs for some kind of a wolf apple, you took me down there.

Bill: Oh, that was on the Strong place. That was up away from the river. That's where that big field is you can see from the highway over on the left hand side after you get below Skamania a little ways but the Hughie place was directly across on the river from where that field is. No, it was a little bit up this way.

Ivan: When did the first road come through on this side, Bill?

Bill: Well, they had a kind of a cow trail through, I guess, from as far back as I can remember. I think they had a military road through because they was supposed to be a bunch of soldiers come up from Vancouver one time and they camped over in here somewhere. It was more or less of an Immigrant Trail, over on this side too, same as on the Oregon side. When there was really a road? Well, after we moved over in 1905, there was pieces of road there and you could get over by wagon down as far as Cape Horn and up to, well, I guess they had a bridge across Hamilton Creek, anyway. I know dad went up to Stevenson one night,

we had a little riding pony, and he rode up there and it got dark before he got back and he couldn't see the road so he just let the horse have his head and he brought him home. But the roads on this side, I don't know, I never was over them much so I don't know anything about them. In 1905, when those fellers got drowned, they had the survey, what was called the New State Road, and Murray, that was the surveyor, young Murray, he had surveyed the road I guess clear from Cape Horn to Stevenson or somewhere, I don't know just where, but it was all through here anyways. He was taking his papers up to Stevenson and turn them in to the county and that's how come he happened to go across the river that night or start across the river that night when they got drowned and that was the winter between 1905 and 1906.

Ivan: Who did he engage to take him across?

Bill: Oh, that was Carl Lindstrom. He was kind of a watchman at McGowan's cannery. He used to come over pretty near every day and he had a little boat. See there was no railroad here then and if they wanted to go to Stevenson then they'd go over to the cannery there and get on the train and ride up to Cascade Locks and take the ferry over to Stevenson and that's what he was doing.

Ivan: Now was Carl Lindstrom's picture with that sailboat in our book?

Bill: No, that's Andrew \_\_\_\_\_ that's Mrs. Southerland's dad.

Ivan: And so Murray and who else engaged Lindstrom?

Bill: Well, Murray and Wallace. I think his name was Charlie Wallace, he had a bigger skiff there. I can't think of their names anymore but there was five of them altogether. There was one feller that worked here, he was from Mt. Pleasant. I don't know what his name is, his uncle or dad had a florist shop up in Stevenson and they landed in the slough there where they got the dam across now, you know, and that used to be running all the time if you could get in there with a boat but Wallace said, "Now Carl, don't take us out there and drowned us, you'd better take my boat, it's a bigger boat." "Oh no," he says, "it's alright," and he says, "if I do, I'll go with you," and he did, he went down. We heard them start to yell when the boat, when they run into trouble first. It was blowing an awful strong East wind and the eddy was just as rough. Carl

should have known better, good gosh he was a Swede and supposed to know the water and be a boat man and it was a little short boat, I think only about 14 feet long and you put five men in that you know, that's too much. They loaded it down pretty much, it was too much, it was too much really for the empty boat and one man could row it but anyway we heard them start to yell and there was snow on the ground and it was cold and the spray would freeze when it hit the rocks.

Ivan: This was in January?

Bill: Yes, and we heard them yelling and we had a boat pulled out on the beach there, but it had rained in it before or snowed in it and it was full of ice and we couldn't get it in the water. It wouldn't have floated if you had of. All we could do was stand there and hear them yell. Pretty soon one of them would quit yelling and pretty soon another one would and I think there was only about two yelling when they went by the house there and then the next day the ice started to run in the river and it froze up and it was froze up for a week or two. And then they opened up and McGowan's had somebody try to drag there but it was like looking for a needle in a haystack because they were scattered all over and the drag in that bottom there. There was no chance to find them and then it froze up again, the second time and then it went out in the, well, it must have been the first part of March, somewhere's along in there. I know it was a long winter, and someone went down the beach there but the ice had gone out again, out of the main river and they found the boat and Murray and his suitcase with the papers in it and everything right down there by the Hughie place. Used to be a log cabin up on the bank there that the Hughie's had and he hung on until the last, I guess, and probably if he could have got help when he got ashore there, he might have been alive yet.

Ivan: He was with the boat.

Bill: Uh, huh. He was right close to the boat and his suitcase, I believe was either in the boat or right next to him or close to the boat or something. They found the suitcase with all of his papers and they were all close together.

Ivan: The road survey papers were in this?

Bill: Yes, all the papers for his survey that he had made through here. I don't



know if they ever used them or not, they were probably spoiled. I went down there, Dad and I went down there and they carried him up and they had him laying side of the log cabin on some boards there. I guess they was waiting for the coroner to come down or something. I don't remember who it was that found him. His folks had the \_\_\_\_\_ place right in there. It used to be the old Felix Gumbiner place. Oh, by the way, Grace has got a set of dishes that belong to Mrs. Gumbiner and they're real old. She married a fellow by the name of Graft when Felix died, but he didn't live long after he got fired over at the cannery; and she married a fellow by the name of Graft and they got to know Emma Cook's mother pretty well. She give this set of dishes to Emma Cooke's mother and when Emma died, she give those dishes to Grace and she's got them down there. She said anytime she wanted to see them, why you could, she'd be glad to show them to you. They are white with blue trim, I believe. I didn't see them all, I saw a couple of pieces . . .

Ivan: When you and I were patrolling the river looking for dead fish here way back in 1941 and 1942, there used to be the bones of an old steam, sternwheeler on the bank. Do you know the name of that ship?

Bill: Yes, I know the name of it. I believe it was either the Ondine or the old hull of the Ione. I did know for sure but I don't know now, I can't say.

Ivan: Is there any way you can check that to learn for sure?

Bill: Lee would know.

Ivan: Oh, well I'll have to check with Lee.

Bill: I might call him tonight and I could ask him because he would know because he helped push it in on the beach there. It come floating down the river. They was towing it up the river for something. I think they were going to take it up to The Dalles and they tied it up somewheres, up above, and it broke loose and come down the river and they got it beached over there and then there was some, a couple of little steam engines on there and the pump and some stuff. Anyway, they stripped it, somebody did, I don't know who took everything off that was any good.

Ivan: About what year was this?

Bill: I don't know. I'd have to find out from Lee.

Ivan: Please do, I'll have to have an interview with Lee also.

Bill: Yeah, he would know cause he shoved the boat in with the what he could. Course it mostly drifted in because they couldn't do much with the \_\_\_\_\_.