

WASCO COUNTY HISTORICAL SOCIETY WASCO COUNTY RECORD

Providing Education and Preservation of the History of Wasco County, Oregon



RORICK HOUSE

SPRING 2012

HISTORY OF THE MOODY/RORICK HOUSE

If you walk or drive past, you might not suspect this small house held any significant role in the history of The Dalles. Yet the house at 300 West 13th Street is one of the oldest buildings in The Dalles.

The house was the home for Eck and Mae Rorick for 50 years.

Before that, it was owned by The Dalles Mayor and United States Congressman Malcolm A. Moody.

It is believed to have been built perhaps as early as 1850 as part of initial construction of the American Rifle Regiment's Camp Drum. If true, the Moody House undoubtedly would be the oldest structure standing in The Dalles today.

The Moody House is located in a stand of pines off the toe of a 900-foot outcropping on the hillside overlooking the city and the Columbia River to the north. Once encompassed by the historic Fort Dalles military reservation, the site is now surrounded by residential development, as is the Fort Dalles Surgeon' Quarters (c. 1856-1857), located two blocks to the southwest at 500 West 15th and Garrison streets.

According to local tradition, the one-story plank and batten house at 300 West 13th Street in The Dalles was built for an unidentified non-commissioned officer of the American Rifle Regiment, which in 1850 established the military reservation on the Mid-Columbia River initially known as Camp Drum, but which, from 1856 to 1858, under the subsequent designation "Fort Dalles," was the main center of military importance in the Pacific Northwest interior owing to its strategic position as a supply point for the Yakima Indian War and U.S. Army explorations in central Oregon.

While there is circumstantial evi-



THE RORICK HOUSE is believed to have been built in the early 1850s for a non-commissioned officer at Fort Dalles.

dence to suggest a connection with the military period at The Dalles, the origins of the house are not well documented. The architectural significance of the house lies in its form of construction. It is a rare and evidently early example in Oregon of box construction in which exterior battens are still in place. In fact, a sympathetic board and batten treatment was carried on in construction of three additions to the house at various times in the 20th century.

History

The massacre of Marcus and Narcissa Whitman and twelve other members of the household at Waiilatpu Mission on the Walla Walla River by Cayuse braves on November 29, 1847 led to a period of Indian unrest in the interior of the Oregon country. The immediate task presented first Territorial Governor Joseph Lane upon his arrival in Oregon in 1849 was the trek to Walla Walla to demand and secure the surrender of the Whitman murder-

ers for purposes of standing trial.

In the same year, 1849, a regiment of mounted riflemen was recruited at Fort Leavenworth and sent overland to assist the new Territorial Governor in settling the Indian trouble. Two companies of the Mounted Rifles established a military post named Camp Drum at The Dalles in the spring of 1850. By 1853 the military post had been redesignated "Fort Dalles."

When the Regiment of Mounted Rifles first arrived in 1850, they found the abandoned tents and decaying buildings of "Wascopam," the Indian mission established at The Dalles by the Methodists in 1838, were inadequate to shelter a detachment for long.

The mission buildings were burned and soon replaced by quarters constructed by soldiers and immigrants. Timber was obtained on the east slope of the Cascades, and the Army established a sawmill on Mill Creek.

SEE PAGE 3

BECOMING A VOLUNTEER

What's it like being a volunteer docent at Rorick House?

You get to meet a lot of interesting people from all around the world, and share some history with them about The Dalles and Wasco County.

Don't worry if you don't know much of the history; it's part of the fun to learn new things about well-known places and names in our area. You'll be partnered with an experienced docent.

Perhaps you would rather help with the gardening and outdoor maintenance of our historic 1850 building. There are historic plants awaiting some tender, loving care.

Helping with events is also a lot of fun. We participate with the annual Fort Dalles Days in July, as well as a series of history lectures throughout the summer season and field trips to historic locations.

If you have an urge to learn more about our local history and share it with others, please give us a call. There's a place for you here!

For more information, contact Wasco County Historical Society at 541-296-1867.

WASCO COUNTY HISTORICAL SOCIETY

300 West 13th Street
The Dalles, OR 97058
541-296-1867

www.HistoricTheDalles.org

Hours: Closed for the winter, open Memorial Day weekend through Labor Day weekend

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IN MEMORY

We've lost some of our dear volunteer friends this year. We reflect on all the good they did during their lives to preserve and celebrate our local history.

JEANNE HILLIS

May 30, 1917 - January 12, 2012

Jeanne Hillis was born in Sisseton, South Dakota on the Sioux Reservation. Jeanne was a very special volunteer for Wasco County Historical Society. She was a docent for many years at the Rorick House. She shared her knowledge of the local area and the Native American people who live here with many tourists. She was always willing to share her knowledge about the petroglyphs and pictographs found in the area. As busy as she was, she came each summer to



give a presentation and to show some of the many rubbings and wood block prints of Native designs that she had created over the years. She always explained to visitors that she stopped doing rubbings and started doing representations of the art due to the fact that some people were damaging the originals.

She was committed to preserving native archaeological sites and encouraging her Native American friends to keep their traditional crafts alive.

Some of her work can be seen at Skamania Lodge. Jeanne has donated some large pieces in the collection to Columbia Gorge Community College and one to the Veterans' Home in The Dalles. We will always be grateful for the time and effort she gave to The Dalles historical community.

DORA BAILEY

December 21, 1923 - January 25, 2012



Dora was a very prolific and proficient quilter, belonging to two local quilt guilds and made quilts for the Wasco / Hood River Treatment Court's incentive program. Dora was instrumental, along with her friends from "Sew It Goes" quilt club, in starting the Rorick House Quilt Show in conjunction with the Historical The Dalles Day celebrations. She also was the initial contact with quilter and historian Mary Bywater Cross in providing the

2010 Annual WCHS Meeting program. WCHS benefited from Dora's inspiration and interests in our mission.

JOHN THOMAS

June 21, 1923 - January 7, 2012



John worked for the City of The Dalles as the records clerk and treasurer, a job he continued for 29 years, retiring in 1985. He was involved in many community organizations including: The Wasco County Pioneer Association, Community Concerts, Red Cross, United Way, Discovery Center, Boy Scouts and American Field Services.

At age 68 he swam the Columbia River as part of the annual river crossing. He was the Chamber of Commerce Young Man of the Year in 1958 and Man of the Year in 1991. He was a lifelong member of the Congregational Church of The Dalles.

In the spring of 1851, the Regiment of Mounted Rifles received orders to leave Oregon Territory, and Camp Drum was turned over to a small 1st Artillery detachment.

A list of buildings left to the new detachment at that time includes only two buildings which are in any way suggestive of the plank and batten house at 300 West 13th Street. A "frame house 36x18, without ceiling" and "one shingled slab storehouse 25x20" were listed.

While evidence linking the Moody House to Camp Drum days is inconclusive, it can be stated, on the basis of its construction, that the Moody House is among the oldest buildings remaining in The Dalles.

Heavy construction activity at Fort Dalles was carried on at the direction of assistant quartermaster Captain Thomas Jordan between 1856 and 1858. Plans for buildings in the Rural Gothic style were adapted, in part, from Andrew Jackson Downing's *Architecture of Country Houses* by German-born draftsman Louis Scholl. Consequently, square-headed and pointed arched openings with labels, bay windows with hoods, gablets, board and batten exterior walls, sandstone foundations and chimneys typified post buildings.

It would be tempting to draw a parallel between the Moody House and the period of upbuilding at Fort Dalles were it not for the fact that box construction was not typical of the post buildings of the later 1850s, the fact that the outside end chimney of the Moody House is known to have been added from salvaged sandstone about 1900 or later, and the fact that the bay windows of the Moody House are more closely related to the Craftsman tra-

dition than to those Downing's "Symmetrical Bracketted Cottage," which was the prototype for the Surgeon's Quarters, which is listed on the National Register of Historic Places and the only building of Fort Dalles to survive to the present day.

Construction

The Moody House is a one-story, gable-roofed building of box, or plank construction. Battens were used on the Moody House exterior. The planks are twelve inches wide and three inches thick.

Dimensions of the original portion of the house appear to have been roughly 34x22'. The builder chose a natural basalt site and used no artificial foundation, so floor levels were uneven, the east end being three inches higher than the west end.

The doorway is sheltered by a shingled pent roof and a bay window with four fixed panes is on the east end. Its shingled hood rests on exposed rafter ends. This construction and a similar bay window containing three casement openings on the rear facade are contemporary with casement windows in the upper end walls of the main volume and undoubtedly date from remodeling Moody carried out between 1900 and 1915. Also of the latter period are eight small panes in the upper portion of the front door, which is hand-finished.

The roof cover is composed of shingles over tongue and groove ceiling boards, which are exposed at the eaves. An outside end chimney of locally-quarried sandstone is understood to date from the remodeling of 1900-1915 and to have been constructed of units salvaged from the abandoned Fort Dalles bakery.

The plan of the original portion of the house apparently was basically rectangular.

The front room, or parlor, measures 23x12'. Original dining and kitchen areas were contained in a shed-roofed space behind the parlor which was about 10'1" in depth. A 12x12' sleeping room off the west end of the parlor completed what is held to be the original plan.

The house gradually grew in the 20th century, but each addition was finished with board and batten siding



MAE RORICK beside the kitchen area fireplace.

and shingle roofs to match the original treatment. The first of three additions was an 8x4' bathroom wing centered on the east side. In 1933, an additional bedroom was constructed in the angle at the southwest corner of the house formed by the dining room and original bedroom. A doorway was cut through the plank wall from the original bedroom, and in the process a newspaper (New York Times) dated 1850 reportedly was found.

In 1950 a family room with concrete block chimney was added off the south end of the kitchen.

Inside the compact house, plank walls and plain trim are intact. The gable roof of the parlor is supported by scissor trusses which, together with the stone chimney-piece of 1900-1915, are the most remarkable features of the interior. The tongue and groove ceiling cover and scissor trusses are probably results of the 1900-1915 remodeling also.

While the main volume of the Moody House in its present state has no flat ceiling, the house is not of frame construction. "Slab" comes closer to characterizing the type of construction used in the Moody House, but shingles do not appear to have been used on the house except as roof cover, and the facade dimension would have exceeded 25 feet if the west sleeping room was part of the original construction of the Moody House, as is asserted. Further, in the maps of the military reservation at The Dalles



PHOTO of Eck Rorick and the Music Monstars sits atop the grand piano.

drawn by the Army in 1852 and 1854, no buildings are shown in the area in which the Moody House is located. The maps are crudely scaled, however, and it is possible that the house of a “non-commissioned officer” would not have been regarded an official fixture of the post.

Malcolm A. Moody

The house is particularly significant to The Dalles because of its association with Malcolm Adelbert Moody, son of Oregon Governor Zenas F. Moody, member of the city council, mayor of The Dalles, and member of Congress from 1899 to 1903.

Moody is credited with having convinced Teddy Roosevelt of the need for The Dalles-Celilo Canal that in 1915 eliminated the portage around the Narrows and Celilo Falls east of The Dalles.

The house was acquired by Malcolm Moody from the federal government in 1884. He owned it until his death in March of 1925. Moody also owned other houses on 4th Street, property at the mouth of the Deschutes river and a ranch south of Dufur.

In later years, beginning around 1915, it was rented to an engineer engaged in construction of the Columbia River Highway. During that time, expansion included an addition that became the dining room, a bathroom, utility room and dressing room.

The house was ultimately bequeathed by Moody - a life-long bachelor - to his close friends, the local historians Anne and Elizabeth “Bessie” Lang. Moody was said to have been successively in unrequited love with both of them.

The elder sister, Anne Lang, ardently served Red Cross and relief work, became chief clerk and receiver for the U.S. Land Office in The Dalles and was national vice-president of the Daughters of the American Revolution. The DAR thereafter named a scholarship in her honor.

Bessie Lang was also engaged in charitable activities, and was employed in the transshipping office of Zenas F. Moody, Malcolm’s father.

The Lang sisters, daughters of wool merchant Thomas Lang, in turn, continued to maintain the house as a

rental property until its sale to Eck and Mae Rorick.

The sisters lived their lives together in the house Malcolm built for them at 115 West 4th Street, never occupying the Rorick House, which stood empty until 1929 when newlyweds Estell (Eck) and Mae Rorick moved in.

Eck and Mae Rorick

Eck and Mae Rorick purchased the house December 9, 1941.

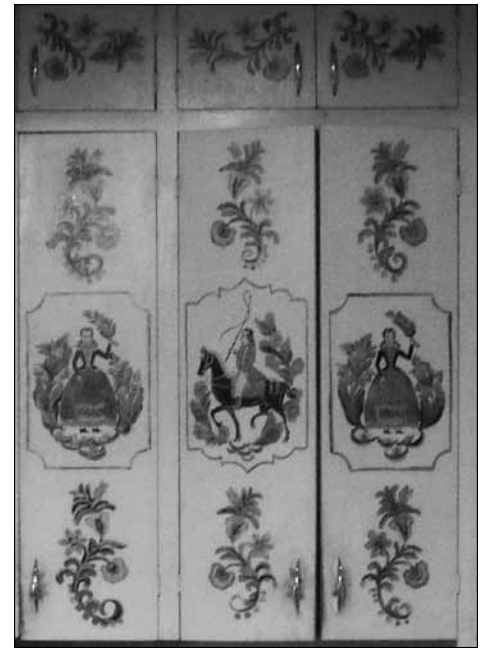
The Roricks added a second bedroom in 1933 and while doing so, found wall insulation consisting of New York Times newspapers dated 1850. They enlarged the tiny kitchen in the early 1950s and added the second family room fireplace, hewing as closely as possible to the original architectural style.

Eck was born in 1897 at Dallesport, Washington, and Mae was born in 1902 in Gresham, Oregon. He served as a flight instructor in World War I, was a graduate of Oregon State College (as was Mae), and eventually managed the State Employment office in The Dalles. Eck’s source of greatest notoriety was music. He assembled orchestras both while in college and later in The Dalles. A pianist, Eck is said to have played only on the black keys and in the key of F, a peculiarity he shared with Irving Berlin.

Mae received a bachelor’s degree in home economics in 1923 and took post-graduate work as well, especially in the field of art. She is responsible for the toll painting that is a distinguishing characteristic of the house. Mae taught home economics at The Dalles High School during much of her career, served several years as women’s editor of The Dalles Chronicle and for a time had her own helpful hints program on local radio station KODL. She died on September 9 of 1986, a year in which she sustained a hip fracture. Eck lived until September 11, 1991, spending his last years in a retirement home.

Wasco County Landmark

The Wasco County Historical Society came into possession of the house and the adjoining two park-like lots August 21, 1992, and almost immediately took steps to ensure preservation and integrity. Surprisingly, the only major repair necessary was replacement of



DETAILS of the toll painting done by Mae Rorick in the kitchen reflect her Scandinavian cultural background.

the rotted floor that had served in the second bedroom since 1933. The house became a historic landmark in 1979 and achieved registry as a national Historic Place in 1980.

Text edited by Susan Buce from documentation originally written by Gladys Seufert, and information provided by Wasco County Historical Society.

Source:

Knuth, Priscilla, “Picturesque’ Frontier: The Army’s Fort Dalles,” Oregon Historical Quarterly, Vol. 67, No. 4 (December 1966), 298-299, Vol. 67, No. 4 (December 1966), 293-346; Vol. 68, No. 1 March 1967), 5-52. Oregon Native Son, Vol. 1, No.1 (May 1899), 66. Biog. note on Malcolm Moody. An Illustrated History of Central Oregon, embracing Wasco, Sherman, Gilliam, Wheeler, Crook, Lake and Klamath Counties (Spokane, WA: Western Historical Publishing Co., 1905), 102-105. Fort Dalles. Coming, Howard McKinley, ed. Dictionary of Oregon History (Portland: Binfords & Mort. 1956) 7, 88, 169. (see continuation) *Application form to National Registry of Historic places* Gladys Seufert, with editorial assistance by Elisabeth Walton Potter, City of The Dalles Landmarks Commission, January, 1980 Biographical Directory of the American Congress, 1774-1971, page 1428. Obituary articles, Malcolm A. Moody (March 1925), Lulu Crandall clippings, The Dalles-Wasco Public Library —Wasco County Historical Society



Historic Railroads of Wasco County

These programs are presented by railroad historian Jerry Tanquist at 12 noon on 3rd Saturdays, Columbia Gorge Discovery Center, 5000 Discovery Drive, The Dalles (take west exit of The Dalles on Hwy 30). The program schedule is as follows:

Sat. March 17, 2012

Great Southern Railroad

This is Wasco County's own Railroad. It was built from The Dalles to Dufur to Friend. Its life spanned the years 1905 to 1936. This program deals with the dream of its builder, John Heimrich, to build a great railroad from the Columbia to San Francisco; then tells of its slow decline, with the competing railroads on the Deschutes and the coming of motor vehicles, and the Great Depression.

Sat. April 21, 2012

The Portage Railroads and the Celilo Canal

River Traffic preceded Rail Traffic along the Columbia; but because of the Cascade Rapids, and Celilo Falls, river traffic was greatly impaired. In Wasco County a Portage Railroad was built twice: (1863 and 1905) to by-pass Celilo Falls. The saga of these two railroads, and the companion Celilo Canal is shared in this program.

Sat. May 19, 2012

The OR&N and The Union Pacific Railroad

The completion of this line, through The Dalles, in 1883, connected our county to the rest of the United States. Henry Villard and Edward Harriman were two of the prime movers in its early years. This is the story of a community that has a rich heritage of railroading: the crews, round-houses, switching yards, mighty steam locomotives, then diesel electric stream liners, and trains constantly on the move.

Sat. June 16, 2012

The Railroad Race along the Deschutes River

Two mighty railroad tycoons, James Hill and Edward Herriman, in the years 1909-1911, joined in a great competition, to see who could build the first railroad to central Oregon. This race is one of the great sagas of American railroad construction, as they built, simultaneously on opposite sides of the Deschutes River. As the contest went on, they came to realize that they needed to do it together, and that is how it was done for the last 40 miles. Today their successors, the Burlington Northern, Santa Fe and the Union Pacific, share a common track.

Sat. July 21, 2012

Train Wrecks in Wasco County

Train wrecks happened infrequently, but when they did they were catastrophic. This program catalogs many of them in our county with photos and stories. It also details how improvements in railroad safety has greatly reduced the accident rate.

Sat. August 18

Railroad Stories along the Deschutes River

The story of the Railroad tunnels, fishing by train, cabooses, The Deschutes Club, living along the railroad, shipping sheep, and the Lady Francis Mine.

A Note from Our President

It is with great pleasure that I welcome back the Wasco County Historical Society Newsletter. Thank you to Paula Kuttner who worked many years on the news letter. We appreciate her time and effort. I am pleased to have the work of Susan Buce in this edition. She is the "History Queen" and she has given us a much needed start on a new look at the history of our area.

We would like your input. If you have suggestions for field trips, speakers, or articles for the "Wasco County Record" please contact me or any member of the Board.

*Jean Vercooteren, President
Wasco County Historical Society*

MONTHLY MEETINGS

The Wasco County Historical Society meets the first Monday of the month, 10:00 a.m. at the Rorick House, 300 W. 13th St., in The Dalles. The public is welcome to attend meetings, which often include a short 15-30 minute talk on a topic of local history. Wasco County Historical Society also organizes field trips to tour sites of historical interest in the local area.

For more information, leave a message at 541-296-1867 or visit our website at: www.historictthedalles.org



WHO WAS MALCOLM ADELBERT MOODY?

Malcolm Adelbert Moody (November 30, 1854 - March 19, 1925) was a Republican U.S. congressman from Oregon (1898-1904).

Early years

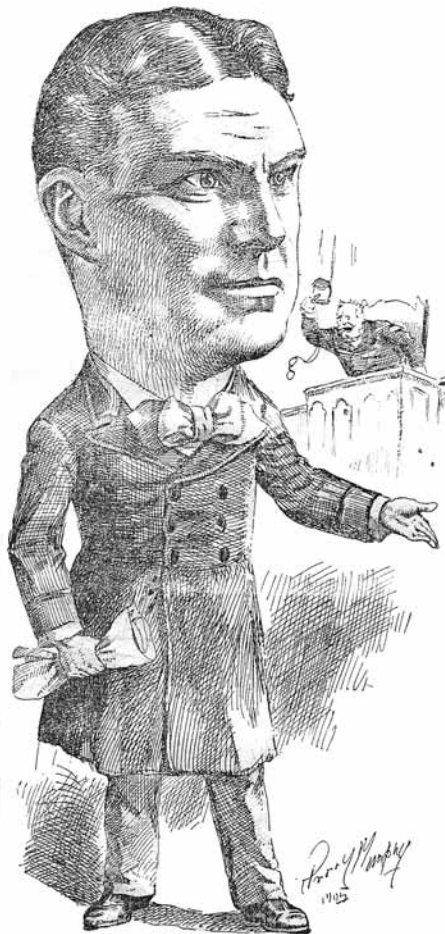
Moody was born near Brownsville, Oregon in 1854, the eldest child of future Oregon governor Zenas Ferry Moody and his wife, Mary Stevenson Moody. The Moody family moved to Illinois the following year, and then returned to settle in The Dalles in 1862, when Malcolm was eight years old.

Malcolm Moody attended the public school at the 4th and Laughlin School (1859), then located at the foot of the hospital steps. It was the first public school erected by the taxpayers. The first teacher was Frank Johnson who later taught at the University of Chicago. It first had only one room. Later as the school population increased another room was added. In 1863 two more rooms were added on giving it a T shape. The desks were two inches thick in order to give the boys lots of material to whittle on! In 1888 this school was moved to Union Street Park at 6th & Union and was called the Union Street Annex in 1900. In addition to Malcolm Moody, some of the other Laughlin street school students were C.M. Grimes, Dr. Hugh Logan, E.B. McFarland, Clara Humason, later regent of Oregon State College in whose honor Waldo Hall is named; John Day, Portland detective; Ellen Condon, geologist who worked with her father Dr. Thomas Condon of the University of Oregon staff. Chas. R. Meigs, teacher in the log cabin school above was first principal of this school.

For a time Moody attended Pacific University in Forest Grove, Oregon. He then attended the University of California at Berkeley.

He joined his father's mercantile business. Elizabeth "Bessie" Lang worked as bookkeeper. She became a life-long friend. When Zenas Moody's mercantile business was merged into The Dalles City Bank, he was elected president, and his son Malcolm, cashier.

Zenas F. Moody was the agent for



Caricature illustration of Congressman Malcolm A. Moody was drawn by Harry Sharp.

Wells Fargo Express Company in The Dalles and was engaged in the general merchandise business and in commission forwarding, work in which he included each of his three sons. It was Z.F. Moody who surveyed the Umatilla Indian Reservation east of Pendleton.

The Moodys became known to sheep men and wheat growers throughout central and eastern Oregon.

In *Oregon Native Son*, the magazine reports, "For years The Dalles was the distributing point for freight destined to Eastern Oregon and Washington, as well as a depot to which all roads led for the products of such section bound for market. It was the business of the firm to act as forwarders, and through this our subject became known to the stockraiser, the miner, the business houses and husbandman as a man of integrity, honor and capac-

ity for a wide field of work."

In 1882 Zenas Moody was elected Governor on the Republican ticket and moved to Salem, where he and his wife resided for the rest of their lives.

Upon his father's death in 1917, Malcolm Moody took charge of the family shipping business in The Dalles as well as a profitable toll bridge property and other holdings on the lower Deschutes River, plus a wheat farm near Dufur.

Political office

From 1885 to 1889 Malcolm Moody was a member of The Dalles city council, and in 1889 he was elected mayor, in which post he served two consecutive terms. During this time the city system of waterworks was enlarged to give The Dalles adequate water supply for both domestic use and fire protection.

Moody was a member of the Republican State central and congressional committees from 1888 to 1898; he was Oregon's member of the executive committee of the Republican League of the United States for a number of years, beginning in 1895.

He was elected to the 56th and 57th Congresses of the United States (March 4, 1899 to March 3, 1903).

In 1898 it was conceded that Oregon's member of the House of Representatives from the second district should come from the eastern portion of the state. Delegates from eastern Oregon to the Republican state convention proposed Malcolm Moody, who was considered a sound business man.

On April 13, 1898, Moody received by acclamation from the Republican convention, the nomination of Congressman, and on June 6, 1898, was elected to the Fifty-sixth Congress.

As United States Representative for Oregon's 2nd congressional district, he represented a population of 158,205. The district covered Baker, Crook, Clatsop, Columbia, Gilliam, Grant, Harney, Malheur, Morrow, Multnomah, Sherman, Umatilla, Union, Wallowa, and Wasco Counties. Moody missed only 30 out of 324 roll call votes between December 4, 1899 and

March 3, 1903.

Moody sponsored the legislation which resulted in the building of The Dalles-Celilo canal. The project was advocated as a way to facilitate river traffic, and to keep freight rates down saving millions of dollars for the people of eastern Oregon and Washington.

Congressman Moody is reported to have been a personal friend of President Theodore Roosevelt on the strength of a mutual interest in development of the greater Northwest.

The friendship was useful, apparently. Specifically, Moody advanced the idea that the Columbia River should be an open waterway from Lewiston, Idaho to the Pacific. A committee of Congressmen was deputized to visit the river under Moody's guidance to investigate a proposed project to remove obstructions at the grand dalles around Celilo Falls.

Congress voted the funds for The Dalles-Celilo project, and the canal and locks were opened with protracted fanfare in 1915.

Moody was re-elected to a second term for the 57th Congress, but lost the nomination in 1902 to John N. Williamson.

Upon his retirement from Congress, Moody returned to the family business affairs centered in The Dalles.



Oregon Congressman Malcolm A. Moody lived most of his life in The Dalles.

His retirement from politics did not protect him from controversy. In October 1903, Moody was indicted by a Federal grand jury for taking a letter containing a certificate worth \$92.35 from the postoffice addressed to Mrs. Margaret L. Conroy of The Dalles, and "unlawfully secret, embezzle and destroy the said letter." The former Congressman denied guilt and claimed the charge was trumped up by H.S. Wilson, the receiver at The Dalles National Bank. Defense claimed the charge was an outgrowth of business jealousy between competitors. A swift trial ensued, and on November 19, 1903 the Morning Oregonian announced, "Moody Wins." The jury returned a verdict of not guilty ordered by Judge M. Pipes, who stated prosecutors produced no evidence to support their claim.

Unrequited love

Moody never married. The magazine *Oregon Native Son* stated: "Moody is a bachelor, but the cares of commercial and political life have not prevented him from going into society, in which he is a favorite."

According to The Dalles lore, he loved two sisters, Anne and Bessie Lang, but he could not choose between them and his love was unrequited. At his death, he willed his house—the oldest home in The Dalles, now known as Rorick House—to the Langs.

Horses and automobiles

Moody's old Knox touring car is now among the antique vehicles displayed at Fort Dalles Museum. It was driven in the annual Fort Dalles Frolic parade.

William McNeal reported in "History of Wasco County" that: "Many of the old automobiles were resurrected from the junk heaps of Wasco and Sherman counties by Bert Agsten, W.H. McNeal, Harold Sexton, Lisle Minion, Linn Creighton and others... Malcolm Moody's Knox could always be depended upon to tow the boiling smokers in case they "choked up" and died of pneumonia."

In an act of compassion for an icon of The Dalles, Moody purchased Bess, the American Express delivery horse in 1924, and sent her to the Moody ranch so she could retire in comfort and dignity. (See page 9.)



Moody's Knox Touring Car is part of the antique vehicle collection on display at Fort Dalles Museum, 500 W. Garrison.

Moody, 70 years old, died at 11:30 p.m. at Good Samaritan hospital in Portland in 1925 after a long illness. The Dalles Chronicle reported, "Mr. Moody has been ailing in health for the last several years, but was not stricken with the illness that resulted in his death until several weeks ago. He has been very low at the Portland hospital for more than a week."

Following his death in 1925, Moody's remains were interred in the I.O.O.F. Odd Fellows cemetery in The Dalles, the town which had been his home for sixty-three years.

Source:

Biographical Directory of the United States Congress, U.S. Government Printing Office, page 91, <http://bioguide.congress.gov/scripts/biodisplay.pl?index=M000882>. Retrieved 2012
Lulu Crandall Clippings, The Dalles Wasco County Public Library
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King, Elroy (March 20, 2005). "Looking Back: A Glimpse Through the Chronicles, Files". The Dalles Chronicle. Find A Grave Memorial# 15531415, <http://www.findagrave.com>, Retrieved 2012
GovTrack Congressional Voting Record, <http://www.govtrack.us/congress/>. Retrieved 2012
Morning Oregonian, Nov. 11, 1903
The Dalles Chronicle, December 7, 1924.

LANG SISTERS DEDICATED LIVES TO SERVICE

Anne Margaret Lang (Nov. 17, 1861 - March 14, 1952) and her sister Elizabeth Louise "Bessie" Lang (May 6, 1865 - March 30, 1954) were both born in North Vassalboro, Maine, the daughters of Thomas and Mary (Varney) Lang.

Their father operated a woolen mill until his eyesight failed, underwent medical treatment in Paris, France, and then came to Oregon. He was credited with having produced more blankets and uniforms for the Union army in the Civil war than any other manufacturer.

The family came to Oregon at the urging of the father's cousin, James W. Nesmith who had led the Oregon Volunteers in the campaigns of 1855 and was Oregon's first United States senator. There were three children but the boy, Charles, died at the Nesmith home in Polk county.

A few years later the family moved to The Dalles. Lang embarked on a sheep-raising venture that ultimately failed when a bitterly cold winter struck his flock a disastrous blow. A chute he had devised for moving wool down to what was known as Lang's Landing at Arlington, for shipment by riverboat, drew wide attention.

The Lang sisters were residents of The Dalles for about three-quarters of a century. They were both active members of St. Paul's Episcopal church in The Dalles. They attended the first service held at St. Paul's after the church building was completed on Christmas morning, 1875, and were in the first class baptized and confirmed in the church early in 1876.

It was recalled that the two sisters were in the first party to register at Cloud Cap Inn on Mt. Hood in 1890 and spent vacations there until 1904.

Anne Margaret Lang

Anne Lang was one of Oregon's most prominent women in a period that spanned much of the 19th century and that part of the 20th well beyond World War I.

Anne Lang was a member of the first graduating class of the old Wasco Academy, the first high school in The



AT CLOUD CAP INN - The two Lang sisters were in the first party to register at Cloud Cap Inn on Mt. Hood in 1890 and spent vacations there until 1904. In this photo labeled "Women Reading", taken circa 1900, left to right: Louisa Eaton, Elizabeth "Bess" Lang, and Anne Lang. Photo courtesy of the History Museum of Hood River, Anne Lang collection.

as secretary of the Red Cross during World War I. The Red Cross used her home as its headquarters until other space could be found.

After the great Dalles fire of 1891 that destroyed a large part of the local business district, the Langs opened their home to the Red Cross and made it the disaster aid headquarters of that organization. Anne worked as an investigator for disaster relief.

She also served as deputy county assessor for one term.

Anne was active in church music, Sunday school instruction and guild work and was many times a delegate



Anne Margaret Lang

to the convocation. She had served as a district officer of the Episcopal church.

As one of her outstanding public services, Miss Lang learned and taught Braille, finally preparing

of her 90 years in The Dalles, died at 4:40 p.m. Friday, March 14, 1952. Her health had failed as the result of a fall in which she suffered a hip fracture two days before Christmas, 1951. Funeral services were held at St. Paul's Episcopal church.

Many of the historically significant articles that belonged to Anne Margaret Lang were donated to the museum of the Daughters of the American Revolution at Champoeg. The Lang house contained immense quantities of letters, documents and other records. Among Miss Lang's works was a complete history of the Red Cross chapter in The Dalles and voluminous records of St. Paul's Episcopal church, in which she was an extremely active worker.

Elizabeth Louise "Bess" Lang

Elizabeth "Bessie" Lang was the younger of the Lang sisters, whose lives were dedicated to the service of others.

After attending school at the Wasco Independent Academy at The Dalles, and St. Helen's Hall in Portland, Bessie was employed by Z.F. Moody, former governor of Oregon, as a bookkeeper in his business here.



Elizabeth Louise "Bess" Lang

In 1891 the Lang home was disaster headquarters for the Red Cross after the fire which destroyed much of the city.

Elizabeth was responsible for a great deal of altar work for St. Paul's Episcopal

church, and also was prominent in the affairs of St. Paul's Guild.

Elizabeth was widely known for her work with the Red Cross. She served on the Red Cross board for many years and during the first world war headed the volunteers who operated a coffee-and-doughnuts canteen for every troop train that passed through the city by rail.

She was also a long-time chairman of the county welfare board, having served until 1948.

For many years Miss Lang was active in various civic agencies, numbering 11 in all.



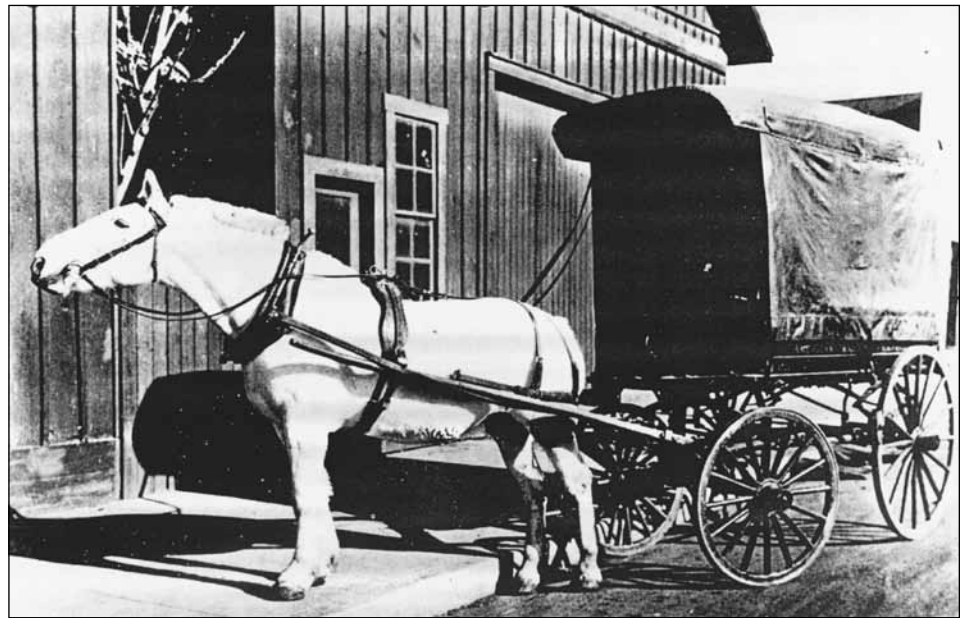
Bess Lang in her Red Cross Uniform

Elizabeth was injured in a fall in mid-January 1952. After a series of strokes, she died March 30, 1954 at the Hanby nursing home in Hood River. She was 88 years old. She was buried in the Red Cross uniform she wore

during the first World War.

Both sisters were interred in the family plot at the IOOF cemetery in The Dalles, next to their parents.

Text edited by Susan Buce, 2012. Source: Lulu Crandall clippings, The Dalles Wasco County Public Library, Pioneers - L, p. 11-14; The Dalles Chronicle archives



BESS, the American Express horse at The Dalles, made her rounds for eight years until she was purchased by Malcolm A. Moody in 1924 and retired to his ranch in Dufur, Ore.

BESS, THE 'DARLING OF THE DALLES'

The following article was published in The Dalles Chronicle, December 7, 1924.

Since 1918, Bess, the American Express horse at The Dalles has never missed a Christmas but now her friends are missing Bessie for she has "retired", her days or work are over.

For 8 years she plied her gentle way in snow storms, fog, rain and sweltering sun, or waited in front of shop windows nudging the passerby as a hint for the sweets she was fond of. Fred Wegner, her driver, never had to tell Bessie where to stop for she knew all their best customers. At the Royal Cafe she knew the tables within had bowls of sugar and by stamping her well shod foot and tossing her pretty head, with alert ears and pretty eyes, she would gain attention, and if not would climb upon the curbing and stand across the walk blocking all traffic until George Fitzgerald or Tex Meynard or Mr. Green would come out armed with sugar or confection to coax her back off the walk. She was fond of pie, cake, apples, carrots and their consumption caused her to put on too much weight and she would have to be sent out to pasture to reduce.

She was a Percheron filly from the Ruby Stock farm at Fairview and she was troubled with colic in her final years from "over-indulgence on

2nd Street sweets" and that together with foot trouble caused the express company to sell her to the fox farm for fox feed. But one of Bessie's old horse-loving friends Malcolm Moody (ex-congressman) learning of Bessie's "retirement" to the fox farm wrote H.B. Smith, superintendent of American Express horses in Portland, asking him to permit him (Moody) to retire Bessie to one of his farms at Dufur where she would have no work to do and would receive the best of care for the rest of her days. Mr. Moody's letter was referred to the San Francisco head office and A. Christeson, vice president for western departments wrote, "the authority for turning Bess over to you has already been granted. Your action is so unusual that it is evident from letters reaching us from our agent at The Dalles, that Bess has endeared herself to the community and it is with pride that we turn her over to you where she will not wish for a better end."

Bess was taken to Dufur over the old soft dirt Dufur road to the Moody ranch occupied by Angus McLeod (afterwards county commissioner) and he says Bessie is already "queen" out there with a number of other horses for playmates; while her friends in The Dalles will tell their children stories about Bessie, "the Darling of The Dalles."



This panorama photo of the The Dalles-Celilo Canal is archived at the Library of Congress.

FREE RIVER: THE DALLES CELILO CANAL

The Columbia River cuts a swath for over 1,200 miles, connecting south-eastern British Columbia, the states of Washington, Oregon, and Idaho to the Pacific Ocean.

The river offered explorers and pioneers a swift way to travel long distances and to transport goods – until you hit the obstacles. River traffic on the Columbia came to a halt between the foot of The Dalles Rapids and Celilo Falls. The water was treacherous and portage around was time-consuming and laborious. Resentment grew against the Indian tribes who controlled the portage and expected compensation for their labors.

Until about 1883, transportation companies in the Columbia Basin held substantially the same control over commerce as did the Indians in the earlier days. River traffic was handled by steamer, and a portage road around Celilo Falls was necessary. Competition on the river was impossible, as the company controlling the portage would not transport goods over its road for steamboats other than its own.

There were several proposals brought to the attention of Congress for circumventing the rapids. The first survey was ordered by an act of congress in 1879. The survey identified four rock reefs, named in their down stream order, Tumwater or Celilo falls, Ten-Mile rapids, The Dalles or Five-Mile rapids and Three-Mile rapids. The rapids were named in accordance with their distance from Dalles City.

The Dalles-Celilo canal project was adopted by Congress in an act approved March 3, 1905, for a continuous canal on the Oregon shore, between the pool above Celilo and the pool be-

low Fivemile Rapids, with open-river improvement at Threemile Rapids.

Consideration of method and funding delayed Congressional action for many years. The project languished in Congress while surveys were repeatedly ordered and funds appropriated.

Preliminary channel work began in 1904, and the second contract for construction began in 1905. It involved the removal of 1,400,000 cubic yards of solid rock and 1,800,000 cubic yards of gravel and other materials, and the use of 1,000,000 pounds of dynamite. Two hundred thousand yards of concrete were put in to run the canal through patches of gravel and soft earth on the sides of the river bank.

The canal was made 8½ miles long, 65 feet wide and eight feet deep. Final cost was \$4,850,000.

Opening of the Canal

The completion and opening of The Dalles-Celilo canal were celebrated by communities of Washington, Oregon and Idaho during the week of May 3-8, 1915. The Dalles had 20,000 people in town for the major celebration.

The formal dedication took place the afternoon of May 6, 41 years after the first examination and 10 years after the beginning of actual construction. The ceremony took place at a point on the canal known as Big Eddy.

The Undine, a 150-foot steamer from Portland, built in 1888, was chartered to make the first round-trip from Portland to Lewiston. The Undine left Portland on the night of April 29, having been chartered by the Portland Chamber of Commerce, and bearing about 100 excursionists, stopping at Big Eddy locks for the official dedica-

tion. The captain was William P. Gray, of Pasco, a veteran riverboat skipper with long gray whiskers, who was appointed “admiral.” Citizens gathered from Lewiston, Portland, Almoda, Pasco, Wallula, Umatilla and Arlington for the allegorical “marriage of Miss Columbia and Mr. Snake.” Admiral Gray gave the “bride” away and 10,000 people cheered.

Piloted by Capt. Gray, with the governors of Oregon, Washington and Idaho aboard, the Undine led the parade, followed by the steamers J.N. Teal, Joseph Kellogg and others, to become the first vessels to pass through the canal.

The dedication speech was given by Hon. Joseph N. Teal, chairman of the Oregon Conservation Commission, and a leader in the public movement for the building of the canal, who said, “While the completion of this great engineering work, great even in this day of great things, is in itself well worthy of being celebrated, the reasons which have brought us together lie far deeper. This mighty work symbolizes the stern, unfaltering determination of the people that our waters shall be free; free to serve the uses and purposes of their creation by a Divine Providence. Tolls based on the control of this portage will no longer be levied either by red man or white.”

The year 1915 also marked the completion of the Panama Canal, by which two oceans were commercially joined together. The Dalles-Celilo Canal was called “the Panama Canal of the Northwest.”

End of the Canal

River traffic through The Dalles



Construction of The Dalles-Celilo Canal was completed in 1915.

Celilo canal was far less than expected in the beginning. During its first five years, the canal passed only 4020 tons of commercial cargo. During the next ten years it passed only 209 tons. Canal traffic picked up a little in 1937, which saw 987 tons passing through, and traffic jumped to 15, 640 tons in 1938. In 1939 traffic was up to 139,500 tons. The canal finished 1956 with it's biggest year ever, with 1,100,00 tons of cargo, all in barges. Wheat, petroleum, cement, anhydrous ammonia and building materials moved through.

The canal proved to be inadequate in other ways. During spring run-off, high waters flooded over and threatened to collapse the canal walls.

River companies spent two months shuttling their barges and tugboats into position as they prepared for the anticipated three-month closure to river navigation.

The last barge to go through The Dalles-Celilo canal was the Inland Chief, making the last downstream trip bringing a load of wheat on a barge from Umatilla.

After 41 years of operation, at midnight, Dec. 31, 1956 the Dalles-Celilo Canal was closed permanently to prepare for The Dalles dam, scheduled to

go into operation the following spring.

Rocks and fill were then dumped into the canal, to create an earthen span that would connect the dam project with the southern shore. Petroleum cargos from barges tied up below the lock were pumped through three pipelines to barges in the canal basin above the former Big Eddy lock.

The canal locks and gates were removed and stored, to be used by the Corps of Engineers on some future project.

The new lock in The Dalles dam was 86 feet wide by 675 feet long, compared with the Big Eddy lock at 45 feet by 265 feet. The dam lock would take a tug and two barges, whereas Big Eddy could handle only one vessel at a time.

Not everyone was enthusiastic about the changes to the river. In his blog "The Industrialization of Celilo Falls, and its failures," author Sean Cruz says, "...white settlers changed the landscape perhaps nowhere more dramatically than at Celilo Falls. In the early 1900s, the white citizens of the new state of Oregon decided to dig a canal close by Celilo Falls, blasting its route through the rocks where Native villages had existed since the dawn of

humankind. The River tribes were not consulted on the project. To the new stewards of the Columbia River, Celilo was a place to pass through on the way to somewhere else."

On March 10, 1957 The Dalles Dam and lock went into operation, opening the river to commerce. The river came to a halt as the reservoir filled, flooding The Dalles-Celilo Canal, the remaining rapids, islands, and Celilo Falls, as well as the Native American way of life.

Source:

1912 annual report to the Secretary of War, by the U.S. Army Chief of Engineers, War Department, Document No. 427, pages 1194 to 1197.

The Oregonian, Dec. 1956, Lawrence Barber, Marine Editor

The Historical Address at the "Formal Opening of the Dalles-Celilo Canal of the Columbia River," at Big Eddy, May 5, 1915.

The Oregon Sunday Journal, Portland, Sunday August 17, 1913.

Obstructions to Navigation in Columbia River, Thos. Lincoln Casey, Brig.-Gen., Chief of Engineers, January 15, 1889, 50th Congress, 2nd Session, House of Representatives, Ex. Doc. No. 73

The Industrialization of Celilo Falls, and its failures, Sean Cruz, <http://1000nations.wordpress.com>



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