

## CENSUS IN WASHINGTON TERRITORY-- 1860

Pioneers living in all of the former Oregon Country were composed of a variety of people:

- twenty-two percent of the settlers were from the Old Northwest area around the Great Lakes,
- twenty-one percent of the population was from the slave holding states of the South,
- Missouri, a slave-holding state, contributed ten percent -- more than any other single state,
- eight percent of the residents came from the Middle Atlantic states,
- four percent of the inhabitants were from New England,

Washington Territory had to overcome this varied mixture of residents

to receive any attention from national politicians then facing an impending sectional crisis

Population numbers from the census of 1860 further demonstrated the population difficulties:

Clark County -- 2,384

Thurston County -- 1,507

Walla Walla County -- 1,318

King County -- 302

these small numbers resulted in Washington Territory being almost universally ignored

Four additional weekly newspapers were established west of Cascades by 1860

these were inadequate to the task of generating interest in the remote region

## ANOTHER WASHINGTON TERRITORIAL GOVERNOR DEPARTS

Governor R.D. Gholson chose to return to Kentucky (and saw fit to remain there) -- January 1860

lack of support from the territorial legislature escalated his frustration level to intolerable

six months in office was enough to convince him of the futility of his unifying efforts

Territorial Secretary Hiram H. McGill served as Acting Territorial Governor (for more than a year)

unlike Governor Gholson before, McGill attempted to focus local governmental attention

on issues of local concern

President James Buchanan and Southern Democrat Congressional leaders

could not seem to find anyone who was interested and capable of acting as governor

## PIONEER SOCIAL LIFE IN WASHINGTON TERRITORY

In rural communities debating societies, annual picnics and school programs provided entertainment

Going to church in pioneer times gave isolated people a chance for a little social interaction

they might briefly exchange words before church about the crops and other local topics of interest

before the final hymn restless children might slip out to where the animals were tied

for a little rough play

men and women greeted one another and shook hands after the services

Ladies Aid societies were formed

church socials became more frequent

if folks were not "agin it" there were dances for the young people

marriage and funeral services became more elaborate social events  
Free Masonry and other secret and semi-secret societies or lodges appeared  
these were appealing to social-hungry people

#### LIEUTENANT JOHN MULLAN CONTINUES HIS ROAD BUILDING EFFORT

Undiscouraged by the harsh difficulties encountered during the winter,  
Lieutenant John Mullan obtained fresh animals from the Flathead Indians  
His survey and construction crews pushed on across the Continental Divide at Mullan Pass  
at one time 150 men were at work cutting a 25-foot swath through heavy timberland  
for a distance of 120 miles across the mountains

#### GROWTH IN WASHINGTON TERRITORY

Spokane County government was finally organized (after the county was created in 1[858])  
Pinkney City, a small trading post near Colville, had been named the county seat -- 1860  
Chehalis opened as a military camp established at Grays Harbor -- February 11, 1860  
by Captain Maurice Maloney, U.S. Fourth Infantry near the mouth of the Chehalis River  
Chehalis Indians threatened the settlement  
Everett began as an Indian trading post built at Elliott Point  
this location had been named Mukilteo by the Indians -- 1860

#### SCANDINAVIANS MIGRATE TO AMERICA FOR A NUMBER OF REASONS

Many Scandinavians came to America for various reasons:

- some sought religious freedom  
they had no desire to pay taxes to the organized churches at home  
especially if they were not members,
- others came to escape the draft,
- some wished to escape social pressures imposed by a rigid class system,
- but most left for America because of growing pressures on the natural resources at home  
as population increased, children found their family farms inadequate  
both in size and in economic potential,

Many who came to America had no intention of staying  
they were single men who hoped to return home with enough money  
to begin life anew in the “old country”

#### EARLY DAYS ON FIDALGO ISLAND (SKAGIT COUNTY)

Fidalgo Island (named for Spanish explorer Lieutenant Salvador Fidalgo)  
is one of the San Juan islands located very close to the mainland (in today's Skagit County)  
After the Fraser River gold rush [1858] the first permanent settlers built his home on the island

at the head of Fidalgo Bay was a large fern-covered prairie  
which had served for untold centuries as an Indian camp ground  
new arrivals saw the location as prime farm ground surround by dense forest  
Several pioneers built cabins (at today's March Point)  
others followed by more settlers [in the 1860s]  
including John T. Griffin and his wife Almira Richards Griffin  
who is credited with being the first white woman to live on Fidalgo Island

#### BRITISH GOVERNMENT PLACES MARINES ON SAN JUAN ISLAND

After much diplomacy among American General Winfield Scott,  
British Admiral Robert Lambert Baynes and British Columbia Royal Governor James Douglas  
it was agreed to continue a joint occupation of San Juan Island  
Tempers had quieted down enough -- by March 1860  
that the English felt it was safe to land 100 Marines under the joint occupation agreement

#### ENGLISH CAMP IS ESTABLISHED ON SAN JUAN ISLAND

British campsite was a tangle of vegetation shooting up wildly  
from an enormous shell midden (garbage pile)  
created over the centuries around an ancient Salish village  
Marines leveled the snowy-white mounds of shells to create a parade ground  
Perhaps thinking of their stomachs as well as being practical  
British Royal Marine Light Infantry used one especially fertile spot for a vegetable garden  
shortly after arriving on Garrison Bay -- March 1860

#### AN INDIAN PROPHET COMES FORWARD TO LEAD THE PEOPLE

Wanapum Indians lived along the Columbia below the mouth of the Snake River in the Wallula area  
for centuries these Indians practiced a religion known as Washani  
meaning in the native language "Dancers" or "Worship"  
they believed the Creator was responsible for creating the world  
certain people were chosen to live in specific regions  
Mother Earth (or Earth Spirit) provided fish, game and vegetation for the people  
they believed in a Dreamer-prophet who would appear at the end of the Wanapum world  
this crisis could be a natural event such as an earthquake or flood,  
or could be initiated by invaders  
their Dreamer-prophet would have experienced a temporary death and visit the spirit world  
before returning to earth with a message from the Creator  
their Dreamer-prophet, through his teachings and example, would prepare the Wanapums  
for a new life following the crisis

Wak-wei, a Wanapum Indian, was born [between 1815 and 1820]

in the way of the Northwest Indians, Wak-wei, was known by several names in his youth:

- Wak-wei or Kuk-kia meaning Arising from the Dust of the Earth Mother,
- Yuyunipitqana translated as the Shouting Mountain,
- Waipshwa or the Rock Carrier,
- eventually he was known as Smohalla, The Dreamer

His father sent him at the age of twelve to be educated at Rev. Henry Spalding's Lapwai Mission where for three years he learned the ways of whites and became a Christian

there he made extensive contacts with his cousins -- Nez Perce Indians

settlers who had met him described Wak-wei as being peculiar and less than pleasant looking

Concern over increasing white influence on the Wanapum culture prompted Wak-wei as a young man to journey to a mountain sacred to his people (La Lac) in quest of his Guardian Spirit

while waiting for the appearance of his spirit he fasted and meditated

Wak-wei experienced a religious revelation -- according to legend he died on the mountain

however, his spirit was refused entry into the land of the dead

he was ordered by the Changer to return to his people to save them from cultural extinction

this fate could only be prevented by rejecting white influences

and returning to the traditional sacred beliefs and doctrines of the Washani religion

Wak-wei returned from his Spirit Quest with his account of death and resurrection

he began to preach his revitalization of the Washani doctrine [about 1850]

he preached the Wanapum belief that the Earth must not be disturbed

dividing the land into parcels as the whites did was an outrage to the Creator

Wak-wei's followers believed he had returned to them from the dead with his message

he was subject to epileptic trances

he and his followers believed visions came to him in that state

he soon gained a reputation as a visionary able to foretell the future and the approaching doom

Many of the tribes of the Columbian Plateau became involved in the Yakima Wars [1855- 1856]

but not the Wanapums -- Wak-wei did not advocate violence against Whites

## DREAMER RELIGION EXPANDS AMONG THE COLUMBIA BASIN INDIANS

Wak-wei explained to his listeners that the victory over the Indians in the Yakima Wars [1855-1856]

was because the White God is strong and Indians had abandoned their traditions

He told the Native Americans the Changer was angry with them for abandoning their traditions

but was about to raise the dead and drive out the Whites and restore the former ways

he commanded them to return now to the old ways

Because of his teachings Wak-wei became known as Smohalla, the Dreamer-prophet

Smohalla's reputation as a holy man grew -- so did the jealousy of other Indian leaders

Chief Moses, leader of the Indians of the Columbia Basin, feared Smohalla who was living nearby

Chief Moses provoked a fight and Smohalla was left on the ground for dead -- about 1860  
however, he revived and crawled to an unattended canoe on the Columbia River  
Smohalla drifted a long distance down the Columbia until he was rescued by white men  
After his recovery, Smohalla, the Dreamer-prophet became a wanderer  
he traveled down the Pacific coast to California and Mexico  
and returned by way of Arizona, Nevada and Utah  
When Smohalla, who was assumed to be dead, returned again to the Wanapum people  
his reputation as a holy man grew even greater  
Smohalla now spoke with authority he had never possessed before  
wisdom came in dreams -- but dreams would not be given to those  
who wounded Mother Earth with plows and planted seeds  
he became the spiritual leader of the Dreamer Religion  
his followers became known as The Dreamers  
Indians' Dreamer Religion emerged in large part as a reaction to the intrusions forced on them  
by white settlers, U.S. government Indian policies, and the United States Army

#### DREAMER RELIGION BECOMES MORE FIRMLY IMPLANTED IN THE INDIANS

When people are physically and morally beaten, they often turn to a Messiah  
Smohalla, the Dreamer-prophet rejected the white work ethic and federal reservation policies  
Major J.W. MacMurray described an adult Smohalla as deformed  
appearing short, thick-set and almost a hunchback  
he had a large bald head with deep brows over bright, intelligent eyes  
his speech usually affected a bland, persuasive style, but he could be aroused to eloquence  
Indians were spellbound by the magic of his voice  
Smohalla opposed Christianity but used some Christian ceremonial practices  
which became incorporated into Dreamer ceremonies over the decades  
these included observances from his youth at Lapwai Mission  
(and later possibly additions from Mormon sources acquired his visit to Utah)  
as the Indians rediscovered the teaching of their own prophet  
Smohalla espoused an elaborate system of ceremonies based on Indian mythology  
Smohalla moved his band of followers to Priest Rapids on the Columbia River  
because of the abundance of fish and game in the region  
there he established a lodge with his ten wives  
he named his eldest daughter as his spiritual successor  
but she became ill and died shortly thereafter  
Smohalla's daughter was buried in a canoe on a sandy rise overlooking the Columbia River  
when the grave-side tribal rites ended, Smohalla remained alone at the site to mourn  
he did not return to his lodge by the next morning so worried villagers hurried to the gravesite

there they found Smohalla had died during the night  
Smohalla's body was taken to the village where he was cleansed and dressed in buckskin  
he was adorned with yellow paint and strips of sea otter fur  
in anticipation of a funeral fitting a great leader  
however, the funeral ceremony the following morning was abruptly interrupted  
when Smohalla's body began twitching  
he opened his eyes and he rose to his knees, but did not speak  
frightened villagers ran from the lodge  
Two days later Smohalla, now very much alive, walked out of his lodge  
the Dreamer-prophet had once again been resurrected from the dead  
Smohalla said that day he would deliver a message from the Creator  
at a spot on the Columbia River known as Water-Swirl-Place (near today's Vernita Bridge)  
Smohalla told his people the Creator would not allow his spirit to remain in the land of the dead  
he was told to return and instruct the people in a special dance and teach them 120 new songs  
which were to be added to their religious rituals  
Smohalla was also ordered by the Creator to teach the people to be good and to do good  
and to live like Indians of old  
To help the Indians achieve the Creator's request, Smohalla showed them a new song and dance  
it was an intricate ritual involving seven drums symbolizing life  
men and women danced holding eagle and swan feathers representing the flight to the Spirit World  
Smohalla led the ceremonial dance holding a triangular flag emblazoned with a five-pointed star  
and a red circle on a white, yellow, and blue background  
to announce the dance was underway a brass bell was rung in time with the chant  
Smohalla's emerging religious doctrines formalized traditional Washani beliefs  
in the goodness of the Creator and the bountiful earth which sustained them  
Wanapums long believed that the salmon was created first and the huckleberry last  
Smohalla had these served as Communion first and last at thanksgiving ceremonies  
Smohalla did not advocate violence against whites  
however, hostility was displayed by the federal bureaucrats who implemented Indian policy  
they believed their Indian wards should be Christians

## WELLS, FARGO AND COMPANY LINKS THE WEST TO THE REST OF AMERICA

Wells Fargo maintained 147 express offices in California alone --1860  
throughout the 1860s [and 1870s] Wells Fargo and Company continued to expand  
following a pattern that had established in California  
in places where no local express office existed  
company appointed local stagecoach operators to serve as its agents  
they also established offices in Oregon at Portland, Port Orford, Umpqua City, and Prairie City

in nearly every town there were stagecoach connection advertisements  
regarding passenger service -- usually with the words: Wells Fargo & Co.'s Express  
Washington Territory offices were located  
in Seattle, Olympia, Steilacoom, Port Townsend, and Whatcom  
British Columbia service was provided at Victoria, and the Fraser River

#### CATTLEMAN BEN SNIPES SETTLES IN THE YAKIMA VALLEY

Ben moved to the place in the Yakima Valley he had longed for since his first view of the valley  
he built a log cabin home, the first settler's home in the valley at the base of Snipes Mountain  
(from the time he built his cabin in the valley, ever increasing numbers of cattle were driven north  
not just to the Fraser River but also into the Cariboo Country when gold was discovered there)

#### STEAMBOATS SERVES THE UPPER COLUMBIA RIVER

Robert R. Thompson and Captain Lawrence W. Coe, original owners of the steamer *Colonel Wright*  
made so much money with the *Wright* they built a larger and more powerful steamer  
sternwheeler *Tenino* and *Wright* served the same route above Celilo Falls -- spring 1860  
this boat, too, proved to be immensely profitable on upper Columbia River run  
Captain John C. Ainsworth, a partner in the operation,  
acquired the two-year-old Dalles-Celilo Portage Road  
(also known as Sherar's Road and the Deschutes Portage Road)  
between The Dalles and Deschutes Landing at the mouth of that river  
he had set into action his plan to control the portages on the Columbia River

#### BRIGADIER GENERAL WILLIAM SHELBY HARNEY'S INSUBORDINATION

Furious at the agreed-to government arrangement providing for joint occupation of San Juan Island  
and that Captain George Pickett had been removed to Bellingham  
General Harney committed his final act of insubordination -- April 10, 1860  
he reversed General-In-Chief of the United States Army Winfield Scott's direct orders  
General Harney ordered Company D under Captain George Pickett back to San Juan Island  
and ordered Captain Lewis C. Hunt and the U.S. Fourth Infantry, Company C to Bellingham  
moving Pickett back to San Juan Island caused a stir  
in the British governmental and military communities  
When Captain Pickett returned to San Juan Island Fort Bellingham was abandoned [April 28, 1860]

#### COLONY OF FRANKLIN IS FOUNDED IN EASTERN WASHINGTON TERRITORY (IDAHO)

Colony was founded by thirteen Mormon families led by Thomas S. Smart -- April 14, 1860  
carrying all of their earthly possessions in wagons  
Town was named in honor of Franklin Richards

an Apostle for The Church of Jesus Christ of Latter-day Saints

Franklin is the first permanent American settlement (in present-day Idaho)

however, the town's founders believed the town site was in Utah Territory

Within days they were joined by other Mormons from previously established Utah communities  
meager living quarters for the new-comers were improvised using their wagon boxes

which were disassembled from the running gear and placed on the ground

running gears thus became available to haul logs from abundant, nearby woods

to be used for fuel, and the construction of log cabins and temporary public buildings

Distrust of local Bannock and Shoshone tribes convinced them to place their houses end to end  
to form a rectangular fort with the entrance to each cabin facing the interior of the rectangle  
center of the rectangle was where their formal worship services

and secular council meetings were conducted

also within the rectangle was a community common water well

and a corral to conceal their cattle from night Indian raids and the ravages of wild animals

(When the fort was completed [1863], it consisted of approximately ninety-six cabins)

#### CAPTAIN ELIAS D. PIERCE SEARCHES FOR WEALTH IN NEZ PERCE COUNTRY

While trying his luck prospecting for gold in California Captain Elias D. Pierce was told a story  
by a Nez Perce Indian friend [1858] regarding what Pierce assumed to be a diamond  
in anticipation of searching for wealth in Nez Perce Country (today's Idaho)

Pierce made his way up the Columbia River and settled in Walla Walla

Captain Elias D. Pierce became convinced there was gold in the wilderness (of today's Idaho)

Pierce decided to prospect eastern Washington Territory

However, Nez Perce Indians were a problem as they aggressively drove out intruders  
under the terms of the [1855] treaty agreement

most of the \$260,000 offered by the U.S. government for the use of reservation land

would be spent in building up the agency and farmlands around Lapwai and Kamiah

not coincidentally the home of Nez Perce Chief Lawyer's Christianized supporters  
when Captain Pierce asked the Nez Perce for permission to look on their land they said no -- 1860

Capitan Pierce returned to Walla Walla where he made plans to sneak on to the Nez Perce land

#### LIEUTENANT-GENERAL WINFIELD SCOTT ARRIVES AT WASHINGTON CITY

General Winfield Scott remained concerned about the actions of General William Shelby Harney  
when he returned to the national capitol, General Scott reported to Secretary of War John B. Floyd

Scott informed the Secretary that he had doubts about leaving Brigadier-General Harney  
in command of the volatile situation in Washington Territory

#### FIRST MOVEMENT OF TROOPS OVER THE MULLAN ROAD



Congress had authorized the Mullan Road as a military measure -- this expense had to be justified  
Lieutenant John Mullan had proposed transporting recruits along the route of his proposed road  
from Fort Benton to the Pacific Northwest  
orders were given that Major George A. H. Blake, U.S. First Dragoons,  
organize a 300-man contingent -- May 3, 1860

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to Fort Bellingham because of the dislike of the man  
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#### BRIGADIER GENERAL WILLIAM SHELBY HARNEY IS REASSIGNED

News reached Washington City of Captain George Pickett being reassigned back to San Juan Island  
by General William Shelby Harney  
General Harney's insubordination caused a stir in the British governmental  
and military communities of both Britain and the United States  
General-In-Chief Winfield Scott called the War Department's attention to General Harney's action  
Scott said this was evidence of Harney's lack of sympathy with President Abraham Lincoln's  
peaceful intentions regarding solving the San Juan Islands dispute with Great Britain  
Both the U.S. secretary of War and Secretary of State jointly agreed that General Harney  
should be removed as soon as possible  
and that his command be turned over to the next officer in rank  
After the United States Department of State finished apologizing to the British for Harney's actions  
General Harney was given command of the Department of the West in St. Louis  
once Harney was gone from the Northwest the British were satisfied

#### BRADFORDS AND OREGON STEAM NAVIGATION COMPANY CARRY THE FREIGHT

Bradford brothers became stockholders in the Oregon Steam Navigation Company  
Daniel and Putnam Bradford invested more capital in the (OSN)  
than did Ruckel and Olmstead and thus became larger stockholders  
An agreement was made between the owners of both portages  
that one or both should be used as necessary to meet demand-- May 12, 1860

but neither the Washington side or Oregon side portage operators  
had a voice in the management of their portages -- they were simply to provide transportation

#### TROOPS MOVE UP THE MISSOURI RIVER

St. Louis saw 292 enlisted men and eight officers of Major George A. H. Blake, U.S. First Dragoons  
embark on three American Fur Company steamers

*Spread Eagle, Key West, and Chippewa* -- May 15. 1860

these awkward craft ferried the soldiers and their supplies

up the shallow Missouri River to Fort Benton

this was farther upriver than steamboats had ever gone before

#### OREGON TRANSPORTATION LINE CLOSES FOR IMPROVEMENTS

Ownership of Oregon portage around the Cascades was transferred from Colonel Joseph S. Ruckel  
to Harrison Olmstead and D.H. Olmstead -- Harrison's brother

D.H. Olmsted became Superintendent of the southern portage

Colonel Ruckel became a Vice President of the Oregon Steam Navigation Company

OSN decided to invest in improvements to the south bank first -- the Olmstead brothers portage

Olmstead brothers' south side Oregon portage was closed

no time was wasted improving the Oregon Transportation Line

high water damage [winter 1860-1861] to the railway was repaired

in addition the route had been built so near the water line

that (each June) the Columbia River would rise causing so much damage

that expensive repairs had to be made

in addition to making the necessary repairs the wagon road bed was changed

to a railroad bed and wooden track covered with strap iron was put in place

Olmstead steamers *Mountain Buck* and *Wasco* were tied up to await the improved portage

Bradford and Company's Washington portage carried all of the transport business

through the Columbia Gorge

#### BRITISH COLUMBIA TRANSPORTATION TO THE FRASER RIVER GOLD FIELDS IMPROVES

Royal Governor Sir James Douglas steered miners away from the foaming Fraser River cataracts

by mapping a road which left the river several miles below the camp of Hope and struck north

crossing through a series of lakes, streams, and portages, the road returned eventually

to the main river at the raw camp of Lillooet

Prospectors themselves built most of the route -- summer 1860

five hundred of them even put up a bond of twenty-five dollars each as proof of good behavior

they drew out their pay in merchandise

Black Scot's road had one drawback -- the number of times freight had to be handled at the portages

#### FIRST EFFORT AT LAW IN EASTERN WASHINGTON TERRITORY (IDAHO)

First grand jury of Spokane County was convened by Territorial Judge William Strong -- June 1860  
when it came time to pay the jury the Court Commissioner objected on the grounds  
that it was the duty of the territorial government to pay its court officials  
Judge Strong exercised his judicial prerogative in his court  
he ordered the bill paid by the Commissioner  
Court Commissioners paid the bill, but made note of the fact that his act of obedience  
was exercised under protest  
Court system did not have a bright future in Eastern Washington Territory

#### OREGON'S UNITED STATES SENATOR JOSEPH LANE RESIGNS

Senator Lane resigned as Oregon's United States Senator -- summer 1860  
he was nominated by extremist Southern Democrats for the Vice-Presidency  
with radical Democratic Presidential Candidate John C. Breckenridge  
in the race against Republican Abraham Lincoln  
Isaac Ingalls Stevens functioned as chairman of their national election committee

#### FREIGHT RATES CHANGE ON THE COLUMBIA RIVER

Oregon Steam Navigation Company set the fee from Portland to The Dalles at \$20.00 per ton -- July 1  
shipping fee of \$5.00 per ton was divided between the two Columbia Gorge portage companies  
Bradford brothers, who actually carried the freight, received 7/12<sup>th</sup>  
Olmstead brothers, whose portage route was under repair, received 5/12<sup>th</sup>  
one ton was determined usually by measurement -- not weight  
forty cubic feet of cargo was considered a ton

#### U.S. ARMY ARRIVES AT FORT BENTON

Major Blake had previously learned Lieutenant John Mullan was still west of Hell Gate (Missoula)  
but he had sent ahead more than thirty pack animals to Fort Benton for use by the First Dragoons  
Steamboats *Spread Eagle*, *Key West*, and *Chippewa* from St. Louis reached their goal  
Major George A. H. Blake and his three hundred men of the U.S. First Dragoons  
disembarked from the three American Fur Company steamboats at Fort Benton -- July 2  
this was the first military contingent to travel by boat to the river's headwaters and Fort Benton  
Upon reaching Fort Benton, Major Blake found Lieutenant Hykkan Benton Lyon of Mullan's group  
was waiting for him with some beef cattle  
Lieutenant Lyon informed the Major that about twenty-five wagons were on the way  
Steamboats were off-loaded at Fort Benton so the supplies could be transported overland  
Blake's men did not leave their camp to meet Mullan

instead they waited for Mullan's arrival and passed their time hiking, fishing and reading

#### FREIGHT BUSINESS BEGINS FROM THE MISSOURI RIVER

Opening of the Missouri River freighter service

coincided with completion of the Mullan Road -- July 1860

and the arrival of Lieutenant John Mullan

Steamboats on the Missouri River had a far-reaching effect

not only was an entirely new transcontinental route via (today's Montana) opened

but also a keen awareness of competition for the (Montana) trade emerged

between St. Louis and Portland

#### CAPTAIN ELIAS D. PIERCE LOOKS FOR GOLD ONCE ON NEZ PERCE LAND

Captain Pierce set out for Nez Perce Country from Walla Walla with a party of five men

however, most Nez Perce Indians wanted no gold seekers on their land

Pierce visited old Chief Timothy at Alpowa Creek

Timothy was one of Rev. Henry Spalding's first converts to Christianity at Lapawi Mission

Timothy liked Whites, but he was reluctant to offend his tribesmen

by leading even a small party onto the reservation

Timothy's eighteen-year-old daughter Jane Silcott spoke up -- she would guide them

Captain Pierce and his party of prospectors set out from the Palouse River and crossed the Lolo Trail

they began to scour the mountains (of today's Idaho) with no success

eventually they reached the valley of the north fork of the Clearwater River

their elaborate search aroused suspicion among the local Nez Perce

who objected to the presence of the miners on their reservation

Prospectors were escorted off the reservation several times by the natives

but Pierce and his party always returned after the Indians departed

finally, Captain Pierce and his small party were ordered to completely leave the region

#### GOLD DISCOVERED IN EASTERN WASHINGTON TERRITORY (IDAHO)

Captain Elias D. Pierce failed to leave the Nez Perce Indian Reservation as ordered

rather Pierce and his five companions made camp in the Clearwater River Valley

at the junction of two unnamed creeks -- July 1860

(later known as Canal Creek and Oro Fino Creek

located in a mountain basin to be named Canal Gulch)

One of Pierce's fellow prospectors, Wilbur F. Bassett, tried washing a pan of dirt

in a stream (Canal Creek) running through a meadow near camp on the Nez Perce Reservation

he got color -- his first effort at gold panning returned three cents

more effort convinced the six gold-hunters that paying quantities could be found here

Wilbur F. Bassett's Canal Gulch find was the first discovery of gold in (today's Idaho)

#### MULLAN ROAD REACHES FORT BENTON, DAKOTA TERRITORY (MONTANA)

Lieutenant John Mullan and his men reached their destination

American Fur Company's Fort Benton on the Missouri River

Mullan calculated his route to be 624 miles long -- August 1, 1860

his men had constructed grades across the open country, built hundreds of bridges,  
and established many ferry boats

This road was intended for military purposes -- but the major Indian difficulties previously had ended  
(instead it was the primary route from the east

used in the mining rush to Eastern Washington Territory [Montana])

#### FINDING OF GOLD WOULD NOT HAVE SURPRISED CAPTAIN JOHN MULLAN

Mullan had frequently noticed masses of quartz strewn about the ground

which indicated a presence of gold in the vicinity of the St. Joseph and Coeur d'Alene rivers  
and at numerous other places along the Mullan Road route

Many of the men in Captain Mullan's road-building expedition were former California miners  
they were sure the entire country would yield gold

from Coeur d'Alene to the eastern slope of the Rocky Mountains

Mullan was constantly concerned because a gold strike would quickly end his road building effort  
at one point a herder and hunter named Moise came into camp with a handful of coarse gold

he said he found along the North Fork of the Coeur d'Alene River

but desertions were avoided

#### LIEUTENANT JOHN MULLAN PREPARES TO RETURN TO FORT WALLA WALLA

Lieutenant Mullan visited Major George A. H. Blake's camp at Fort Benton

Mullan agreed to turn over all of his wagons to the Major and take the pack trains himself  
for the return trip to Fort Walla Walla

Mullan and his men set out as they hurried ahead of Major Blake -- early August

to add a few improvements to the outline of a road between Fort Walla Walla and Fort Benton

#### LIEUTENANT JOHN MULLAN REACHES DEER LODGE VALLEY

Lieutenant John Mullan on the return trip to Fort Walla Walla from Fort Benton -- mid-August  
made a change in the route shortly after leaving the Little Blackfoot River

he swung three miles south into Deer Lodge Valley (crossing what later became Gold Creek)

#### U.S. FIRST DRAGOONS SET OUT FROM FORT BENTON ON THE MULLAN ROAD

At Fort Benton military material was loaded into wagons

Major George A. H. Blake and his First Dragoons followed Lieutenant Mullan West -- August 15  
this would be the only important troop movement over the Mullan Road  
While the equipment rode in wagons, the soldiers marched  
however, the U.S. Government saved \$30,000  
by not shipping the troops around Cape Horn thus proving the road's worth -- at least once

#### LIEUTENANT JOHN MULLAN RETURNS TO FORT WALLA

Lieutenant John Mullan completed his journey back to Walla Walla  
Mullan had opened the Mullan Road between Fort Walla Walla and Fort Benton -- late August  
it was completed at a total cost of \$230,000  
this provided a direct route in to eastern Washington Territory from the Missouri River  
this route had been intended for military purposes  
but it was primarily used in the mining rush to Eastern Washington Territory (Idaho)

Lieutenant John Mullan had been in the field for seven years or more

three of these years were spent in preliminary survey with brief time out for the Indian uprising  
four more years were spent actually building the road

Lieutenant Mullan had attempted to provide a route vehicles could use during the dry seasons  
but even this proved questionable since the builder failed to anticipate the full damage  
of the heavy spring rains in the region

(years later Father Cataldo said: **The Mullan wasn't much of a road. It was a big job, well done, but we used to say, 'Captain Mullan just made enough of a trail so he could get back out of here'.**)<sup>1</sup>

#### SECOND ROAD BUILDING EFFORT IS COMPLETED

Military Road from Fort Steilacoom to Fort Bellingham  
had been under construction [beginning in 1853]  
it crossed Puyallup River at former location of John Carson's toll bridge  
Construction of the rugged unpaved road was completed -- 1860  
(it will remain the principal road for decades)

#### OREGON STATE LEGISLATURE MEETS

First regular session of the Oregon State government met on second Monday in September  
opening ceremonies were held -- September 10, 1860  
Official census of Oregon found the population in the new state stood at 52,465

#### INDIAN OUTRAGES OCASIONALLY OCCUR

Party of forty-four pioneers were attacked by Bannock Indians  
in eastern Washington Territory west of Fort Hall (Idaho) -- September 13, 1860

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<sup>1</sup> Ken Robison, <http://fortbenton.blogspot.com>

only fifteen escaped after they had been forced to abandon their wagons  
several of the fugitives died of starvation  
after consultation and prayer the survivors voted unanimously  
to eat the bodies of four children  
they had just dug up a body to be eaten  
when troops under Captain F.T. Dent arrived from Fort Walla Walla thus sparing them

#### STAGE ROAD LINKS THE STATES OF CALIFORNIA AND OREGON

Stage Road was opened from Sacramento, California to Jacksonville, Oregon  
there already existed a stage road from Jacksonville all the way to Portland  
Transportation service was formally inaugurated -- September 15, 1860  
at last, four- or six-horse stage and mail service existed  
between Sacramento and Portland 710 miles  
stages left Portland and Sacramento, respectively, every morning at six o'clock  
south from Portland the route passed through Oregon City, Dutch Town, Salem, Albany,  
Corvallis, Eugene, Oakland, Roseburg, Canyonville, and Jacksonville  
northern route was simply the reverse  
along the entire line there were sixty stations, fourteen district agents,  
seventy-five hostlers to care for the horses, and thirty-five drivers  
to stock the road required twenty-eight coaches, thirty wagons, and 500 head of horses  
Transportation now could be offered with comparative safety, comfort and speed  
although seven days were allowed by the mail contract for this run  
actual scheduled time was six days

#### PUYALLUP INDIAN AGENCY OPENS A DAY SCHOOL

Puyallup Indian children were forced to attend school on Squaxin Island  
located at the south end of Puget Sound near Olympia  
this was a burden for Puyallup Indian families

U.S. Army Colonel Samuel Ross, Superintendent for the Puyallup Indians,  
urged the Commissioner of Indian Affairs in Washington D.C to fulfill the government's  
[1854] promise to the South Sound Indians

in a letter to the Commissioner of Indian Affairs, Ross wrote **“if it is really the intention of the governing powers to civilize the Indians, to transfer the bold spirit of the daring savage warrior to the level, [sic] such an intellect should occupy in civilized life and save the red man”**

then, Ross went, it is **“necessary to adopt a new mode for his civilization.”**<sup>2</sup>

schooling provided an opportunity to resolve the “Indian Problem”

Puyallup School for Indian Education, a one-room shack, was founded

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<sup>2</sup> Memorandum, “To All Reservation Superintendents,” April 5, 1914, Folder No. 3, July 7 1913 – June 8 1914 NARA, RG 75

on the Puyallup Indian Reservation near the intersection of East 29<sup>th</sup> Street and Portland Avenue  
in Tacoma -- 1860

like all Indian schools at that time the purpose of Indian education  
was to “civilize” the Indian children

Indian curriculum consisted of four parts:

- instruction in English,
- promotion of individuality,
- indoctrination with Christian principles,
- education in the value of democratic citizenship<sup>3</sup>

#### ST. ANNE’S MISSION AND BOYS’ DAY SCHOOL ON THE TULALIP RESERVATION EXPANDS

Fathers Eugene Casimir Chirouse and Paul Durieu had fifteen pupils by -- 1860

(they were joined on the Tulalip reservation by the Sisters of Providence  
who added a girls’ school [1868] as the student population continued to grow)

Father Eugene Casimir Chirouse was transferred to British Columbia [1878]

despite the protests of his Tulalip parishioners

there he helped to build church missions on the Lummi and Port Madison reservations

he returned to Tulalip many times for weddings, baptisms and to visit friends

he died in British Columbia [1892])

#### BUREAU OF INDIAN AFFAIRS ESTABLISHES THE FIRST INDIAN BOARDING SCHOOL

Twenty-one Yakima Indian Reservation buildings located at the former Fort Simcoe  
were turned over to the Yakama Indian Agency

Methodist missionary James Wilbur established the first Indian Boarding School in the United States  
on the grounds of the former military post -- 1860

Rev. James Wilbur launched a boarding school

he imposed a “Bible and plow” curriculum to “civilize” the Yakima Indians

he taught farming skills and vocational skills at the Yakima Indian Agency headquarters

#### PREPARATIONS MADE FOR MORE EASTERN WASHINGTON (IDAHO) GOLD SEEKING

Captain Elias D. Pierce, Wilbur F. Bassett and their four companions

had spent the summer panning out a small amount of dust

(in the vicinity of today’s Pierce, Idaho)

Short on supplies, Pierce and his five prospectors deemed it wise -- September 30, 1860

to return to the settlement growing around the army’s Fort Walla Walla

for a more thorough outfitting as autumn was quickly arriving

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<sup>3</sup> David Wallace Adams, *Education for Extinction*, P.21-24.



## U.S. MILITARY ARRIVED ONCE AGAIN AT FORT WALLA WALLA

Major George A. H. Blake and the three hundred men of the U.S. First Dragoons arrived at Fort Walla Walla -- 3:00 P.M., October 4, 1860  
it had taken fifty days to march from Fort Benton on the Missouri River

## CAPTAIN ELIAS D. PIERCE REACHES WALLA WALLA

Elias with his five considerably richer companions carried their gold dust to the new village of seven houses  
there they loudly announced and boldly displayed their good fortune  
Pierce related to J.C. Smith an old pioneer of the region who was known and universally esteemed as Sergeant Smith and anyone else with hearing distance  
his story of the supposed diamond told two years before by a Nez Perce Indian friend  
Pierce explained the gold fields were 150 miles east of Walla Walla and the diggings were dry  
he showed Sergeant Smith samples of the success they had enjoyed  
pay dirt yielded from 8¢ to 15¢ a pan  
Sergeant Smith listened to Captain Pierce and placed the greatest faith in the prospector's account  
however, Pierce and his men hesitated to return into the Nez Perce reservation again so soon

## ANOTHER SEARCH FOR GOLD

Sergeant (J.C.) Smith was so impressed by Captain Pierce's news and display of gold  
he tried to enlist the cooperation of a few Walla Walla merchants in outfitting an expedition  
He failed in that effort but with his accustomed energy and using his personal credit,  
Smith outfitted a party of fifteen brave (or fool-hearted) prospectors  
they set out for Nez Perce Country and the Clearwater River -- November 1860  
looking for the mountain basin (Canal Gulch) described by Captain Pierce

## NATIONAL ELECTION OF 1860

Republicans Abraham Lincoln and Hannibal Hamlin were elected  
sixteenth President and Vice-President of the United States -- November 6, 1860  
Lincoln and Hamlin received 1,866,452 popular votes  
180 electoral votes from seventeen (all Northern) of the thirty-three states  
Northern Democrat ticket of Stephen Douglas and Hershel V. Johnson  
drew 1,336,957 popular votes but only twelve electoral votes  
(nine from Missouri and three from New Jersey)  
Southern Democrat ticket of John C. Breckenridge and Vice-Presidential candidate Joseph Lane  
received 849,781 popular votes from eleven of fifteen slave states  
they collected seventy-two electoral votes

Constitutional Union Party candidate John Bell and John Everett  
counted 588,879 popular votes and thirty-nine electoral votes  
from Kentucky, Tennessee, and Virginia

Lincoln received just over a third of the popular votes  
but an overwhelming majority of electoral votes -- 180 to 123 for all other candidates combined  
this victory and the Civil War ended the political careers of Joe Lane  
and his campaign manager Isaac Ingalls Stevens

#### RUMOR TO ESTABLISH A NEW PACIFIC REPUBLIC IN OREGON STATE SURFACES

Because of his pro-slavery, Southern sympathies  
accusations surfaced that unsuccessful Vice-Presidential candidate Joe Lane  
was conspiring to set up a Pacific Republic  
with Southern sympathizing state senators and representatives from Oregon and California  
However, Republicans had carried Oregon in the 1860 election  
voting for Lincoln and delivering three electoral votes  
this made the prospect of secession from the Union very slight  
(local separatist press was soon silenced by the outbreak of Civil War)  
Joe Lane retired from politics to his land claim in Roseburg, Oregon (until he died [April 19, 1881]  
Lane County Oregon is named in his honor)

#### CHANGE IN WASHINGTON TERRITORY POLITICS

Mounting pressures (of the upcoming Civil War) brought regional differences into focus  
differences of opinion in the nation and in Washington Territory led to a major political shift  
Union Party combined several trains of political thought into one unit  
former Whigs, Northern Democrats and anti-slavery Republicans combined  
former Whigs preferred strong federal action to resolve national and local problems  
internal improvements such as roads, canals, railroads and dredging rivers  
were far beyond the scope of local financing  
this approach to development appealed to isolated Western territories like Washington  
Stephen Douglas' Northern Democrats favored popular sovereignty (local vote)  
to resolve issues regarding slavery  
Republicans dominated the Union Party organization  
Republicans were opposed to the expansion of slavery into the new states and territories  
(however, there was no effort to end slavery where it then existed)  
Republicans proposed a progressive vision of modernizing the United States  
emphasizing higher education, banking, railroads, improving industry and cities  
while promising free homesteads to farmers  
Washington Territory political leaders formed a new Olympia Clique

Union Party was under the control of the new Republican governor(s) of the territory  
it was primarily concerned with developing agriculture and lumbering in Western Washington  
but they also were interested in enforcing the law  
as increasing numbers of gold-seekers moved into the Eastern half of the territory

#### GOVERNMENT HAD A HARD TIME SERVING THE GOLD FIELDS

In the beginning of the gold rush Washington Territory with its capital at Olympia  
was responsible for law and order throughout all of the Northwest except for Oregon  
this region quickly became unmanageable -- a geographic monstrosity sprawling eastward  
from the Pacific Ocean to the Continental Divide,  
from the Canadian border south to (Wyoming and Utah)  
difficult terrain of two mountain ranges between Olympia and the mining regions  
complicated the confused efforts of the gold rushers to impose order on their hectic existence  
instability was the single constant in their lives

Before a local government could be established to provide order in Eastern Washington  
or a new capital city could be designated to serve the most recent population boom  
there would be a sudden shift of population resulting in new maneuverings for political control  
which wiped out the preceding efforts at organization

Olympia politicians (when that time came) wanted a new territory created  
leaving only enough population in Washington to justify statehood

Before talk of statehood could become even remotely serious

Clearwater River gold strikes pulled more people into (northern Idaho)  
than then inhabited all of Washington Territory west of the Cascade Mountains

#### COMPETITION FOR LOCATION OF WASHINGTON TERRITORIAL CAPITOL

Population north of the Columbia River reached 11,594

Washington Territory was heavily populated in the extreme West and the extreme East  
it was practically uninhabited in between

no land communication connected the two parts of the territory

Territorial Government was located west of the Cascade Mountains

it represented a population interested in agriculture, lumbering and fishing

At the conclusion of the Indians Wars [1856] there was left little to fight  
except the neighboring town down the road

towns attempted to capture the Territorial Capitol for themselves -- 1860

contesting for the honor were: Olympia, Walla Walla, Vancouver, Port Townsend,  
Steilacoom and Seattle

Port Townsend offered a ten-acre site for the government campus

Seattle made a similar proposition of farmland owned by Arthur Denny

Denny's friends convinced him to appeal for the Territorial University instead  
his offer of providing the capitol site was withdrawn  
Walla Walla editor William S. Newell of the Democratic *Walla Walla Statesman*  
challenged the monopolistic control of the Western part of the territory  
he suggested people living South of the Snake River should join Oregon state  
this plot was encouraged by Portland businessmen  
Washington Territory's government stoutly resisted the move  
Walla Walla received sixty-seven votes as the capitol; Olympia collected 1,239

#### SERGEANT (J.C.) SMITH MAKES CAMP

Smith and fifteen companions arrived at a creek  
which had perhaps described by Captain Pierce -- November 1860  
(later named Oro Fino Creek for the flour-fine nature of its gold dust  
(in Spanish Oro: ore; Fino: flour)  
Gold seekers were soon shut in by the weather -- deep snows arrived in the inaccessible mountains  
little party sawed lumber for flumes and built five crude huts to spend the winter -- 1860-1861  
they occupied their time between storms panning for gold in the icy streams under the snow  
their works on Oro Fino Creek became extensive that winter

#### ELECTION RESULT IN EASTERN WASHINGTON TERRITORY IS IGNORED

Duly elected Spokane County Representative W.H. Watson appeared at Olympia  
ready to take the oath of office and begin his legislative duties  
but the Territorial House of Representatives declined to seat him  
since no election had been authorized by them  
as a sort of consolation prize, however, he was elected doorkeeper of the House

#### WASHINGTON TERRITORIAL LEGISLATURE ATTEMPTS TO DEAL WITH PROBLEMS

Spokane County government was finally organized (two years after the county was created in 1[858])  
Pinkney City, a small trading post near Colville, had been named the county seat -- 1860  
however, no provision was made in the legislative act  
for representation for the new counties in the territorial legislature meeting in Olympia  
voters of Spokane County elected W.H. Watson their Representative at the first election anyway  
Since the mining district had received a large influx of gold miners  
Washington Territorial legislature responded to petitioners asking for a new county  
Missoula County was carved out of Spokane County -- December 14, 1860  
to establish some territorial authority and provide a few governmental services  
it encompassed (nearly all of today's Montana) west of the Continental Divide  
its courts were administered in Spokane County

first county seat of Missoula County at Hell Gate  
was located at Worden and Company's trading post

#### NEW WAGON ROAD FOR EASTERN WASHINGTON PROPOSED IN OLYMPIA

Captain Elias D. Pierce traveled west to meet with the Washington Territorial Legislature to charter a wagon road from Walla Walla to the site of his gold find -- winter 1860-1861 (construction on the route was begun after Pierce's return to Walla Walla) while in Olympia he also announced the discovery of gold in eastern Washington Territory a huge rush to that part of the territory was inevitable

#### NEWS OF THE ORO FINO GOLD STRIKE SPREADS LIKE WILDFIRE

Stories and rumors of Captain Elias D. Pierce's discovery reached Portland and the Willamette Valley -- then were delivered to California By this time 300 miners were in the Oro Fino District miners and adventurers were coming in large numbers from Oregon and California within a month their numbers had grown to 1,000 Oro Fino Creek and its tributaries soon became the campground of thousands of miners Primary route to the gold fields was by boat from Portland to Wallula on the Columbia River then by stage from Wallula to Walla Walla finally from Walla Walla to Oro Fino District by wagon team, pack train, horse, mule or foot

#### SUCCESSFUL MINING DISTRICTS APPEAR IN WASHINGTON TERRITORY

Oro Fino Creek and Clearwater River gold-digging sites shared glory with other river successes mining camps sprung up on the Salmon, Boise, John Day, Burnt and Powder rivers Owyhee and Kootenai rivers and other places

Other rich gold districts also opened throughout the Pacific Northwest

Wenatchee had long been an area of pioneer activity:

- North West Company employees had explored for furs there,
- Catholic missionaries started irrigation projects there,
- prospectors found gold in the area -- 1861

(for several years afterward, Chinese panned for gold along the Wenatchee River banks)

Oregon also delivered riches to those with patience and great luck

gold mining in Southern Oregon was at its height -- 1861

Eastern Oregon showed positive signs of gold

David Littlefield, Henry Griffin and three partners

discovered gold in Griffin's Gulch -- 1861

this started the fabulous Eastern Oregon gold rush at Auburn

two young Frenchmen panned over \$100,000 in gold dust from Canyon Creek in Oregon

Mining camps grew to towns of several thousand people seemingly overnight  
typically, prospectors moved out of their principal camp during the warm season  
and returned in winter when the ground was frozen or the river bars were covered by floods  
Mining camps usually disappeared just as rapidly when richer diggings opened elsewhere  
or water for washing gold dried up after a few months

#### WASHINGTON TERRITORY ATTRACTS GOLD-SEEKERS FROM AROUND THE WORLD

Prospectors and hangers-on came from the United States, Hawaii, Canada and Mexico and as far away  
as England, Germany, France, Italy and China came to the placer camps of Washington Territory  
Chinese workers came to Washington Territory primarily from California traveling through Oregon  
many were contracted laborers sent to the gold fields by Chinese companies  
operating out of San Francisco and Portland  
some Chinese prospectors came on their own to the gold fields  
when the gold had been worked out claims were sold to Chinese prospectors  
these patient, industrious, thrifty gold seekers were ingenious with their mining methods  
word coolie is a corruption of ku-li, meaning muscle strength in the Cantonese dialect

#### EARLY CHINESE EFFORTS CONCENTRATE ON THE LOWER COLUMBIA RIVER

Hundreds of Chinese gold-seekers could be found in Eastern Washington Territory  
prospecting along the Columbia River about 150 miles upstream from Rock Island  
one Chinese camp known as "Chinese Village" to the whites  
was located at the mouth of the Chelan River about half a mile from Chelan Falls  
this was the first and largest Chinese camp on the lower Columbia River  
houses here were made cedar boards with log and brush roofs  
there was a general store at Chinese Village whose proprietor  
ran a pack train of forty mules to carry his inventory of English, American  
and Chinese goods through the Okanogan region  
large Chinese camps were established on river bars and along the banks of the Columbia River  
from the Methow River to Rock Island -- they were careful not to antagonize the whites  
Chelan Falls Camp was typical of other Chinese camps  
here the Chinese opened a general food and merchandise stores, laundries, barber shops  
and gambling houses primarily serving the Chinese  
they also grew food on small plots of land  
although cattle and rice were purchased from whites  
soon a Chinese merchant class arose in the mining camps  
Rock Island was the home of a large Chinese encampment

#### CHINESE GOLD SEEKERS ALSO SEARCH THE UPPER COLUMBIA RIVER

Chinese gold seekers were able to reap additional benefits in a second strike using patience and industry they extracted an amazing amount of gold most of their gold went home to China

some Chinese prospectors, through diligence and hard work, became wealthy

Chinese mining camps were established along the Spokane River and up the Columbia River

- Fort Sheppard Bar just below the Pend Oreille River straddled the Canadian border;
- China Bend, just upstream from Marcus, Washington Territory, provided a home to prospectors working Six-Mile, Nine-Mile and Twelve-Mile bars (their named indicated their distance from Marcus);
- Charley Francois Bar on the east bank of the Columbia River was eighteen miles downstream from Kettle Falls (and about two miles north of Daisy, Washington Territory);
- Chinese prospectors replaced white miners above Colville camps such as China Bar were established above the mouth of Hawk Creek about four miles below the mouth of the Spokane River;
- Richbar was located near (today's Bridgeport, Washington);
- Chinese camps were established where prospectors washed for gold at the mouth of the Sanpoil River

Smaller groups of Chinese prospectors set up camps and worked other river bars in the region more than a thousand Chinese eager to find any trace of gold searched the banks of every river and creek east of the Cascade Mountains

Many whites lost their scorn for Chinese people after seeing their great success eventually these Chinese were offered employment because of their gift of quiet perseverance Chinese people became an important economic factor in Washington Territory

(Chinese presence in the mining districts of the Columbia River remain in the names of the early settlements

Chesaw, Washington in the northern Okanogan region was named after a remarkable Chinese settler named Chee Saw

who prospected for gold there (before the Civil War)

later he owned a store on the Columbia River

he married an Indian woman and retired to build a farm on Meyer's Creek on the main trail used by Indians

(town of Chesaw was established [1897] at the site of Chee Saw's cabin)

## SHIPPING ON THE SNAKE RIVER

William H. Gray, (son of William Gray who came to Waiilatpu Mission with Dr. Whitman [1836])

built a fifty-ton sailing sloop on Osoyoos Lake before the arrival of steamboats to that region

Captain Gray descended the Osoyoos River to its mouth and entered the Columbia River

he successfully navigated down the Columbia past Entiat, Rock Island, Cabinet, and Priest Rapids

Reaching the mouth of the Snake River he took on a load of freight and started up the swift river at Five-mile Rapids he found his sail was inadequate to carry the sloop upriver crew predicted disaster, but Gray declared, **“There is no such word as fail in my dictionary.”**<sup>4</sup>

Captain William Gray directed his son and another crew member to take the sloop’s small boat and load her with a large coil of rope

they made their way upriver until they were above the rapids

where they had been instructed to land on the rocks and tie off the rope

next they were play out the rope as they swept back down the rapids

Skipper William Gray added encouragingly:

**“Very likely you may be upset, but if you are, you know how to swim.”**<sup>5</sup>

indeed, the small boat was upset, and the two men did swim

they righted the boat, found the end of the floating rope and continued

until they reached the sloop

Rope was attached to the sloop’s capstan, and the sloop was wound up the river

until a point was reached where the sail was sufficient to carry the ship

sailing sloop continued on up the Snake River

William H. Gray ran a regular freight service up the Snake River

before any steamboats had reached that area

#### UNITED TRANSPORTATION COMPANY (UTC) ORGANIZATION IS UNWORKABLE

Benjamin Stark and Captain John C. Ainsworth’s Union Transportation Company

was too loosely organized to remain a profitable business

partnership set about to form a new combination

to embrace all the steamboat owners from Astoria to Celilo Falls

#### BEGINNINGS OF THE OREGON STEAM NAVIGATION COMPANY (OSN)

Captain John C. Ainsworth procured legislation from the Washington territorial legislature

to incorporate the Oregon Steam Navigation Company

because there was no law under which a corporation could be organized in Oregon at that time

although John Ainsworth’s financial share was small, his ability was recognized

by his election as the first and, except for one year, only president of the OSN

OSN came into legal existence at Vancouver, Washington Territory -- December 20, 1860

Union Transportation Company became an asset of the Oregon Steam Navigation Company

Steamboats, sailboats, wharf-boats and miscellaneous company property

was valued at an unreasonably inflated \$172,500 -- 1860

actually, they owned a lot of nondescript steamers -- mainly small and weak

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<sup>4</sup> Lyman, William Denison. *The Columbia River*. P. 242.

<sup>5</sup> Lyman, William Denison. *The Columbia River*. P. 242.



OSN operated steamships between San Francisco and ports along the Columbia River  
at Astoria, Portland and The Dalles

Oregon Steam Navigation Company was composed of steamboat owners  
on the Willamette, Columbia and Snake rivers

these steamboat owners were the primary stockholders

Captain Ainsworth, in addition to two partners, guided the young business venture  
principal stockholder Robert R. Thompson,  
and Portland businessman Simeon G. Reed

Thompson and Lawrence W. Coe operated the *Colonel Wright* and *Tenino* on the Upper Columbia  
they were paid for the use of their equipment in shares of stock

Robert Thompson quite frankly indicated his interests centered on a man named Thompson  
Ainsworth had to promise him the biggest block of stock, a down payment in cash,  
and a monthly salary as consultant  
(Simeon G. Reed's fortune was later used to found Reed College [1911])

#### OREGON STEAM NAVIGATION COMPANY BRINGS IN A NEW PARTNER

Jacob Kamm was a steamboat engineer who built the *Jennie Clark* -- the first stern wheeler in Oregon  
he also built the steamers *Lot Whitcomb* and *Carrie Ladd*

he purchased an interest in the steamboat *Express*

Kamm became one of the principal owners of the Union Navigation Company

but remained engineer on the *Carrie Ladd* running between Portland and The Cascades

Kamm became chief engineer for the Oregon Steam Navigation Company

he supervised construction of steamers (and later portage locomotives)

he quickly became the second largest OSN stockholder

#### OREGON STEAM NAVIGATION COMPANY BUSINESS PLAN

Captain Lawrence W. Coe served for as agent the Oregon Steam Navigation Company at The Dalles  
as manager he discovered that to successfully control Columbia River traffic

his company must rule everything on it -- not just the boats

key to success was control of the portages at The Cascades and Celilo Falls

OSN set out to unite the transportation infrastructure in the Columbia Gorge  
into one commercial enterprise

After much maneuvering, including a little manipulation

smart, skillful and genial John Ainsworth was able to negotiate a more permanent agreement  
regarding the use of Bradfords and Olmsteads, portages and steamships

they were to carry OSN freight and passengers through the Columbia Gorge

but the OSN had no voice in the management of the portage businesses

Four additional partners entered the company and became stockholders in the new corporation:

- brothers Daniel F. and Putnam F. Bradford who owned and operated the portage on the north bank of the Columbia River
- brothers Harrison Olmstead and D.H. Olmstead who owned and operated the portage on the south bank of the Cascade rapids

Olmstead brothers closed their Oregon-side portage route to begin making improvements

#### CONFEDERATE STATES OF AMERICA BEGINS

In response to the successful presidential campaign of Abraham Lincoln as well as a list of other grievances against the Federal government

South Carolina held a state convention in Charleston

they voted to secede from the Union -- December 20, 1860

distinguished South Carolina union supporter James L. Petigru allegedly commented at this time that his state was too small to be a nation and too large to be an insane asylum

Several Democrat members of former-President James Buchanan's Cabinet resigned in a demonstration of support for the Confederacy

#### CONGRESSIONAL SESSION DEALS WITH SERIOUS ISSUES

Washington Territorial Delegate Isaac I. Stevens used his political persuasiveness

to secure the establishment of a land office for the Territory

and an appropriation of \$100,000 for the Mullan Road

along with \$10,000 for additional road improvements

also achieved an appropriation for fulfilling the Indian treaties

Washington Territory was given an Indian Superintendent and more Agents

at the close of the session, Congress agreed on a plan to pay the Indian war debt

During the [1860-1861] session, Representative Stevens labored earnestly to prevent secession

#### WASHINGTON ACTING-GOVERNOR HIRAM H. MCGILL ADDRESSED THE LEGISLATURE

In his remarks he made no reference to the sectional crisis in the East -- December 1860

but confined himself to remarks regarding the state of the territory:

roads, progress of land surveying and settlers' land claims,

state of construction and the capitol building and the penitentiary,

schools and similar concerns

His message reflected the lack of concern of the local citizens

to become involved in the fanatical positions being taken in the East

#### OREGON TRANSPORTATION LINE UNDERGOES REPAIRS

Olmstead brothers' south side Oregon portage was closed

seasonal repairs on the Oregon-side portage caused by high water were begun

This route originally had been built so near the water line  
that (each June) the Columbia River would rise with the spring floods  
causing so much damage that expensive repairs had to be made  
harsh winter weather caused landslides and further damage to the portage route

#### OREGON STEAM NAVIGATION COMPANY HAS A LIMITED FUTURE

Winter was always a slack season for shipping on both the Pacific Ocean and the Columbia River  
(upcoming spring) promised nothing more than dribbles of freight  
bound for the mines around Colville and in far-off British Columbia  
plus a little army traffic moving to Fort Walla Walla  
and a few adventurous settlers risking the newly opened valleys of the interior  
Robert R. Thompson and Captain Lawrence W. Coe sold their two steamboats  
*Colonel Wright* and *Tenino* which were operating on the upper Columbia River  
to the Oregon Steam Navigation Company

#### PIERCE CITY BEGINS IN EASTERN WASHINGTON TERRITORY (IDAHO)

Pierce City sprung up in one night at the placer (pronounced *plass-er*) diggings -- winter 1860-1861  
where Captain Elias D. Pierce had panned out a small amount of gold dust  
Oro Fino City two miles away took a few days longer to become established  
(this town succumbed to fire and the land was dredged for gold  
thirty years later the current town of Orofino [new spelling] came about)

#### PLACER MINING IS THE CRUDEST FORM OF EXPLOITATION

Panning for gold dust was the cheapest and easiest method to extract gold by placer mining  
this was surface work along streams and gravel bars  
it attracted independent, restless miners who staked a claim and worked it  
until lured to move on by rumors of better finds  
From Pierce City and Oro Fino City wealth-seekers restlessly spread in all directions  
eagerly listening to rumors, they nervously stampeded into each newly prospected gulch  
some of their finds rivaled the famous California strikes

#### WASHINGTON TERRITORIAL LEGISLATURE CONTINUES TO MEET

Legislators considered Memorizing Congress asking for the creation of Walla Walla Territory -- 1861  
this proposed resolution was defeated in the Territorial House of Representatives 12 to 18  
Territorial Legislature passed a law moving the capitol from Olympia to Vancouver -- 1861  
but failed to pass an enabling clause and effective date  
Territorial Supreme Court threw the law out  
After receiving news of the gold strike in eastern Washington Territory

Shoshone County (in today's Idaho) was created by the Territorial Legislature -- January 9, 1861  
Pierce City was named as the county seat  
this was the first region (in Idaho) to receive any semblance of governmental organization  
however, no election of a representative to the Olympia legislature was authorized  
Territorial Legislature created Snohomish County (carved out of Island County) -- January 20, 1861  
growth in the new county was slow during the territorial years

#### OREGON STEAM NAVIGATION COMPANY BUSINESS PLAN

Captain Lawrence W. Coe served for as agent the Oregon Steam Navigation Company at The Dalles  
as manager he discovered that to successfully control Columbia River traffic  
his company must rule everything on it -- not just the boats  
key to success was control of the portages at The Cascades and Celilo Falls  
OSN set out to unite the transportation infrastructure in the Columbia Gorge  
into one commercial enterprise

#### CAPTAIN ELIAS D. PIERCE RETURNS TO THE NEZ PERCE LAND SEEKING GOLD

Capitan Elias D. Pierce returned to Nez Perce Country although he did not have Nez Perce permission  
he arranged a meeting with Nez Perce Chief Lawyer -- 1860  
old Chief Lawyer and forty-seven other headmen, all Christians and pro-whites,  
signed an agreement stating the area north of the Snake River  
and the South Fork of the Clearwater River **“is hereby open to the whites in common  
with the Indians for mining purposes, provided, however, that the root grounds and agricultural  
tracts in said district shall, in no case be taken or occupied by the whites.”**<sup>6</sup>

Capitan Elias D. Pierce returned to Walla Walla to begin preparations to search for gold  
on land belonging to the Nez Perce Indians

#### MANY NEZ PERCE INDIANS DID NOT AGREE TO CHIEF LAWYER'S ARRANGEMENT

Mountain (non-Christian) faction of the tribe had long been accustomed to roaming in small bands  
they followed their local leaders  
they had never been happy about having a single head chief for all Nez Perce  
this concept had been imposed on them by sub-Indian Agent Dr. Elijah White [1843]  
once again there was good reason for hostility toward old Chief Lawyer by Mountain Nez Perce  
money may have changed hands to entice Chief Lawyer and native leaders' cooperation  
so said the non-Christian Nez Perce  
Furiously the non-Christian bands rejected Chief Lawyer and his agreement  
Lawyer decided to proceed with the arrangement anyway -- but limited to his own followers  
(so his supporters later insisted -- which is probably true

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<sup>6</sup> David Lavender, *Land of Giants*, P. 328.

new reservation was only one-tenth that provided by Governor Stevens [1855]  
and was much too small for the whole tribe)  
those non-Christian bands living in the lovely valleys of the Wallowa Mountains  
in the extreme northeastern corner of Oregon  
never believed the smaller reservation was designed to hold them, too

#### NEW LIGHTHOUSE FOR WASHINGTON

Admiralty Head Lighthouse was established at Coupeville on Whidbey Island -- January 21, 1861  
whale-oil lamp served ships passing by up to sixteen miles away  
lamp could be seen because of a French invention, the Fresnel lens,  
which was so well designed they are still used today  
usually in combination with a 1,000-watt electric bulb  
(however this lighthouse was in service for only a relatively short period of time [1922]  
when mariners began to rely on the new Point Wilson Light after it was installed [1879])

#### WILLIAM "BIG BILL THE COOK" GROSE -- BLACK PIONEER

He was a large black man who was 6'4 tall and weighed close to 400 pounds  
had served in the U.S. Navy for four years traveling to Japan  
and the Arctic where he was part of a rescue mission  
He went to California during the gold rush  
where he formed a west coast branch of the Underground Railroad  
because he spoke Spanish, Grose was sent as a delegate to Panama  
to persuade the governor there to halt the return of escaped Negro slaves  
who had escaped via the Underground Railroad

William Grose arrived in Seattle with his wife Sarah -- 1861  
he worked as a cook until he opened his own business in Seattle  
his combination inn and restaurant was named *Our House*  
this restaurateur and Innkeeper never turned away a person in need  
*Our House* was the center of early social life in Seattle

Black middle-class members of Seattle society in their leisure time  
participated in musical programs, picnics, barbecues, excursions, and grand dances  
all-black performances of Shakespeare's *Richard the Third* and *Macbeth*  
were presented at the Seattle Opera House

William Grose sponsored the first Black Grand Ball in Seattle

#### BEGINNINGS OF THE CITY OF EVERETT

Port Gardner Peninsula is a four-mile long finger of land  
bound by the Snohomish River on its east flank and northern tip

and by Port Gardner Bay on the west

People have inhabited the Everett Peninsula for more than 10,000 years

in recent centuries, Hebolb, the principal village of the Snohomish tribe,  
stood at the northwest point of the peninsula

its location near the mouth of the Snohomish River and next to Port Gardner Bay  
provided both abundant food and excellent transportation

other villages were located across the waterway

Snohomish natives fortified Hebolb with a stockade made of Western red cedar posts  
to guard against their local enemies, the Makah, Cowichan, Muckleshoot,  
and the occasional war canoe holding northern raiders

Dennis Brigham was the first permanent settler in the area (which would become Everett)

he was a carpenter from Worcester, Massachusetts who moved from Whidbey Island -- 1861  
same year Snohomish County was organized

built a shelter and planted some apple trees on his 160 acre claim at Gardner Bay  
on a four-mile peninsula between Gardner Bay and the Snohomish River Delta  
there he lived alone cut off from his nearest neighbors by the deep forests

#### OSN ENTERS A BUSINESS RELATIONSHIP WITH COLUMBIA GORGE PORTAGE LINES

After much maneuvering, including a little manipulation smart, skillful and genial John Ainsworth  
was able to negotiate an advantageous agreement with the Bradfords and Ruckel-Olmstead  
owners of the two portages had become stockholders in the corporation  
one or both should be used as necessary to meet demand

to carry OSN freight and passengers through the Columbia Gorge  
but neither the Washington-side or Oregon-side portage operators  
would have a voice in the management of their portages

they were simply to provide transportation

Four additional partners entered the OSN business and became stockholders in the corporation:

- Colonel Joseph Ruckel and Harrison Olmstead who owned and operated the portage  
on the south bank of the Columbia River

- brothers Daniel F. and Putnam F. Bradford who owned and operated the portage

on the north bank of the Cascade rapids

Dan Bradford became a Vice President of the OSN

Colonel Ruckel took a seat as a director on the Oregon Steam Navigation Company Board

#### OREGON TRANSPORTATION LINE IS READY TO RENEW OPERATIONS

At a regular meeting of the Oregon Steam Navigation Board of Directors

Colonel Joseph Ruckel, now a member of the OSN Board of Directors announced -- February 3

Oregon Portage would complete its repairs and be ready to receive and transport freight

## WASHINGTON TERRITORIAL GOVERNOR RICHARD D. GHOLSON RESIGNS

With the onset of the Civil War, Governor Gholson returned to Kentucky -- March 1861  
in a short time he moved again across the Kentucky state line into Tennessee  
to better protect his family and their assets in slaves

(Richard D. Gholson was killed [August 23, 1862] in an accident involving a runaway team of horses  
it is believed he was buried somewhere in Kentucky -- no portrait of him is known to exist)

## DIFFERENCES IN PHILOSOPHY SPLIT THE NATION

Seven slave-holding states had withdrawn from the Union

South Carolina [December 20, 1860], Mississippi [January 9, 1861], Florida [January 10, 1861],  
Alabama [January 11, 1861], Georgia [January 19, 1861], Louisiana [January 26, 1861],  
and Texas [February 1, 1861]

These states formed the Confederate States of American

Confederate flag, the Stars and Bars was raised over the new capital city  
Montgomery, Alabama -- Monday, March 4, 1861

(Four additional states would join the cause after the Confederacy had been formed

Virginia [April 17, 1861], Arkansas [May 6, 1861], Tennessee [May 7, 1861],  
and North Carolina [May 20, 1861])

(secession of additional border states remained a continual concern for Lincoln during the war)

## REPUBLICAN PRESIDENT ABRAHAM LINCOLN INAUGURATED

In his inaugural speech -- Monday, March 4, 1861

President Lincoln was conciliatory toward the Confederacy

he announced his policy regarding the break-away nation:

- he expressed a spirit of reconciliation toward the seceded states;
- he pledged to occupy and hold federal property in the South;
- he announced his belief that the Federal Union was could not be dissolved;
- he promised he would not attack first -- but would use force of arms in retaliation

## WASHINGTON TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE TAKES OFFICE

Wallace had been admitted to the bar as an attorney and moved to Iowa Territory

where he was elected to the Iowa Territorial Legislature [1838]

when Iowa became the twenty-ninth state [December 28, 1846]

Wallace was appointed colonel of the Iowa State Militia

William Wallace was an important figure in the early history of Washington

he moved to Washington Territory [1853]

he was a political opportunist -- he began running for office immediately after his arrival

he was elected to the territorial legislature [1853]

he had been defeated for the office of Territorial Delegate to Congress

by Columbia Lancaster [1854]

Wallace continued in the legislature and was elected President of the Council (Senate)  
with his Iowa state militia background, he was elected a captain in the Washington militia  
when the Indian Wars broke out [1855]

Lincoln used political patronage to move Washington Territory's leadership into the Republican camp

President appointed Washington Territorial Governors and officers

with the consent of the Radical Republican national Senate

William Henson Wallace, a Whig turned Republican, was his choice for Washington Governor

Wallace replaced Democratic Governor Richard D. Gholson

he was the first Washington resident to be named Territorial Governor

being an eloquent speaker and keen politician, he was well received

#### BEGINNING OF THE (IDAHO) GOLD RUSH

J.C. Sergeant Smith, an old well-known prospector of the region,

returned from Oro Fino District to Walla Walla on snowshoes

with thirteen of his fifteen fellow prospectors -- early March 1861

(two others had snow-shoed to Walla Walla in early January)

Smith's party had met with so much success during their winter's efforts on the Clearwater River  
they carried \$800 in gold dust to the little village

This gold dust was shipped to Portland and the excitement commenced anew

ensuing gold rush was rivaled only by the original rush to California (and may have surpassed it)

#### NO PLACE IS SAFE FROM GOLD-SEEKERS

Gold is where you find it as Captain Elias D. Pierce and Sergeant J.C. Smith well knew

they had enjoyed success along Oro Fino Creek

In British Columbia some prospectors working the Fraser River Canyon gold fields pressed northward  
in search of better diggings or even the Mother Lode

(gold had to wash down from somewhere)

while others had gone on the Fort Colville, (Idaho) and Colorado gold regions

#### PROSPECTORS CREATE THEIR OWN LAWS

When prospectors stampeded into the Inland Empire (Eastern Washington)

miners from California brought with them California law protecting prospectors' claims

Fraser Canyon miners brought Canadian order with them

Because the prospectors who made the first strikes were honest and hard-working men

there was little crime in the camps where simple wilderness courtesy was the rule



doors would remain unlocked (if any lock existed on the door)  
if a stranger wandering through was hungry and cold he could help himself  
to whatever food and fuel he found in the cabin  
it was expected the visitor would chop a new supply of firewood  
and leave the cabin as clean and animal-proof as he had found it  
he could repay the owner for any food or supplies used during his stay  
if and when his fortunes improved

#### CAPTAIN PIERCE AND SERGEANT SMITH (IDAHO) GOLD RUSH BEGINS A STAMPEDE

Huge influx of gold-hunters swept over Shoshone County to the Oro Fino gold fields  
rush of people into eastern Washington Territory was remarkable  
frustrated Canadian gold seekers journeyed south from the Fraser River Canyon in Canada  
gold-hungry Americans rushed from the Fort Colville region of Washington  
Oro Fino Creek and its tributaries became the campground of a thousand miners

#### MANY SUPPLIES WERE NECESSARY FOR SURVIVAL IN THE WILDERNESS

Each prospector heading into the hills needed to outfit himself  
he brought a pick, shovel, gold pan, axe, magnifying glass, cooking pots, clothing, blankets, tent,  
tarp, gun and ammunition, rubber boots, bacon, beans, coffee, and flour  
most included tobacco and whiskey  
added to this was a good mule or horse priced at from \$150 and \$200 plus a complete pack outfit  
of course, the wilderness could supply none of these things

#### COLONEL RUCKEL SELLS HIS SHARE OF THE OREGON TRANSPORTATION LINE

Ownership of Oregon portage around the Cascades was transferred from Colonel Joseph S. Ruckel  
to Harrison Olmstead and D.H. Olmstead -- Harrison's brother  
D.H. Olmsted became Superintendent of the southern portage  
Harrison and D.H. Olmstead hired S.D. Maxon and his brother Captain Maxon  
to survey an improved route on the Oregon side portage around the Cascades  
Following the Maxon brothers survey of a new portage route grading was begun -- March 24, 1861

#### WASHINGTON TERRITORIAL GOVERNOR WILLIAM WALLACE CHANGES JOBS

After serving only one month as Territorial Governor of Washington, Lincoln's appointment resigned  
he ran for and was elected Washington Territorial Delegate to Congress -- April 1861  
he rode off to attend Congress -- this was the job he wanted to keep  
Washington's representation in the nation's capital switched from Democrat to Republican  
this was no small change of outlook  
Once again leadership of the territory was placed in the hands of the Territorial Secretary

this time the task fell to L. Jay S. Turney who served as Acting-Governor

## LINCOLN IS FACED WITH HAVING TO NAME A NEW GOVERNOR FOR WASHINGTON

When William Wallace resigned as governor to become Territorial Delegate to Congress

Lincoln wanted to appoint an old friend from Illinois -- General William Pickering

but because of politics, he was forced to write Pickering the following letter:

### **Genl. Pickering**

**You wish to be Governor of Washington. Last Spring when I appointed Dr. Jayne [who had been appointed governor of Dakota Territory] I was greatly pressed to appoint a man presented by the Methodist people through Bishop Simpson and others, and I then said, if I should appoint another governor of a territory from Illinois, it should be their man [John Evans of Chicago]. I do not know that their man will accept that to Washington; but it must be offered to him; and if he declines it, you may have it. Your Obt. Servt. A. Lincoln<sup>7</sup>**

## EFFORT TO AVERT THE CIVIL WAR

San Juan Islands international boundary dispute was at a standoff when the Civil War broke out

it has been claimed that Pickett, together with General Harney, Governor Stevens

and other Democratic federal officers on the Pacific Coast

saw a possibility of averting the threatened Civil War

if trouble with Great Britain were to start the North and South might join together

to face an old common enemy

Captain George Pickett's presence on San Juan Island was a diplomatic irritant to the British

and, perhaps, could escalate into an international incident and war

## OPENING ROUND OF THE CIVIL WAR

Bombardment of Fort Sumter near Charleston, South Carolina began 4:30 A.M. Friday April 12, 1861

Confederate States of America General Pierre T. Beauregard opened fire

on the United States of American military post

Washington Territory was in sympathy with the Northern cause -- they had no support for slavery

many Union military leaders had been stationed in Washington Territory:

generals U.S. Grant, Philip Sheridan, Winfield Scott, George B. McClellan,

William S. Harney, Isaac Ingalls Stevens, and Granville O. Haller

colonels George Wright and Silas Casey

Lieutenant Charles Wilkes

some Confederate officers also had seen duty in Washington Territory:

Colonels Gabriel Rains, and George Pickett,

Major Robert S. Garnett, and J. Patton Anderson

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<sup>7</sup> Bancroft, Hubert Howe. *History of the Northwest Coast*. P. 220.

## CIVIL WAR BEGINS

President Abraham Lincoln declared a state of insurrection -- April 15, 1861  
in reality the battleground was two thousand miles southeastward of Washington Territory  
there was no land communication except by foot or horseback  
across the mountains and arid plains for a thousand of those miles  
before any sort of stagecoach, railroad, or steamer transportation was available  
water communication was a matter of sixteen thousand miles by way of Cape Horn  
no wonder the people of Washington Territory considered the war a philosophical question  
with no immediate bearing on their struggles to create a viable society of their own

## WASHINGTON TERRITORY RESPONDS TO LINCOLN'S CALL TO ARMS

Neither Lincoln's administration nor the Civil War had much impact on Washington Territory  
none of the territorial governors' messages during the war years [1861, 1862, 1863, and 1864]  
made any mention of the Civil War  
every governor's message during that time was devoted solely to the same local issues  
that had been of great significance before the war  
Even so, when Lincoln issued his call for support the territory, surprisingly, rallied to the standard  
women of Washington Territory contributed clothing and hospital supplies  
to the Federal government in greater amounts than any other state or territory in the Union  
War hastened the removal of United States troops from the Pacific Northwest  
Federal Troops were withdrawn from Fort Dalles to serve in the Union cause

## OREGON TRANSPORTATION LINE IS TO CLOSE FOR IMPROVEMENTS

OSN decided to invest in improvements to the south bank first -- the Olmstead brothers' portage  
Daniel F. Bradford, now vice-president of the OSN, announced  
that the Oregon-side portage would close  
Bradford and Company's Washington-side portage would carry all of the transport business  
through the Columbia Gorge  
Ruckel gave orders to Captain Lawrence Coe, the Agent at The Dalles,  
to prepare to move portage operations from the Oregon side portage  
to the Washington-side Cascade Railway -- April 23, 1861  
In addition to making the necessary repairs Oregon Transportation Line's mule-carts on tracks  
were replaced by a railroad bed supporting five miles of wooden rails  
covered with strap iron to preserve them thus eliminating the use of wagons on the route

## STEAMBOAT *COLONEL WRIGHT* OPENS WASHINGTON TERRITORY'S INTERIOR

In response to Captain E.D. Pierce's gold discovery in the Oro Fino District

steamboat *Colonel Wright* now operated by OSN under the command of Captain Leonard White was to try to transport supplies to the new mining town of Pierce City plan was to go up the Columbia River, enter the uncharted Snake River; travel up the Snake to the mouth of the Clearwater River; then churn up the Clearwater to as near to Pierce City as possible

*Colonel Wright* was loaded to capacity

with flour, canvas, picks, shovels, rockers, other mining implements and food supplies also 300 anxious gold-seekers booked passage eager to get to the gold fields most of the freight and passengers were put off at Wallula, to journey to the gold fields overland but some of the passengers and equipment remained on board to participate in the experiment to conquer the wicked current of the Snake River

By the time the *Wright* proceeded the eleven miles up the Columbia from Wallula and entered the mouth of Snake River that stream was at high water with spring runoff *Wright* pushed itself upriver fighting the swift current

boat's officers amused themselves naming previously unnamed creeks, rapids and landmarks (many of which still reflect their creative efforts)

Captain Leonard White hit a snag near the mouth of the Palouse River and the steamboat almost sank before the captain could beach her bailed out and repaired, the *Colonel Wright* was able to continue her journey up the Snake Steamer *Colonel Wright* entered the Clearwater River

#### TOWN OF SLATERVILLE IS FOUNDED

One of the passengers on the *Colonel Wright* was Seth S. Slater

he had supplies on the steamer and intended to sell these to the miners

Traveling up the Clearwater River a good landing place to unloaded Slater's goods was sighted

Slater was convinced other steamers would bring supplies up the Clearwater River at least this far

Although no permanent buildings were allowed where they stopped on the Nez Perce reservation

Slater hastily constructed five long, wooden frames covered with muslin (thin cotton cloth)

two housed mining equipment, two were bunkhouses for travelers

and one was an eight-foot square saloon

due to a shortage of muslin this primitive place of good cheer

was roofed with three blankets, two red and the other blue

on its side the proprietor wrote the single word Whiskey in large charcoal letters

his stock consisted of one barrel of whiskey

his furnishings consisted of two boxes that served as a bar

two empty bottles and three glasses

Seth Slater called his village Slaterville

## CAPTAIN LOENARD WHITE CONTINUES UP THE CLEARWATER RIVER

*Wright* ascended the Clearwater River 140 miles upriver from Wallula  
he reached at point thirty-seven miles upriver from the junction with the Snake  
within twelve miles of the North Fork of the Clearwater  
he was close to the Oro Fino placer fields of eastern Washington Territory (Idaho)  
As the steamer crossed the Nez Perce Indian reservation -- May 10, 1860  
she was met by warriors on horseback  
rather than being hostile as it was feared, the Indians were merely curious  
natives told of a place up the Clearwater that would provide excitement for the travelers  
according to legend Coyote, the trickster, lived in a cave below Big Eddy  
(as it was later named)  
As the *Colonel Wright* thrashed thirty miles upriver the warriors followed looking for a show  
Coyote did not disappoint

## BRADFORD BROTHERS' PORTAGE CARRIES ALL OF THE FREIGHT

While the Oregon Transportation Line was closed for repairs the north-side Cascade Railway  
provided the only service around the Columbia Gorge  
It was agreed Bradfords' Cascade Railway would receive payment from OSN for services provided  
carrying freight and passengers around its portage -- May 12, 1861  
(this arrangement remained in place until construction was completed  
on the Oregon portage the end of June)

## COLONEL WRIGHT GETS INTO TROUBLE

*Wright* did not have enough power to ascend the rapids  
Captain Leonard White lightened the load by disembarking the passengers -- May 13, 1861  
cable was stretched from the boat's wench around a boulder to pull her past the obstacle  
when the cable snapped the *Wright* turned toward the sharp boulders sticking out of the river  
Captain White slammed the engine into reverse shooting fountains of water into the air  
skillfully backing downstream the captain safely beached the boat on the riverbank  
Nez Perce riders raced their horses back and forth and whooped loudly  
to show Coyote how much they enjoyed the prank

## WASHINGTON SIDE PORTAGE IS CLOSED

Last day of operation for the Bradford brothers' Cascade Railway portage was May 17, 1861  
on that day all the traffic was transported by the Oregon Transportation Line  
*Daily Oregonian* in an article [dated May 20, 1861] said: "**The railroad on the Oregon side was  
finished last week and cars passed over it. All transportation will now be done over that road.**"  
Harrison and D.H. Olmstead had things their way, but they could not handle all of the freight

at times cargo was so backed up the entire portage route was lined with freight  
from one end of the portage route to the other end

#### ANOTHER GOLD STRIKE ON THE CLEARWATER RIVER

Party of fifty-two men left Pierce City to seek riches

they traveled south along the South Fork of the Clearwater River and its tributaries -- May 1861  
in their quest for a prospecting area

Unreceptive Nez Perce Indians protested the whites crossing their reservation

half of the prospecting party turned back while the others pressed on

Gold deposits were discovered on the south fork of the Clearwater River by John Newsome

where the American and Red rivers and Elk Creek all join together

news of the gold strike at Newsome spread quickly

On the heels of John Newsome's discovery miners swarmed the area

primitive mining camp of Elk City sprang up

on the South Fork of the Clearwater River at Elk Creek -- May 1861

Elk City's future looked very bright

#### PROSPECTORS RACE TO NEWER PROSPECTS

Immediately Pierce City shriveled as miners raced to rich diggings to the south -- late spring, 1861

prospectors made their way to the gold fields over the Nez Perce Trail

this was the main route used by Native Americans for centuries

to travel to the Bitterroot Country and eastward

(for nearly thirty years the trail was used by prospectors with pack mules and horses

to transport supplies, mining machinery, mail and passengers to the gold fields)

(however, for fifteen years Shoshone County maintained a population of two thousand people)

In general with placer mining, the first men to reach a new strike profited the most

whether from mining or from establishing townsites and stores

gold-seekers restlessly spread all directions

eagerly listening to rumors they nervously stampeded into each new gulch

#### WASHINGTON TERRITORIAL DELEGATE ISAAC INGALLS STEVENS RESIGNS

Stevens returned to Olympia with the intention of seeking reelection as Territorial Delegate

but the fall of Fort Sumter and the beginning of the Civil War changed his plans

he withdrew his name when the nominating convention met

instead he hastened East to offer his services to President Lincoln

even though he had served as radical Democrat Joseph Lane's campaign manager

in Lane's bid for the Vice-Presidency against Lincoln

Territorial Delegate to Congress Isaac Stevens was commissioned a Colonel

in the U.S. Seventy-ninth New York Regiment -- May 1861

he took part in defending the nation's capital

Stevens soon was elevated to the rank of Brigadier-General

#### BRIGADIER-GENERAL WILLIAM SHELBY HARNEY IS RECALLED

(He had been given command of the Department of the West in St Louis

to remove him from his Columbia Barracks post and the cares of the British government)

Harney was now recalled from his St. Louis post -- May 1861

after he developed difficulties with his officers at that assignment

#### MOTHER JOSEPH EXPANDS THE WORK OF THE SISTERS OF PROVIDENCE

Sisters of Providence undertook the care of a mentally ill woman -- spring 1861

they soon devoted two small buildings to treatment of mental problems

Saint John of God Asylum in Vancouver, Washington Territory

#### WASHINGTON TERRITORIAL UNIVERSITY (UW)

No land as was required to build a territorial university had been donated in Lewis County

where the territorial legislature had proposed one be located

In Seattle a Methodist minister, Daniel Bagley, saw opportunity in acquiring the university

(he had arrived in Oregon Territory [1855] with Dr. William Keil's Bethel Party)

Bagley convinced community leader Arthur Denny of the importance of acquiring the school

Scouting began for an appropriate ten acre site in Seattle to serve as the campus for the new university

Denny, along with fellow pioneers Edward Lander and Charles Terry donated a site

on Denny's Knoll in downtown Seattle bounded by 4<sup>th</sup> and 6<sup>th</sup> Avenues on the west and east

and Union and Seneca Streets on the north and south

twenty-two-year-old Asa Shinn Mercer, recently arrived in Seattle fresh out of college,

was employed to clear land for the still non-existent University of Washington

Mercer laid the cornerstone of the university -- May 26, 1861

he constructed a schoolhouse with four Ionic columns surrounded by a white picket fence

it was said the fence was constructed **to keep the stumps from getting out of the yard**<sup>8</sup>

Because there were no scholars of college caliber

Mercer first opened a preparatory school in the log building

#### COLONEL WRIGHT JOURNEYS DOWN THE CLEARWATER

Captain White had no intention of proceeding farther up the Clearwater beyond the Big Eddy

he turned downriver to begin the journey back to the Columbia

As Captain Leonard White passed the vicinity of Slaterville on the return trip

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<sup>8</sup> Dryden, Cecil, *History of Washington*. P. 295.

Seth Slater sent a messenger asking the captain to pick him up  
he had decided to establish his store at the mouth of the Clearwater River  
and needed the *Colonel Wright* to transport his outfit downriver  
Slaterville had lasted twenty-seven days -- June 2, 1861

#### CAPTAIN LEONARD WHITE FINDS A BETTER PLACE FOR A LANDING

*Wright* halted at the mouth of the Clearwater while Captain White looked for a suitable landing  
best spot lay on the south bank on the alluvial triangle between the Snake and the Clearwater  
where several Indians had established little grain fields and gardens  
Although the agreement with Chief Lawyer and the Christian Indians was scarcely a few months old  
White believed that surely the Indians would not object to a harmless boat landing  
and a single warehouse for storing goods  
Nez Perce farmers reluctantly agreed to the proposal  
there a landing for the steamboat was quickly established  
and the remainder of the cargo was discharged, to be hauled in wagons to the Oro Fino mines

#### LEWISTON COMES INTO EXISTENCE ON THE ALLUVIAL TRIANGLE

Town was named in honor of the explorer Meriwether Lewis  
location was selected by Seth Slater  
and the Oregon Steam Navigation Company's Captain Leonard White  
as the most convenient Clearwater River arrival and departure point for daily pack trains

#### STEAMBOAT *COLONEL WRIGHT* RETURNS TO THE COLUMBIA RIVER

Navigation of the Snake River was under way by the Oregon Steam Navigation Company  
(Leaving the future site of Lewiston), *Colonel Wright* under the guidance of Captain Leonard White  
completed the run down the Snake River and into the Columbia  
reaching Wallula, a distance of over 300 miles, in less than 24 hours

#### STEAMER *OKANOGAN* FOLLOWS THE *COLONEL WRIGHT* UP THE CLEARWATER

Steamers were often built on the upper river because of the abundance of trees  
would then be piloted down river where the demand for ships was greater  
once down they could not return  
Captain White had sparked a sharp expansion in steamboat service  
steamboat *Okanogan* followed the *Colonel Wright* a few weeks later  
Captain James Troup made a specialty of running steamers  
down The Dalles and The Cascades  
However, high waters of spring had receded as the steamboat struggled up the Clearwater River  
now the Clearwater was barely wide enough to provide passage



shallow water and exposed boulders added to the hazards

#### MORE THAN MINERS RUSH FOR TO RICHES IN (IDAHO)

In an effort to catch their part of the easy money, representatives of every other species of industry rushed with the gold-seekers

mule skimmers, gamblers, farmers, prostitutes, murderers, missionaries, teachers and soldiers joined in the race for riches

discoveries of gold multiplied the need for, and efforts of, the cowboys stockmen, the decade before, had driven thousands of head of animals from the Willamette Valley to the rich pastures

of the Walla Walla, Umatilla, and Yakima rivers

now they delivered cattle, horses, mules, sheep and even camels to the gold fields settlers spread onto the fertile farm land of the Eastern Washington valleys raising crops consumed by hardworking men and women

#### SUPPLIES FOR MINERS

Throughout the gold rush era Portland was the leading depot in Oregon

this depot for shipping traffic bound for the interior areas overshadowed all rivals goods from California were shipped to Portland

then shipped by sternwheeler up the Columbia River

to such prominent river towns and landings as Umatilla, Wallula, Walla Walla, and The Dalles

pack trains moved goods from these points over numerous mountain trails to the mining communities of eastern Washington Territory

Fort Colville increased in importance

many supplies for Fort Colville were shipped from Victoria

became headquarters for the Hudson's Bay Company business

in the Inland Empire including Okanogan, Kootenai, and Flathead sections

Mr. and Mrs. Fielding Thorpe settled at what became known as Moxee City -- 1861

first pioneers in the Yakima region

after the Indians were moved onto the reservation, homesteaders began to come in first cattlemen, then farmers

Idaho gold fields provided opportunities for farmers to produce crops for consumers

#### PROSPECTORS' EQUIPMENT IMPROVES PRODUCTION

Rockers, sometimes called cradles, were used to work rocks heavier than gravel

their use to extract gold depended on the availability of water

which was not always right at hand where the miner needed it

long wooden troughs called flumes used gravity to bring water down to the diggings  
flumes sometimes had to run long distances and even span across deep gorges  
they were often held high in the air by long timbers  
water washed away material in the rocker but gold, being heavier, settled behind riffle bars  
(wooden ridges attached like the rungs of a ladder to the bottom of the rocker)

Using sluicing was an even more effective than using a rocker

flow of running water did most of the work separating the gold from the dirt and gravel  
a sluice box was an long open wooden trough that became narrower and lower at bottom end  
dirt and gravel were placed at the top and washed down the length of the sluice box  
by a constant stream of water, usually from a flume

gold would be caught either by riffles or by a false bottom with holes in it  
mud and larger chunks of rock would wash out of the lower end leaving the gold behind

Hydraulic mining was faster and even more expensive requiring the use of heavy equipment

water was carried to the mining site through canals and ditches where it would run into a hose  
beginning of the hose was larger and higher than the nozzle end  
which would be attached to a pipe

weight of the water going into the hose would force it out the other end at great pressure  
jet of water would cut into the hillside, washing the dirt and gravel down into a sluice box  
(this was like mining using a fire hose)

unfortunately, this could also be quite dangerous

it was not uncommon for overly eager miners to be buried  
when the bank of a hillside they were working caved in burying them alive  
quickest method of attempting a rescue was to sluice them out using the same jet of water

## BUSINESS FOR OREGON STEAM NAVIGATION COMPANY BOOMS

With the re-opening of the Oregon Transportation Line portage

Oregon Steam Navigation Company reaped the benefits  
of the largest gold rush yet to hit the Pacific Northwest

Clearwater River gold fields attracted an increasingly large number of speculators  
arriving from California and other areas in the West

Portland was the leading supply depot throughout the gold rush era

it overshadowed all rivals for shipping traffic bound for the interior  
goods from California were shipped to Portland then carried by sternwheeler up the Columbia  
to such prominent river towns and landings as The Dalles, Umatilla, Wallula and Walla Walla  
pack trains moved goods from these points over numerous mountain trails  
to the mining communities of the Inland Empire

passenger numbers soared from an anticipated few hundred to more than ten thousand  
tonnage exploded to an unbelievable 6,290 tons

Oregon Steam Navigation Company dazed its stockholders -- June 1861

original shares split four for one and the company declared a five percent dividend  
its first six months in business

#### STEAMBOAT TRIPS FROM PORTLAND TO LEWISTON WAS A BEAUTIFUL EXCURSION

Passengers left Portland at 5 A.M.

they reached The Cascades sixty-five miles upriver at 11:00 A.M.

before proceeding five miles by rail to the Upper Cascades

there a transfer was made to a steamboat for the trip to The Dalles fifty miles further East

followed next by a fourteen-mile portage to Celilo

there finally to board a waiting steamer bound for Lewiston 280 miles farther yet

whole trip took two days, or sometimes three -- though only one day was necessary for the return

#### WALLA WALLA EXPERIENCES A FINANCIAL BOOM

After gold was discovered by Captain Elias D. Pierce and J.C. (Sergeant) Smith

on the Clearwater River in eastern Washington Territory (Idaho)

Walla Walla enjoyed considerable boom of prosperity

due to its proximity and convenience as a supply point for excited gold miners

Little village entered a new, wilder life

when it became the primary interior outfitting center and departure point

for hopeful gold-seekers setting out for the Clearwater River diggings

This Booming town attracted prospectors, freight packers, gamblers and merchants of all kinds

each eager to supply (or fleece) the miners

one Walla Walla pack-animal supply firm even used a stable of six camels to transport supplies

(originally imported by the Army for use in the Southwestern United States and later sold)

Profits ran high for storekeepers dealing in staple goods

coffee and cured meat sold for as much as four times their price in Portland

Walla Walla's newspaper, the *Washington Statesman*, noted necessities were sold by the pound:

beans 30¢; beef: 30¢ to 50¢; rice and sugar 50¢; bacon 60¢; flour and candles \$1.00;

tea and tobacco \$1.50

even at that some of these staples could not be had at any price

Farm ground provided grain for the miners as flour from Walla Walla mills was shipped to the mines

grain also was hauled by wagon to Wallula for export down the Columbia River to Portland

Dr. Dorsey Baker and his family moved to Walla Walla

there he took over his hardware store from partner William Stephens

D.S. Baker ran the business himself and looked for projects in which to become involved

Walla Walla became the largest town in Washington Territory

as it provided the link for the trade route between Portland and the mining fields

trail from Walla Walla into gold country was lined with pack trains and rushing prospectors doctors, when they arrived at the mines, charged \$20.00 price of board for a day at a rooming house was five to ten dollars, and frequently more

#### CIVIL WAR IMPACTS WASHINGTON TERRITORY

Need for fighting men in the East forced the closure of Fort Vancouver

Fort Townsend was also abandoned -- June 11, 1861

War Department authorized enlistment of a volunteer regiment in Oregon and Washington but there was little inducement to enlist

Federal troops stationed in Oregon were to protect the trails in the West

(after almost a year of recruiting effort, only six companies would be raised in Oregon)

Recruiting efforts were hindered by local Secessionist settlers living in Oregon

in some Oregon settlements a Confederate secret order: Knights of the Golden Circle sought to undermine Union militia organizations

Knights of the Golden Circle were said to be drilling with smuggled arms

Colonel George Wright provided a great deal of stability in the territory and support for federal action during the years he had been in the territory had demonstrated a level head, cool judgment, and a conciliatory attitude toward protagonists

During the reorganization of Pacific Coast troops Colonel Wright remained stationed in Washington he gave an aura of common purpose to the call for war and facilitated its acceptance by the people

Wright was promoted to Brigadier-General of Volunteers

and was placed in command of the Department of the Pacific

his promotion fostered a sense of a common cause which appealed even to Southern Democrats

they came to believe volunteers existed only to insure peace and to suppress any uprising

stirred up by fervent, fanatical members of either the white or Indian communities

they believed when the emergency was over they could again reassert their political beliefs

and strive to reassert their control over a strong territorial (or state) government

#### WILLIAM HENRY PLUMMER ARRIVES IN EASTERN WASHINGTON TERRITORY

Henry Plummer was an Easterner by birth and rearing but no one seems to know his native state

handsome, pleasantly soft-voiced and friendly, Henry Plummer as a teen-ager

had developed an irrepressible taste for other men's money and other men's wives

When he arrived in Lewiston Plummer set up business as a gambler -- 1861

he was a striking figure who was always well-dressed and he behaved like a quiet businessman

Plummer lived with a woman erroneously thought to be his wife

this couple moved freely in the respected social circles of the city

outwardly a respectable man, he had behind him a long list of crimes

including murders committed in New England, Nevada and California

## CHAMPOEG IS DESTROYED BY A FLOOD

There was a mammoth flood of the Willamette River -- 1861

Champoeg was nearly wiped out but the mud also preserved the remains of the homes and farms  
(a cluster of nineteenth century artifacts were discovered [1996]  
in a rye grass field located southeast of historic Champoeg  
archeological testing [1999 and 2000] confirmed the presence of architectural remains  
likely to be Robert "Doc" Newell's first house and barn)

## STAGE LINES BEGIN OPERATION BETWEEN OREGON AND EASTERN WASHINGTON

Service was started from Umatilla, Oregon, Walla Walla and Lewiston, Washington Territory  
after the gold discoveries at Oro Fino

Prairie schooners, huge wagons, hauled freight over the mountain roads  
sometimes three were hooked in tandem fashion

wagons were drawn by a team of twenty mules with jingling bells driven with a single line

It was important for stage-drivers and packers to be handy with a gun  
road-agents were vigilant and plentiful

Many a man with a pack-saddle loaded with gold-dust or sometimes whiskey or even canned goods  
cashed out under some tree or sheltering rocks

## TRANSCONTINENTAL TELEGRAPH AUTHORIZED BY CONGRESS

Telegraph system, invented by Samuel F.B. Morse, could transmit messages rapidly  
across the continent using the electronic dots and dashes of the Morse Code

Congress, authorized a bill instructing the Secretary of the Treasury to subsidize the building  
of a transcontinental telegraph line to connect the Missouri River and the Pacific Coast -- June 16  
(Only ten weeks before the Pony Express began operations rapidly carrying mail from coast to coast)

## FIRST RAILROAD IN THE WEST IS CHARTERED IN CALIFORNIA

Central Pacific Rail Road of California (later changed to Railroad) was incorporated -- June 21, 1861  
even before Congress had acted to provide funding for construction

Central Pacific Rail Road of California was owned by four Sacramento, California businessmen  
Leland Stanford, Collis Huntington, Charles Crocker and Mark Hopkins  
they called themselves "The Associates" but soon became known as "The Big Four"

## OREGON STEAM NAVIGATION COMPANY SHOWS GOLDEN PROFITS

OSN's route from Portland to San Francisco exploded with profits

one ship, the steamer *Sierra Nevada*, conveyed a treasure shipment of \$228,000  
from Portland to San Francisco -- June 25, 1861

(additional trips linking the two ports were noted as:

\$110,000 -- [July 14]

\$195,558 -- [August 24]

\$750,000 -- [December 5])

OSN traffic on the Columbia River was equally profitable

Columbia River highway to the interior was choked with freight and travelers

on a single trip the *Tenino* collected over \$18,000 for freight, fares, berths, and meals

passenger fare from Portland to Lewiston was \$60 in gold

meals and berths were an additional dollar each

extras and the bar privilege produced \$1,200 a month

#### OREGON TRANSPORTATION LINE REOPENS FOR SERVICE

Completion of the new road bed following the route laid out by the Maxon brothers opened -- July 1

Like the Bradford portage its power was furnished by mules

which were hitched tandem when more power was needed

#### FREIGHT RATES CHANGE ON THE COLUMBIA RIVER

Oregon Steam Navigation Company set new shipping fees charge that traffic would bear -- July 1

from Portland to The Dalles at \$20.00 per ton

between Portland and Lewiston was \$40 a ton

one ton was determined usually by measurement -- not weight

forty cubic feet of cargo was considered a ton

An agreement with OSN regarding shipping rates was reached by both portage routes

portage fees of \$5.00 per ton were charged by the OSN

Bradford brothers were to receive 7/12<sup>th</sup> (\$2.91/ton)

Olmstead brothers received 5/12<sup>th</sup> (\$2.09/ton)

#### CONSTRUCTION BEGINS ON THE TRANSCONTINENTAL TELEGRAPH

Western Union Telegraph Company General Agent Edward Creighton

organized two teams of builders:

- Overland Telegraph Company of California to work on the line from the West

- Pacific Telegraph Company of Nebraska from the East

Many obstacles impeded progress when construction began -- July 4, 1861

Civil War made heavy demands on labor and supplies

in one location sectional political tensions led to the destruction and rerouting of the line

nature also presented obstructions

Great Plains was not a good source of timber for telegraph poles

for the Pacific Telegraph Company

workers for the Overland Telegraph Company had to cross the Sierra Nevada Mountains  
While the telegraph lines were under construction the Pony Express continued to operate  
letters and newspapers were carried the entire length of the route from St. Joseph to Sacramento

#### LIFE IS NOT WITHOUT DIFFICULTIES ALONG THE SHORES OF PUGET SOUND

By far most of the white population on Puget Sound was young, unmarried and masculine  
only one adult out of ten was female, and indeed rare was the girl over fifteen not spoken for  
at least three-fourths of the men in Seattle were forced to practice celibacy  
any alternative option begged the question of with whom  
inconspicuous adultery was very difficult in a community of less than two hundred  
that left the option of marrying an Indian girl -- a solution frowned on although practiced  
or taking an Indian wife or two  
rampant venereal disease and noxious habits of sanitation by ladies and, no doubt, gentlemen  
also could dampen the spirits of even the most amorous suitor  
Puget Sound males bore up only tolerably well under these difficult conditions  
*Steilacoom Herald* periodically reminded locals of their plight in mournful editorials  
With demand so obvious it was only a matter of time until someone provided Seattle with a supply

#### JOHN PENNELL ASCERTAINS THE NEEDS OF A MAJORITY OF SEATTLITES

It is arguably true that Seattle became the center of Puget Sound social life  
thanks to the entrepreneurial efforts of John Pennell  
(and Seattle has remained the region's social hub ever since)  
John came to Seattle (under circumstances unknown today)  
from San Francisco's notorious Barbary Coast -- summer 1861  
he disembarked from a lumber schooner onto the sand spit beside Henry Yesler's sawmill  
there he immediately discerned the population was the same gender as the ship he had just left  
here was a town of bachelors earning substantial payrolls without commercial entertainment  
here was a town ready and waiting for someone like John Pennell  
Pennell wasted no time purchasing a building lot on the shore of the bay  
it was not far south of where the logging skid road reached the mill  
this was not prime land -- but it was cheap  
in fact, it was not land at all, but fill created on the tide flat from Yesler's sawdust  
when the tide went out the tideflat sank but John was not too particular  
indeed, the location was excellent for his needs  
only a few minutes' walk from the mill and in clear view of ships entering the harbor

#### JOHN PENNELL OPENS THE FIRST OF MANY SEATTLE SPORTING HOUSES

On his rising and falling sawdust landfill, John built an oblong building of unpainted raw lumber

inside was a large rough-hewn dance floor flanked by a long bar  
along the other side was a hall leading to a number of small rooms  
Pennell imported a fiddler, a drummer, and an accordion player from San Francisco  
natives constituted the remainder of his employees

they were enticed to work by providing Hudson's Bay blankets to the local chiefs  
recruits were bathed; their long hair was cut and combed

they were adorned in calico dresses and drenched in perfume

Girls would dance with anyone at no charge but after each dance her escort was expected  
to buy a drink for himself and his companion

usually cold tea was substituted for whiskey in the girl's glass although the charge was for whisky  
after growing tired of dancing, the patron could buy a couple more drinks

before escorting his partner down the hall

There was no attempt to conceal what was going on at the Illahee -- as Pennell called his place  
some respectable members of the Seattle community accepted Pennell's establishment

while others deplored it

but no one convinced Sheriff Louis V. Wyckoff that he should close the place as a nuisance

For some reason the name Illahee (homeland in Chinook) did not catch on

perhaps it was too pointed a reminder to the patrons of what they were missing

John Pennell's establishment became known as the *Mad House*

(later applied to all such businesses whose stock-in-trade was native and female)

(After a few years, John Pennell imported a handful of Barbary Coast beauties for the Illahee

it is doubtful that these pioneers, unable to prosper in San Francisco, enhanced Seattle's scenery

none-the-less it was noted by locals at the time that they **had a powerful imaginative effect on  
the whole male population of the Puget Sound country....**<sup>9</sup>

(John Pennell faded from the Seattle scene when he left for parts unknown [1866])

but the type of institution founded on the sawdust fill south of Yesler Way

did not vanish with him

entrepreneurs built bigger and better houses -- Skid Road had been born

## FIGHT TO BE THE CAPTIAL OF WASHINGTON TERRITORY

Clearwater drainage region south of the Clearwater River, Lolo Creek and Potlatch Creek

had shown great results as mining districts

Oro Fino City and Pierce City sprung up

Elk City and Newsome were established as mining camps on the south fork of the Clearwater

Gold strikes had pulled more people into (today's northern Idaho)

than inhabited all of Washington Territory west of the Cascades

This rapidly growing population in the outlying districts began voicing their dissatisfaction

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<sup>9</sup> Murray Morgan. *Skid Road*. P. 58.



at being ruled from far distant Olympia  
a great cry went up to have the territorial capitol follow the population  
there was justice in the demand -- Olympia was almost inaccessible  
it was between three and four hundred miles by trail to Lewiston  
with mountainous terrain, tumultuous rivers, ice and snow in between  
Walla Walla, the rough supply town near the army fort of the same name,  
felt it should be the new capital of Washington Territory

#### ORO FINO MINING DISTRICT BOOMS

About 2,000 men were in the Oro Fino District  
richest claims there were at Rhodes Gulch and Canal Gulch  
Pierce City was the county seat for Shoshone County -- July 1861  
building lots there sold for \$100 to \$200 -- with a log house costing between \$500 and \$1,000  
lumber was 20¢ a foot and nails 40¢ a pound  
carpenters' wages were \$8 to \$10 a day, and common labor demanded \$3.50 to \$6 per day

#### LAW AND ORDER IN A LAWLESS COUNTRY

In reality Washington Territory was too big and unwieldy to be a practical administrative unit  
Olympia was too far away to have any voice in overseeing events in the far away mining camps  
Washington Legislature set up Claims Offices where a claim could be filed  
this was the first agency established in the mining districts by Territorial Law  
Prospectors in Eastern Washington Territory organized their own government  
miners elected judges to administer the laws in their region of the territory  
their first laws were enacted in miners' meetings held on Sundays  
miners agreed on a mining law code of their own  
every camp set up standards for filing claims, allocating water to placer mines,  
and respecting property rights  
claims associations established minimum requirements for holding and protecting claims  
California mining laws were adopted and three kinds of claims were recognized:  
•creek claims extended two hundred feet along the creek and one hundred fifty feet wide;  
•gulch claims extended two hundred feet along the gulch and one hundred fifty feet wide;  
•hill claims extended from rimrock to summit of the hill with a two-hundred-foot frontage  
Mining camps sometimes got as much law and order as they wanted

#### SHOSHONE COUNTY IS VIRTUALLY LAWLESS

Legal proceedings were impossible in Eastern Washington Territory  
lawyers and judges could not obtain copies of Washington Territorial laws  
Common Law did not always apply to mining situations

jurisdiction of judges was limited to disputes over claims  
even at that U.S. Government laws calling for Claims Offices were ineffective  
poor communication and vast distances made maintaining law and order difficult if not impossible  
in an emergency it could take two to four days to contact the U.S. troops at Fort Walla Walla  
once the decision was made to send out a punitive force  
more days were needed to organize, prepare, equip and ride out  
still more days were necessary to reach the area in which the difficulty had occurred  
by then the criminals had long vanished

Legal justice was not always attainable in Eastern Washington (Idaho)  
most frequently it was left to popular tribunals to dispense justice  
(during the Oregon Trail days [from the 1830s onward] every Westing wagon train  
elected a council and a captain who made and enforced strict rules of behavior)  
At first travelers and prospectors were too busy to waste time enforcing these rules  
it was assumed their fellow citizens would honor and obey the demands  
when that did not happen transgressors were brought before a peoples' court  
to be quickly tried and punished with banishment, public whipping, or hanging

#### POPULATION EXPLODES EAST OF THE CASCADE MOUNTAINS

Region west of the Cascade Mountains held only about 11,594 residents  
politically they were usually Unionist tending toward anti-slavery Republicans  
East of the Cascades may have held as many as 30,000 people  
these miners were a mixed lot  
most were pro-slavery Democrats -- but many mining camps had Southern sympathizers

#### OUTLAWS RULE MINING COUNTRY

Second wave of newcomers into Eastern Washington were a different breed of men from the first  
grubbing for gold was back-breaking work -- which many of them loathed  
instead, their soft smooth hands were kept occupied dealing cards, rolling dice  
or pouring watered down drinks  
their quick wits were used for acquiring wealth by any means that required no heavy labor  
Criminal and Civil Law, where it existed at all, was not respected and was little enforced  
word Outlaw implies the existence of a Code of Laws to be violated  
and officials who were appointed, elected, or named to enforce it  
it also implies is the existence of courts, judges and legal systems  
through which justice could be obtained  
none of these existed in Eastern Washington Territory --1861  
Before law and order came to the camps, thieves, gamblers, and men known locally as roughs  
bullied, cheated, robbed, and killed honest, hard-working citizens

favorite targets for the roughs were pack trains and stagecoaches

## HENRY PLUMMERS' GANG OF ROUGHS

In Eastern Washington Henry Plummer developed additional talents -- this time as an organizer in Lewiston Plummer busily established himself as the leader of a band of roughs that terrorized the mining camps (of Idaho) he chaired his outlaw committee with iron-clad rules he was not suspected by the townspeople of being anything more dangerous than a card cheat Henry Plummer built two road-houses or shebangs -- his headquarters for lawlessness one on the Lewiston-Walla Walla Trail another between the Boom Towns of Lewiston and Oro Fino City each establishment had an operator, but Henry Plummer was the man behind the whole shebang Miners outfitting themselves in Lewiston were watched by the Plummer gang accurate descriptions of their animals and saddles were taken down keeper of one of the shebangs made out bills of sale providing title to the animals and equipment for use at a later date by the criminals it was easy to dispossess the traveler and his animals at the point of a gun resistance meant death and burial at a very private, unmarked cemetery then, on a fast horse a courier carried the (previously written) bill of sale to the operator of the shebang in whose name the bill of sale had already been written

## CAPTAIN GEORGE PICKETT JOINS THE CONFEDERATE ARMY

Captain George Pickett remained at his post on San Juan Island until news of the Civil War arrived Pickett then left his post on San Juan Island -- July 24, 1861 three days after the Civil War's First Battle of Bull Run (First Manassas to the Confederacy) his departure marked the beginning of the end of the Pig War Captain Pickett hurried to his native state of Virginia to join the Confederate cause

## JOINT OCCUPATION SETTLES INTO A DULL ROUTINE

Joint Occupation continued uninterrupted by mutual agreement of the United States and Great Britain With the Pig War all but ended, Americans and the British troops jointly occupied the island San Juan Island settled down under martial law and peace during this time, both countries kept token forces on hand (at what are now National Historic Sites called American Camp and British Camp) (What was to be a temporary joint military occupation stretched out twelve years [until 1872] American and British military garrisons got along beautifully there was a great deal of neighborly toasting of one another and polite dining by the officers however, due to the Civil War funds were unavailable for the upkeep of the American barracks

harsh weather conditions and loneliness added to the depression  
almost a dozen suicides of enlisted men were reported on San Juan Island)

## PORT TOWNSEND VS. PORT ANGELES

President Lincoln appointed Victor Smith, a debt-ridden newspaperman from Cincinnati, Ohio  
to the post of Collector of Customs for Puget Sound

Smith, gaunt and sandy-haired, was an abolitionist with a red-hot temper and a quick epithet  
he questioned the motives of others around him while being a crusader himself  
these characteristics were augmented by his impatience and lack of humor

Victor Smith arrived in Port Townsend as the Customs Collector -- July 30, 1861

he was not enchanted with the town

it seemed every man he met was seeking an appointment for government work

Smith even criticized the view from the town

Customs Collector Victor Smith wrote to his superior, Secretary of the Treasury Simon P. Chase,

he recommended that the Port of Entry be transferred from Port Townsend to Port Angeles

this was within the powers of the Secretary of the Treasury

he also proposed the creation of a United States military district at Port Angeles

Smith went about town attempting to build up goodwill while waiting for word from Secretary Chase

authorizing the proposed change in location of the Port of Entry

Smith hired the editor of a local weekly, Van Borklin, to serve as assistant collector of customs

then fired him for incompetence

Smith learned much of the money appropriated by the government for the benefit of Indians

usually found its way into the pockets of men

who sold Hudson's Bay Company whiskey to the natives

Smith demanded proper enforcement of the federal law forbidding the sale of liquor to the Indians

thus a lucrative local enterprise was threatened with extinction

adding several names to his rapidly growing list of antagonists

Word leaked out that Smith had recommended removal of the port of entry to Port Angeles

he denied the accusation and took the time to explain his view of the situation to the oafish locals

Great Britain was likely at any moment to come into the war on the side of the Confederacy

it was imperative the harbor of Port Angeles be developed for reasons of national security

then someone learned that Victor Smith and four other men

had acquired title to town sites at Port Angeles

Smith could explain that, too

Port Angeles Townsite Company was organized as a patriotic endeavor

to promote the national welfare by developing land at Ediz Hook

across the Strait of Juan de Fuca from the British naval station at Esquimalt

Port Angeles was necessary to assure national protection against British intrusion

People of Port Townsend remained unconvinced

#### ELK CITY BURSTS FROM BEING A MINING CAMP INTO A CITY

Elk City had been laid out between the American River and Elk Creek -- August 1861  
almost immediately there were 1,500 men in the region  
quickly a mining recorder's office was established

In a matter of about a month Elk City grew to approximately twenty long, substantial buildings  
eight stores, six saloons, three butcher shops, two blacksmith shops, two principal hotels  
were supported by a fluid population of around 2,000

#### GOLD STRIKE IS MADE ON THE SALMON RIVER

After a year of prospecting Clearwater River, Canal Creek and Elk Creek in the Oro Fino District  
heavily armed prospecting parties pushed further back into the mountains to the east and southeast  
deeper into the Nez Perce reservation  
gold-hungry prospectors traveling by way of Camas Prairie and White Bird Creek  
worked their way to Pioneer Gulch  
to prospect in the high, rolling hills above the canyon of the Salmon River -- summer 1861

Stories differ as to what vegetation growing in the peat bogs at the head of Meadow Creek  
first revealed the sight of gold flakes to fortunate gold seekers

Whether a prospector's horses tethered to the brush  
had become restless in the night and pulled the up a bush by the roots;  
or a tree, perhaps uprooted by the wind, attracted someone's attention  
when color appeared among its roots  
but for whatever reason, camp was established in a basin in the Sawtooth Mountains  
approximately ten to twelve miles from the Salmon River  
and about fifty miles southeast from Pierce City, Oro Fino City and Elk City  
there prospectors turned up extraordinary deposits of gold

#### QUEST FOR GOLD BLANKETS THE SALMON RIVER

Just as mining was getting into full swing in the Oro Fino District,  
stories of an even richer finds nearby nearly emptied the new town  
as the great Salmon River excitement began -- August 19  
Salmon River gold strikes caused gold-hungry men to rush into the central (Idaho) wilderness areas  
this violated the Nez Perce agreement with Chief Lawyer and the Christian Nez Perce Indians  
Baboon Gulch, Weiser, Florence, Rhodes Creek and Powder River gold fields were opened  
gold discoveries at Elk City (discovered only two months earlier) were eclipsed  
only about fifty to seventy-five miners were content to stay and work their claims in Elk City  
where an average claim paid only \$3.50 a day

## SALMON RIVER DRAINAGE REGION BOOMS

Baboon Gulch in the Florence Basin beside the Weiser River  
produced rich diggings in eastern Washington Territory

Boom town of Weiser sprung up at the confluence of the Weiser River with the Snake River

Weiser was named after the river, but the origin of the river's name remains unclear

one version states it was named for Peter M. Weiser (Wiser)

an American soldier and member of the Lewis and Clark Expedition [1804-1806]

another story has it named for Jacob Weiser, a former trapper-turned-miner who struck it rich  
in Baboon Gulch and settled in the area

## GOLD BROUGHT A HIGH PRICE

At the San Francisco mint gold was priced at \$20.70 per troy ounce (a slightly larger unit)

At The Dalles gold from Canyon City and Florence could be sold at for \$17.00 an ounce

gold -carrying silver alloy was priced at \$14.00 an ounce

copper alloy was somewhat less

Over a million-and-a-half dollars in gold-dust was taken from the mines of Idaho

## OREGON STEAM NAVIGATION COMPANY STRIKES IT RICH ALSO

Commerce on the Columbia River reached a fever pitch

rivers of prospectors traveled up the Columbia along with tons of freight to support them

supplies, materials, equipment, goods and services were needed immediately

Gold-rushers raced along the Columbia River mule-powered portage

using Daniel F. and Putnam F. Bradford's Washington-side Cascade Railway

or Harrison and D.H. Olmsteads' Oregon Transportation Line

massive congestion of materials built up at the Cascade portages

## OREGON TRANSPORTATION LINE ACQUIRES BETTER ACCESS TO THE COLUMBIA RIVER

Olmstead neighbor John Chipman deeded his donation land claim closer to The Dalles

to Harrison Olmstead -- August 31, 1861

Construction of a new steamboat loading platform and storage at the upper landing was begun

as was grading a new roadbed to connect with the portage route laid out by the Maxon brothers

## TOWN OF FLORENCE (NOW A GHOST TOWN) BEGINS WITH A SPECTATULAR BOOM

This mining camp was situated (in today's Gospel Hump Wilderness)

it was at a high altitude where snows fell very deep and lasted many months

added to this, forty miles of mountain road had to be traveled before reaching the new camp

it was a hard task just for prospectors to get there

and it was very expensive to take in the necessary provisions and tools  
So amazing were the returns at Florence that men rushed in ahead of supplies  
provision commanded amazing prices: \$75 for a 50-pound sack of flour, \$50 for gum boots,  
\$30 for a camp kettle, \$3 a pound for bacon; \$3 each for tin cups' \$10 to \$12 for a frying pan,  
and \$3 a pound for sugar and beans  
In miners' meetings it was decided to lay out a town on Summit Flat at the head of Baboon Gulch  
Dr. Ferber, one of the first arrivals, proposed the name Florence,  
after his adopted daughter in California  
Fabulous reports of initial production from the Salmon River mines  
insured that Florence soon would be the scene of the major gold rush of the western United States  
frenzied race to Florence District's riches was on

#### SALMON RIVER PROSPECTORS FIND GREAT SUCCESS

Fabulous reports of initial production from the Salmon River mines  
insured this soon would be the scene of a major gold rush of the western United States  
claims were often reported to average \$50 or even one hundred dollars a day  
and it was not unusual for a man with a small rocker to wash out  
even more than one hundred dollars per day  
Salmon River, Rhodes Creek and Powder River each produced successful diggings  
this was placer mining country, very limited in extent, but easy to work  
and some of the claims were very rich  
placer mines of (Central Idaho) produced between \$30 million and \$60 million in gold  
collectively these remarkably rich diggings were usually called the Florence District

#### MUSLIN TOWNS IN EASTERN WASHINGTON TERRITORY (IDAHO) BOOM

Whole towns could spring up in a day  
and could grow into settlements of several thousand people in a few months  
House frames were covered with muslin cloth in mining camps  
candles were placed in the transparent shelters and streets lamps provided additional illumination  
beds were protected from stray bullets by sacks full of flour or sand  
as bullet-porous muslin did little to divert slugs fired or misfired in a drunken stupor,  
or in anger, or in haste, or inaccurately

#### MINING TOWNS ALSO COULD QUICKLY DISAPPEAR

When richer diggings opened elsewhere or when water for washing gold failed  
towns disappeared as rapidly as they had sprung up

#### REACHING THE SALMON RIVER DISTRICT WAS DIFFICULT

Deep gorges and tortured mountains of central (Idaho) prevented direct approach  
prospectors from the west could travel to Walla Walla and take the new Mullan Road  
before dropping south and east across country into the mining district  
traveling from the east Gold-seekers could trek along the Oregon Trail  
until they reached the South Nez Perce Trail and made their way through almost 200 miles  
of rugged, mountainous country to the Salmon River mining country to the gold fields  
or they could continue their Westward journey to Walla Walla and use the western route  
Hundreds of reckless, lawless and desperate characters were drawn by the lure of easy money  
to the booming rich camps  
Men mined by day and squandered their golden dust at the gambling table at night  
every other shack or tent was a saloon, dance hall or gambling house  
Roads and trails between Lewiston and the gold camps were infested by highwaymen  
called road agents in the vernacular of the times

#### LEWISTON BOOMS AS A SUPPLY CENTER FOR THE FLORENCE DISTRICT

Lewiston, at the head of navigation on the Snake River, became the trade center for the new region  
all supplies from Portland were delivered to Lewiston  
Supplies in the Florence Mining District were often very scarce  
from Lewiston cargo was transported to the mines on pack animals  
but only as far as the base of the mountains  
from there men carried merchandise on their backs or on small sleighs or toboggans  
Lewiston soon bragged about its brawling population of 1,200 men -- nearly exclusively bachelors  
when the town was three months old, several of its streets were more than a mile long  
with stores, saloons, hotels and dwellings mostly made of muslin -- September  
Money was plentiful in Lewiston -- food prices were high to reflect the wealth of the inhabitants  
luxurious lumber or stone buildings replaced muslin cloth shacks  
often several businesses occupied the same store at one time  
owners usually slept in their store at night  
cow skin rugs were nailed to wood floors  
books, newspapers, mirrors, and pictures provided decorations  
churches were constructed early in the life of a town  
new Community Hall was built for meetings and organizations  
and as a place where respectable dances could be held  
marriage notices were printed in the weekly newspaper

#### ENTERTAINMENT AND DISTRACTIONS KNEW NO LIMIT IN LEWISTON

There was no restriction on vending liquor  
excessive drinking was the rule even among those considered to be conservative



Horse-racing and prize-fights were favorite sports -- gambling was everywhere

Dance halls or hurdy-gurdies were legitimate establishments -- not houses of prostitution

they were actively patronized and often became the scene of drunkenness and violence

many of the women dancers were Germans -- usually brought in as sets of four with a chaperone

at the end of their contractual term most of them married men they met while at work

they were reputed to have made good wives and mothers

one hurdy-gurdy was described as follows: **At one end of a long hall, a well-stocked bar and monte bank [card game] in full blast; at the other, a platform on which were three musicians. After each dance, there was a drink at the bar. The house was open from 9 p.m. until daylight. Every dance was \$1.00 -- half to the woman and half to the proprietor. Publicly, decorum was preserved, and to many miners who had not seen a feminine face for six months these poor women represented vaguely something of the tenderness and sacredness of their sex.**<sup>10</sup>

Immoral women formed another class in society -- houses of prostitution were plentiful

ladies of the evening paraded the streets in gorgeous raiment

small companies of working ladies often rode the trails dressed in men's clothing

wearing revolvers strapped to their waists -- these revolvers were not for show

Sunday was the least holy of days

this was a time for miners to wash and darn clothes, prepare food for the coming week

get mail from town, settle business matters, and mostly have a good time

dancing, drinking, and gambling were all in full swing

some even spent a quiet evening reading

Relative importance a town was measured by two indicators:

- how well-filled the cemetery was
- and the number of pleasure resorts available

## FLORENCE DISTRICT GOLD FIELDS BECOME CELEBRATED

Fame of the rich diggings had spread far as was reported by a correspondent of the *Portland Times* who visited these diggings -- October 1861

- he saw claims yielding \$30 to \$80 to the pan;
- one man named Weiser, (after whom the river in Idaho was named it was noted) took out \$1,800 in three hours with a rocker
- one single pan of dirt in Baboon Gulch yielded \$151.50

## OTHER SUCCESSFUL MINING DISTRICTS APPEAR

Clearwater River and Oro Fino Creek gold-digging sites shared glory with other river successes mining camps sprung up on the Salmon, Boise, John Day, Burnt, and Powder rivers

Owhyhee and Kootenai rivers and other places

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<sup>10</sup> A.D. Richardson. *Beyond the Mississippi*. P. 480.

Other rich gold districts also opened throughout the Pacific Northwest

Wenatchee had long been an area of pioneer activity:

- North West Company employees had explored for furs there
- Catholic missionaries started irrigation projects here
- prospectors found gold in the area -- 1861

(for several years afterward, Chinese panned for gold along the river banks)

Oregon also delivered riches to those with patience and great luck

gold mining in Southern Oregon was at its height -- 1861

Eastern Oregon showed positive signs of gold

David Littlefield, Henry Griffin and three partners

discovered gold in Griffin's Gulch -- 1861

this started the fabulous Eastern Oregon gold rush at Auburn

two young Frenchmen panned over \$100,000 in gold dust from Canyon Creek in Oregon

Mining camps in a few months grew to towns of several thousand people seemingly overnight

usually they disappeared just as rapidly when richer diggings opened elsewhere

or water for washing gold dried up

#### WASHINGTON TERRITORIAL VOLUNTEER INFANTRY IS CALLED INTO SERVICE

Civil War caused a severe shortage of soldiers in Washington Territory

Department of the Pacific Commander General George Wright was short available men

thus the War Department directed Colonel Justus Steinberger to enlist a regiment of troops  
out of Washington Territory and California state -- October 19, 1861

#### CUSTOMS COLLECTOR VICTOR SMITH GOES TO WASHINGTON CITY

Becoming impatient about being ignored by the U.S. Treasury Department,

Victor Smith decided to go east himself and personally convince the nation's leaders

regarding the British menace on the Pacific coast and the steps needed to constrain them

Because Assistant Customs Collectors Van Borklin did not last long under Smith's direction

Smith felt it unwise to deputize any others of the Port Townsend citizens,

he asked Captain Chaddock of the Revenue Cutter *Joe Lane* to lend him a man for six weeks

Second Lieutenant J. H. Merriam got the job as temporary collector of customs

Victor Smith left quietly for Washington City

so quietly that Port Townsend got the impression that he had fled

Port Townsend's local newspaper, *The Weekly Republican*, saluted his departure

**“Poor Victor has gone, unwept, un-honored, and unhung”**

#### PORT TOWNSEND TEMPORARILY HAS A NEW CUSTOMS COLLECTOR

Lieutenant Merriam deputized city Founding Father Loren B. Hastings as his deputy collector

together they went over Customs Collector Victor Smith's records

they found a copy of Smith's recommendation to shift the port of entry to Port Angeles

when word got out Smith, being absent, was hanged in effigy

next they reviewed the financial accounts and were pleased to discover that Smith's books came out fifteen thousand dollars short

Merriam wrote a report to Treasury Secretary Chase informing him that Smith was an embezzler and not a very good one at that

Victor Smith was gone

Port Townsend settled back happily to await the arrival of his replacement

## TRANSCONTINENTAL TELEGRAPH GOES INTO OPERATION

Telegraph lines provided instant communication across the continent

Pacific Telegraph Company of Nebraska building from the East reached Omaha to Salt Lake City completed the eastern section of the line -- October 18, 1861

Overland Telegraph Company of California building from the West began construction from Carson City, Nevada to Sacramento, California this was a shorter distance over more difficult terrain

Both telegraph lines were connected at Salt Lake City -- October 24, 1861

first transcontinental messages were sent to President Abraham Lincoln that evening

President of the Overland Telegraph Company Horace W. Carpenter's message read: "**I announce to you that the telegraph to California has this day been completed. May it be a bond of perpetuity between the states of the Atlantic and those of the Pacific.**"<sup>11</sup>

Almost immediately wire was stretched northward from Sacramento toward Washington Territory

On the day of the first transcontinental telegram, the Pony Express was officially terminated, but it was not until (November) that the last letters completed their journey over the route

## BEGINNING OF CANADA'S CARIBOO DISTRICT GOLD RUSH

Discovery of gold at Keithley Creek, east of Quesnel Forks

just south and west of Quesnel Lake in British Columbia

began the second major Canadian rush -- fall 1861

Another stampede began when American-based parties found pay dirt at Williams Creek -- 1861

on the northern Cariboo Plateau formed by the headwaters of the Willow River

and the north slope of the basin of the Quesnel River

Some success was also found in the middle basin of British Columbia's Quesnel River

(but the distances were so long and living conditions so rugged

news of the strike did not get out until the next year [1862])

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<sup>11</sup> Alice L. Bates, *Historical Society of Southern California* Volume IX 1912-1913, P. 185

## OTHER SUCCESSFUL MINING DISTRICTS APPEAR

Wenatchee in Eastern Washington Territory had long been an area of pioneer activity:

North West Company employees had explored the region for furs

Catholic missionaries had begun irrigation projects there

now prospectors found gold in the area -- 1861

for several years afterward, Chinese panned for gold on the river banks

Prospectors and hangers-on came from the United States, Hawaii, Canada, and Mexico

and a far away as England, Germany, France, Italy, and China

## CHINSE MEN ALSO PROSPECT FOR GOLD

In Eastern Washington gold country Chinese people were the most abominably treated of all classes

men were permitted to work only old claims only worked-over claims

after white prospectors had abandoned them

unless a white miner could make five to ten dollars a day

he deserted the claim in search of richer diggings

However, to the patient, industrious, thrifty Chinese prospectors

two to three dollars in flour gold was reward enough to warrant a sunrise-to-sunset day

of stooping, washing and sifting

word coolie is a corruption of ku-li, meaning muscle strength in the Cantonese dialect

Most Chinese workers entered the United States through the port city of San Francisco,

contrary to the impressions of most Americans of that day,

these were not nameless, impoverished, coolies smuggled into the country

and forced to work as slaves for the enrichment of their Chinese masters

each name was recorded; each man was known by benevolent fraternal business organizations

these companies looked after his welfare while he was in America

and would pay either for his return passage home or, if he died, the return of his remains

to his homeland for burial with his ancestors

meticulous records of his credits and debts were kept in the office of the sponsoring company

that had paid for his passage to America

for these guaranteed services, the sponsoring company took a percentage of his earnings

but in no sense was he a slave

(sadly, the records being preserved in San Francisco were destroyed by fire

following the great earthquake of [1906]

no letters or diaries written by Chinese immigrants before that date have survived)

Chinese workers extracted an amazing amount of gold

those who lived long enough to make their fortune and return to the homeland,

as many of them did, may have left a written record of their experiences in China

(but these, if they exist, have not been made available to American historians)

whites lost their scorn for the Chinese people after seeing their great success  
(eventually they were offered employment because of their gift of quiet perseverance)

#### MOTHER JOSEPH PUTS HER MANY SKILLS TO GOOD WORK

After ten years of service as superior of the western missions Mother Joseph was named treasurer with responsibility for construction of all the sisters' buildings in the region she was besieged with requests from clergy and civic leaders alike to bring the works of the Sisters of Providence to towns throughout the West both human and financial resources were always in short supply Mother Joseph spent long days and many sleepless nights determining which communities offered the greatest opportunity for service and the best chance of success

Mother Joseph and her nuns took lengthy, dangerous trips "begging tours" traveling by horseback and river boat to the mines in (today's Idaho, Montana), Oregon and the Caribou Country in British Columbia begging for the precious gold dust and nuggets essential to support their charities to Westerners they were known as "Lady Black Robes" the Indians designated Mother Joseph as their chief

Mother Joseph built and furnished several houses for abandoned children she is recognized as the first architect in Washington Territory

Mother Joseph purchased a farm in Vancouver along the banks of the Columbia River to provide fresh produce for the children and a place for the boys to work and learn useful skills on occasions the river flooded the farm

Providence Academy was badly damaged during construction

As more sisters came from Montreal or entered the community in Vancouver, Mother Joseph saw her small Providence of the West grow to encompass the whole region schools were opened in Steilacoom [1863] -- and Walla Walla [1864] these were followed by a mission for the native people in St. Ignatius, Montana)

#### WASHINGTON TERRITORIAL UNIVERSITY RECRUITS ITS FIRST PUPILS

Twenty-two-year-old Asa S. Mercer was hired as the sole teacher at the Territorial University of Washington which opened its doors to thirty students for a five month term -- November 4, 1861 it had an elementary and high school department in one recitation room as no pupils qualified for advanced studies high school was not much of a part of public thinking until after the Civil War [1865] for a year Mercer operated his term school to say that children were educated would be a most generous assessment

## PIONEER GULCH GOLD IS REPORTED IN ELK CITY

After working the rich gravel beds of Pioneer Gulch and prospecting the ground in various places successful gold hunters started with their new-found wealth back to Elk City

At Buffalo Hump they fell in with fourteen men of their acquaintance and revealed their good fortune to their new companions

All returned to Elk City, agreeing not to divulge the news (until the following spring) when they would return to the Salmon River area and locate the best ground for themselves

This agreement was quickly broken and a stampede followed -- November 1861 ten thousand miners swarmed over the creeks and gulches of the new mining district large assortments of criminals and fugitives from justice in other localities flocked to the mining regions

## OREGON TRANSPORTATION LINE ACQUIRES BETTER ACCESS TO THE COLUMBIA RIVER

John C. Tanner deeded his donation land claim located at Tanner Creek downriver from Bonneville below the Cascades to Harrison Olmstead -- November 15, 1861

rails linked the new loading platform and storage area to the old portage route

## YAKIMA CATTLE DRIVE TO FEED HUNGRY MINERS

There were ways to make money in the gold fields -- most required hard work and determination driving cattle to feed hungry prospectors who owned a surplus of wealth was one way but it could be a long, hard trip

since Chief Kamiakin had brought the first herd into the area [1840]

Indians had wintered herds of cattle in the Yakima Valley

Legendary Northwest cattleman Ben Snipes increased his herd in the Yakima Valley he conducted cattle drives in ever increasing numbers

not just into the Fraser Valley but also into the Eastern Washington gold region news of his success spread beyond the Yakima Valley

soon other cattlemen such as John Jeffries, Major John Thorp and many others had settled in the Klickitat Valley and the Yakima Valley

## CATTLE DRIVE TO THE NEWLY OPENED CARIBOO DISTRICT

Jack Splawn was a teenager in 1861 when he and two Indians helped Major John Thorp drive a herd of beef north past Okanogan Lake, across the roaring Thompson River and into the grassy hills around Cache Creek in British Columbia

When winter drew near the Indians disappeared and Major Thorp had to attend to business at home Jack Splawn was left with the cattle -- but he was not alone

mule skinner, many of them California-Mexicans, moved into the grassy valley with their livestock and wives where they built a camp of log shelters

and settled down for the winter  
British Columbia cold was intense as Arctic blasts traveled down the Fraser River Canyon  
Jack's clothing was so inadequate that instead of riding out to check on the cattle  
he had to run to keep from freezing  
all he had to eat for seventy days was beef

#### WALLA WALLA BOOMS WITH EXCITEMENT

Additional gold discoveries in eastern Washington Territory and eastern Oregon State  
opened even greater demands for supplies and equipment  
When news of the most recent gold finds reached Walla Walla  
several pack trains were immediately prepared to go into the mining region  
(but the winter came on with such speed and severity that they had to wait for [spring 1862])  
Walla Walla became the supply station for the Inland Empire  
(at height of the rush 75,000 miners were fed and clothed)

#### WALLA WALLA -- PRINCIPAL TOWN IN EASTERN WASHINGTON

*Washington Statesman*, the first newspaper in the Inland Empire,  
was begun with the support of two established Oregon papers -- November 29, 1861  
*Oregon Statesman* provided some old equipment as did *The Oregonian*  
brothers William Smith and R. B. Smith hired typesetter R. R. Rees to assist them  
in putting out the four-page, six-column paper  
Smith brothers during the War Between the States were politically independent  
but strongly displayed pro-Unionist sympathies  
Several private schools were in operation in Walla Walla  
first public school there was opened by Mrs. A.J. Miner -- 1861-1862  
county superintendent of school had granted her a teaching certificate  
about forty students attended class in store on Main Street

#### TERRIBLE WINTER GRIPS THE PACIFIC NORTHWEST

Winter of 1861-1862 was the hardest ever known in the country east of the Cascade Mountains  
as miners, cowboys, and traders were plunging eagerly into every form of enterprise  
this notorious winter descended on the country  
snow was on the ground from December 1, 1861 until [March 22, 1862]  
weather that severe had never before been experienced in the Columbia Basin  
cattle could not find feed and perished by the thousands  
miners were found frozen stiff  
Inland Empire's few women and children fought a distressing and frequently losing battle  
against the cold as snow drifted into wide cracks in the few cabins available

At Portland, hay sold at \$80 a ton  
in Eastern Oregon it could not be found at any price  
cattle depended entirely on their endurance for survival

#### ANOTHER DISASTER AT THE COLUMBIA RIVER PORTAGE

Devastating series of floods swept through the northwest -- December 1861 and [January 1862]  
which destroyed the Bradford brothers' wooden portage on the Washington side of the Columbia  
Daniel F. and Putnam F. Bradfords' Cascade Railroad on North bank of the Columbia River  
was almost completely washed away by one of these floods -- December 1861  
Harrison and D.H. Olmsteads' Oregon Transportation Line portage around the Cascades  
was the only supply link between Portland and the Clearwater River diggings  
Seeing the progress being undertaken across the Columbia River  
Bradford brothers decided to build a steam railroad with tee-rails  
over the entire length of their portage route

#### OREGON STEAM NAVIGATION COMPANY PROFITS SOAR

Half-yearly cargo report for 1861: 10,500 miners and 6,290 tons of freight up Columbia River by boat  
(June) through December 1861 -- shipping averaged \$400,000 a month  
By the end of the year each original five hundred dollar OSN certificate  
had earned two hundred and forty dollars in stock and cash  
a one-year profit of forty-eight per cent  
(no complete assessment was ever made of the company's stock  
but management expended nearly \$3,000,000 in gold developing their property  
and paid over \$2,500,000 in dividends)

#### FORTUNES COULD BE MADE IN THE SALMON RIVER REGION

Walla Walla's newspaper, the *Washington Statesman* noted in an article dated December 13, 1861:

**“During the week past not less than two hundred and twenty-five pack animals, heavily laden with provisions, have left this city for the mines. A report in relation to a rich strike by Mr. Bridges of Oregon City seems to come well authenticated. The first day he worked on his claim [near Baboon Gulch] he took out fifty-seven ounces; the second day he took out one hundred and fifty-seven ounces; the third day, two hundred and fourteen ounces; and the fourth day, two hundred ounces in two hours.”** (Note: an ounce of gold was worth \$16)

#### POLITICS OF WASHINGTON TERRITORY

Influx of more and more people into Western Washington Territory changed the political climate to a conservative merchant-farmer Republican majority  
in the meantime Eastern Washington Territory (Idaho) miners were predominately Democrats



More than enough votes existed between Walla Walla and the gold fields  
to force the territorial capital to be moved from Olympia to the Inland Empire  
In Olympia it was known that gold hunters' votes would have to be diverted to some other proposal  
business, lumber and agricultural interests along Puget Sound proposed a new territory be created  
by slicing a new territory from eastern Washington  
and locating its capital in the illegitimate town of Lewiston  
(illegitimate because no treaty with the Indians ceding the spot to the United States  
had yet been ratified)  
this proposal would keep the Washington Territory capital safely in Olympia  
Olympia would then remain the capital of a smaller, more manageable territory  
centering on Puget Sound  
Lewiston promoters were more than happy to help in the effort to create a new territory  
as they liked the idea of being the capital of a new territory themselves  
Walla Walla fought loudly and enthusiastically against the idea of creating a new territory  
realizing that the proposal would leave the town stranded on an inland desert  
to be continually subservient to Olympia and Lewiston

## TWO NEW COUNTIES CREATED IN WASHINGTON TERRITORY

Washington Legislature established counties as voting districts in the Eastern end of the territory  
Nez Perce County and Idaho County both were organized  
as part of Washington Territory -- December 20, 1861

Nez Perce County (in northern Idaho) was originally composed of the Clearwater River drainage  
south of the Clearwater, Lolo Creek and Potlatch Creek

Lewiston, the county seat, and its mining district was the center of population there -- 1861

Idaho County (in central Idaho) is located in the Salmon River drainage  
(to this day the origin of the name is uncertain)

Idaho County included the mines of the Salmon River

these diggings showed exceptional promise and the rich Salmon River placers  
made up almost the entire populated part of the original Idaho County

Idaho County was bordered on the west by Oregon state,

and was surrounded by Nevada, Utah, Nebraska, and Dakota territories (Montana)

it was almost the same size as today's (Idaho)

Washington territorial legislature knew perfectly well that Idaho County included wilderness  
(which subsequently became a portion of western Wyoming)

Florence served as the county seat and Idaho County

Franklin (founded by Mormons [in 1860]) was only other community in Idaho County

(at the time no one realized Franklin was in Idaho as the settlers thought they were in Utah)  
except for people living around Florence and Franklin

and a few widely scattered settlers and boom towns, Idaho County was inhabited by Indians  
There was no court system in (today's Idaho and Montana)  
Spokane County in Eastern Washington Territory was to have judicial jurisdiction  
in both Spokane and previously created Missoula [1860] counties  
Walla Walla County provided the judicial district for Nez Perce County and Idaho County

#### WASHINGTON TERRITORIAL LEGISLATURE FUNDS THE NEW UNIVERSITY

When Asa Mercer's building was completed the school found itself out of funds  
\$2,000 was appropriated by the legislature to buy books and philosophical apparatus  
(for the next fifteen years the legislature refused to make another contribution)

#### SUCCESS IN THE SALMON RIVER AREA BUILDS ON ITSELF

Walla Walla's *Washington Statesman* presented another article -- December 1861:**S.F. Ledyard arrived last evening from the Salmon River mines, and from him it is learned that some six hundred miners would winter there; that some two hundred had gone to the south side of the river, where two streams head that empty into the Salmon, some thirty miles south-east of the present mining camp. Coarse gold is found, and as high as one hundred dollars per day to the man has been taken out. The big mining claim of the old locality belongs to Mr. Weiser of Oregon, from which two thousand six hundred and eighty dollars were taken out on the 20th, with two rockers. On the 21st, three thousand three hundred and sixty dollars were taken out with the same machines.**

S.S. Three Finger Smith owned the richest claim in the camp  
he kept three rockers at work through the winter, and each rocker averaged \$1,000 a day  
Seven million in gold was reported taken during the winter  
almost as much, it was estimated, was taken but was not reported

#### MINING CAMPS ARE DANGEROUS PLACES

Large assortment of criminals and fugitives from justice in other localities  
flocked to the mining regions  
Civil War assured that political party feelings ran high  
was a sore point with everyone -- both Yankees and Confederates  
murder was frequently the result of political passion

#### BEN SNIPES -- NORTHWEST CATTLE KING

Ben had accumulated so many cattle and so extensive were his holdings  
that he became known as the Northwest Cattle King  
estimates of his cattle holdings varied from a low of 25,000 head to 40,000 and more  
Ben never argued the number -- he flat just didn't know how many carried his brand  
Severe winter with deep snows plagued the Yakima Valley --1861

more than a foot of snow fell during the early in the season -- followed by rain  
which in turn was succeeded by intense cold followed by a second two feet of snow  
and this was followed by drizzling rain  
there was an ice-cap over the land that was about three feet deep -- end of December 1861  
animals fortunate enough to reach river or creek bottoms could live scantily off tree twigs

#### CIVIL WAR SYMPATHIES ERUPT IN WASHINGTON TERRITORY

Violent arguments occurred in the territorial capitol of Olympia, Washington -- January 1862  
Washington's Territorial Legislature attempted to pass a resolution in support of the Union  
this resolution was killed by Confederate sympathizers  
when he learned of this event, President Abraham Lincoln expressed his dismay  
over Southern support in the territory  
his concern was reinforced by a sharp reduction in federal funds to the territory

#### OREGON STEAM NAVIGATION COMPANY EXPANDS

OSN was running steamboats from Portland to Lewiston -- over 400 miles in distance  
Most recent destruction by weather of Daniel F. and Putnam F. Bradford's Cascade Railway  
left only the Olmstead brothers' Oregon Transportation Line portage which was not up to the job  
Freight and passenger traffic to Nez Perce and Idaho counties' mines was extremely heavy  
Harrison and D.H. Olmstead had things their way but the mule-powered wagons on wooden rails  
could not begin to handle the traffic  
at times cargo was so backed up that the entire portage route was lined with freight  
from one end to the other end

#### PORTLAND IS NOT YET A MANUFACTURING CITY

Although her population increased tenfold during the gold boom of the sixties,  
Portland and the neighboring Willamette Valley produced only minor machine tools  
in addition to its heavy reliance on agricultural exports of woolen and leather goods  
heavy machinery and fabricated goods used in transportation and mining  
came either from St. Louis or from San Francisco

#### *OREGON PONY* IS ORDERED BUILT IN SAN FRANCISCO

Colonel Joseph Ruckel representing the OSN gave Vulcan Iron Foundry of San Francisco  
an order to for the first steam locomotive to be built on the Pacific coast -- early in 1862  
Charles W. Stevens created an original design for the thirteen-foot-long steam engine  
this locomotive consisted of a five-foot-long boiler resting on four drive wheels  
with an oversized steam dome that bulged in the center  
and a thin smokestack which rose near the cab

Engineer Theodore A Goffe was placed in charge of construction

## OREGON STEAM NAVIGATION COMPANY INVESTS IN RAILROAD RAILS

As word of rich mines in the interior hit the front pages of newspapers

Captain John C. Ainsworth hurried to San Francisco -- early in 1862

where Ainsworth located enough railroad tee-rails to lay twenty miles of track

although this was far more iron that he would need to lay track at the Columbia Gorge

he borrowed enough money to purchase all of the available supply

## KILLING IN ORO FINO CITY

Mr. Hildebrandt, German immigrant, ran an orderly saloon in his muslin shed

popular saloonkeeper was well liked and jovial -- his place was a favorite choice of the miners

he was known to keep a considerable quantity of gold dust in his house

Continuing a long series of crimes in the Oro Fino District

Henry Plummer's gang of outlaws tore Hildebrandt's door from its hinges

sometime between twelve and one o'clock A.M.

they fired a volley of revolver shots that cold January night 1862

Hildebrandt, who dared object to the vandalizing of his establishment, was killed

however, friends of the saloon-keeper escaped with his treasure

frustrated, the murderers departed through the crowd voicing oaths and threats,

no one dared to attempt an arrest

Citizens of Oro Fino City met the following day to plan some means of self-protection

outlaw leader Henry Plummer, unsuspected by the townspeople, attended the meeting

he spoke eloquently for conservative action thus slowing the pace of justice

no organization was formed at that time to fight the outlaw's band

Patrick Ford, an honest Oro Fino City saloon-keeper, denounced the citizens as cowards

later Plummer and two of his henchmen visited Ford's saloon in the early morning hours

they were busy destroying the furniture when Ford appeared with a gun

he had the drop on them and ordered them out of town

Henry Plummer and his two outlaw companions rode as far as a feed yard

they were followed by Ford who demanded to know why they had not left town

his answer was a shot -- in the fight that followed Patrick Ford was killed

## HENRY PLUMMBER MOVES ON

Following the gunfights in Oro Fino City in which Mr. Hildebrandt and Mr. Ford had been killed

Plummer shifted his base of operations for a short time to Lewiston

before moving on to Florence where his criminal activities continued unabated

## WASHINGTON TERRITORIAL INFANTRY IS ASSIGNED TO DUTY

First Regiment Washington Territory Volunteer Infantry was eventually composed of ten companies these troops were usually assigned garrison duty at a local post to be used to protect miners and settlers, immigrant parties and other travelers along the roads from the east, and to protect the Nez Perce, United States allies, against those encroaching on their lands

Three companies from Washington Territory:

Company A posted at Fort Walla Walla

Company G posted at Fort Boise

Company H posted at Fort Walla Walla

Seven companies from California were stationed at:

Fort Colville (Companies B and C)

Fort Hoskins, Oregon (Company D), Camp Lapwai (Company E),

Fort Vancouver (Company F and I)

Fort Steilacoom (Company K)

## CITY OF WALLA WALLA IS INCORPORATED

Washington Territorial Legislature incorporated the town springing up near the fort Walla Walla was declared the county seat of Walla Walla County -- January 28, 1862 Walla Walla was also to provide judicial services to Nez Perce County and Idaho County

## DR. JOHN McLOUGHLIN'S ESTATE IS RETURNED TO HIS HEIRS

(Dr. John McLoughlin's land claim selected [in 1825]

(was later declared illegal by the Oregon Donation Land Law [1850])

Dr. McLoughlin's claim was given to the Oregon Legislature for the establishment and endowment of a university)

Five years after the death of the Hudson's Bay Company's former Chief Factor his surviving children, Maria Eloisa, [Eloisa] and David McLoughlin received from the Oregon State Legislature what remained of McLoughlin's land after they had provided a payment of \$1,000 -- 1862

## DR. DORSEY SYNG BAKER EXPANDS HIS WALLA WALLA HARDWARE BUSINESS

D.S. Baker took on a partner in his Walla Walla hardware store -- 1862

his brother-in-law John F. Boyer became the company in D.S. Baker & Company

Although the business was considered to be a commercial business

this firm performed many of the functions of a bank -- although banks were illegal in the territory they did business with miners, packers, stockmen and settlers

ledgers show receipts and withdrawals, loans and the purchase and sale of bullion and gold dust

Dr. Baker could see the importance of Columbia River transportation to the region's economic future  
he associated himself with several partners  
Captain A. P. Ankeny, Henry W. Corbett, William Gates, and Captain E. F. Baughman  
they determined to run a fleet of boats on the Columbia and Snake rivers  
from the Deschutes River to Lewiston  
in competition with the powerful Oregon Steam Navigation Company  
these partners built the steamer *Spray* and made fourteen trips  
before the boat was sold to the Oregon Steam Navigation Company

#### SOME SOLDIERS CAUSE MORE PROBLEMS THAN THEN SOLVE

Unlike the Washington Territory soldiers at Fort Walla Walla and Fort Boise  
California troops were reputed to be largely jail-birds from San Francisco  
who indulged in all kinds of violence wherever they were  
four days after their arrival at Fort Colville under Major James F. Curtis  
soldiers broke into the town's only laundry  
they ran off the Chinese owner and stole the clothes  
leaving most of the town short of under-garments  
California Lieutenant John M. Henry visited Pinkey City from lawless Colville  
there he killed a man with a butcher knife -- February 8, 1862  
Major Curtis turned the officer over to the local sheriff  
who kept him as a prisoner on his farm all winter waiting for a term of the court to meet  
Since no one, including their officers, could control the California soldiers  
inhabitants of Colville and the vicinity continued to suffer from the lawlessness of soldiers

#### BEN SNIPES SUFFERS THE LOSS OF MOST OF HIS HERD

After the harsh winter broke, Chinook winds (warm southerly wind) arrived in the Yakima Valley  
deep layers of snow and ice melted but it was too late -- February 1862  
only about ten percent of Ben Snipes' herd remained alive  
gullies were deep with decaying carcasses, where the cattle, seeking each other's warmth  
died pressed together when the Chinook winds failed to come soon enough  
Meanwhile, the weather marooned Ben at The Dalles  
as soon as it appeared he could get through, he started for the Yakima Valley fearing the worst  
he wondered if there would be any of his herd or his cattle-hands left  
sight of dead animals in the tens of thousands strewn about him wherever he rode was staggering  
but Ben Snipes' men proved to still be in good health  
Ben Snipes proved once again he was the kind who could handle disaster  
he took an inventory of his assets and found he still had between 2,500 and 3,000 animals  
he also had his loyal crew who would somehow help him rebuild

Waiting only long enough to arrange for his men to take over ranch duties,  
Snipes went to Portland where he borrowed \$50,000 on an open (virtually unlimited) note  
with this loan he bought, at ridiculously low prices,  
all of the animals he could find from ranchers in the Yakima Valley  
who had resolved at any cost to leaving ranching and the Yakima Valley  
Snipes owed a lot of money, but as the season progressed it looked as though  
he would have enough marketable animals to see his way through  
eventually his sick cattle recovered and, equally fortunate for Ben Snipes, beef prices increased

#### CUSTOMS COLLECTOR VICTOR SMITH ARRIVES IN WASHINGTON CITY

Traveling from Washington Territory to Washington City  
Smith, encountered little difficulty in his efforts to move the Puget Sound port of entry  
from Port Townsend to his new town site at Port Angeles  
Smith persuaded President Lincoln to name Port Angeles and Ediz Hook as military reservations  
President Lincoln issued a proclamation -- March 6, 1862  
reserving no less than five square miles of land lying on the south side of Port Angeles Bay  
for naval, military and other purposes  
quickly plans were laid out for the construction of the new town  
although the town's population at the time was only ten,  
Lincoln called it the second National City to be available for use  
as an alternate national capital in the event Washington City fell to the Confederates  
Port Angeles was the second town site (after Washington City) planned by the federal government  
Lincoln's real reason for creating a national city at Port Angeles  
was to provide money from land sales to support the war effort  
but with all of the free land available in surrounding areas that effort was a decided failure  
Lincoln's government eventually gave up on the money-making plan -- but not the town

#### IDAHO GOLD IS GOOD FOR BUSINESS

Increases in demand for supplies provided golden opportunities for businesses  
stockmen rushed an even larger number of animals into the upper Columbia region  
traders brought more goods and supplies into Walla Walla and Lewiston  
spirituous refreshments made up a considerable part of the imports

#### OREGON STEAM NAVIGATION COMPANY EXPANDS

Took over the properties of the Oregon Transportation Company -- 1862  
including the Oregon Portage Railway on the South side the Columbia River  
where OSN completed an iron-railed road along the Oregon Portage Railway route  
and the Cascade Railway which operated along the north side of the Columbia

Freight and passenger traffic to Nez Perce and Idaho county mines was extremely heavy  
wooden rails were covered with iron strap

Oregon Steam Navigation Company prepared to build a thirteen-mile track -- 1862  
purchased fifteen miles of track and raised \$800,000 for construction  
grading was begun anew on the Portage Railway at Celilo Falls -- March 24, 1862

#### OREGON PONY ARRIVES AT PORTLAND FROM SAN FRANCISCO

New locomotive named *Pony* was shipped from San Francisco to Portland on the old steamer *Pacific*  
this wood-fired steam locomotive and its tender together weighed less than five tons  
it landed at the Couch wharf in Portland -- late March 1862  
construction engineer Theodore Goffe was still in charge of the little locomotive  
so Colonel Ruckel hired him to be its first operating engineer  
Placed on a barge, the *Oregon Pony* was towed up the Columbia River to the Cascade portage  
five boats assisted in the work: *Julia*, *Carrie Ladd*, *Independence*, *Rival* and *Mountain Buck*

#### YOUNG JACK SPLAWN TENDED THE HERD BELONGING TO MAJOR JOHN THORP

All through the bitter cold of [winter 1861-1862] at Cache Creek  
finally spring returned to the valley and Major Thorp followed to rejoin his herd  
Moving the cattle north was begun anew -- spring 1862  
this time into the wild, jumbled hills and canyons of British Columbia's Cariboo District  
(all through the summer and fall they continued driving the cattle to scattered pockets of grass  
when necessary they butchered a few for food)

#### WASHINGTON TERRITORY PACK TRAINS REACH TO THE MISSOURI RIVER

Washington Territory cattle drovers learned that the mountain trails were hard on their animals  
it was easier and more profitable to drive the herds to the head of the Cascade rapids  
(paying the portage routes for use of their bridges)  
and then load the animals on specially fitted OSN steamers for the run to The Dalles  
forty-six thousand head of cattle moved upriver by boat,  
plus substantial numbers of horses, mules, hogs and sheep [in the first eight months of 1862]

#### GOLD RUSHES COMMENCE ANEW WITH SPRING

When the long, lingering, harsh winter broke -- April 1, 1862  
prospectors rushed once again into eastern Washington Territory  
Clearwater River experienced a second rush  
during its heyday, Elk City was the center for local trade, entertainment, and the like  
an occasional stage robbery or murder, town dances and yearly horse races  
punctuated what was otherwise a simple but difficult life in the mining district



Gold deposits found in the Elk City District were followed by rich digging  
located in the Salmon River

When gold was discovered in these areas large numbers of prospectors always rushed to cash in

#### OREGON STEAM NAVIGATION COMPANY RAPIDLY EXPANDS

OSN steamboats attempted to accommodate the rush to the interior

it put a larger and better equipped steamer, the *Okanogan*, on the Columbia River  
with Captain Leonard White in command

Ephraim Baughman, who had served under White as pilot of the steamboat *Colonel Wright*,  
was made Captain of the *Wright*

(For the next twenty years OSN gave efficient service as steamers were added  
on the Snake and Clark Fork rivers above Pend Oreille Lake

it became possible to go from Portland to Lake Pend d'Oreille by steamboat  
all under the operation of the OSN)

#### FLORENCE BECAME A SUPPLY POINT FOR MOUNTAIN MINING CAMPS

Two pack trails were opened into the Salmon River Country -- 1862

Slate Creek Trail (sometimes called Salmon Trail)

cut lengthwise across Camas Prairie to the Salmon River

then up the Salmon about twelve miles continuing up and across the Bitterroot Mountains  
for fifteen or twenty miles to the prospecting areas

Mose Milner Trail was constructed by Moses Milner from the east foot of Craig's Mountain  
eastward across Camas Prairie via Grangeville and the soon-to-be ghost town of Mt. Idaho  
and began to ascent the Bitterroots at Mt. Idaho

this trail had forty miles of mountain country to pass over before reaching the gold fields  
many miles were cut through thick timber and along steep hillsides

both trails charged a toll at the rate of one dollar for saddle or pack animal

In Florence, flour was \$1.00 a pound; sugar \$1.25; coffee \$2.00; butter \$3.00; boots \$30.00 a pair  
several pack trains started for the Florence mines

which were situated in a basin on the mountains near the Salmon River

#### IDAHO GOLD RUSH BROUGHT PEOPLE FROM EAST AND SOUTH

Rush of people into eastern Washington Territory was extraordinary

Midwest gold hunters arrived by wagon over the Oregon Trail

gold-hungry men from the south traveled by trail from California, Nevada, and Colorado

prospectors traveled by boat up the Missouri River

as far as Fort Benton, Dakota Territory (Montana)

before crossing overland to the rivers of (Idaho) -- most used the Mullan Road

Mullan Road was better developed at the eastern end  
western portion reverted at best into a mule trail  
Gold rushers who arrived from the East were known as tenderfeet  
they stood at the summit of the Rocky Mountains at South Pass, Helena, and other places  
where they were faced by rugged men pressing in from the West  
who gloried in their own name: yonder-siders  
Many of the yonder-siders had often had spent twelve to fifteen years in mining the districts  
of California, British Columbia, Eastern Oregon and Washington Territory

#### POPULATION OF WASHINGTON TERRITORY AND OREGON FLUCTUATED WILDLY

Huge influx of people into the territory changed local politics  
during the peak of gold and silver rushes all normal activity stopped:  
•soldiers and sailors deserted;  
•farmers threw down their plows to try their luck in the streams and mines;  
•settlers in every village along Puget Sound dreamed of their town  
becoming the supply post for prospectors  
Gold rush almost depopulated some coastal towns  
other seacoast villages experienced temporary growth  
as ship loads of California miners arrived  
Eastern Washington grew so rapidly in population during early mining period  
excitement for a government of its own began

#### LAWLESSNESS IN COLVILLE MINING CAMPS

W.H. Watson was the first (Idaho) representative elected to the Washington Territorial legislature  
he had not been seated because the legislature had made no provision to hold an election  
he was asked to serve as the House of Representative Doorman as a consolation  
When the 1861-1862 legislative session came to an end  
Watson set out for his home in Pinkey City (northeast of Colville)  
while traveling on horseback from Olympia to home he was murdered by an Indian  
on the trail between Walker's Prairie and Camas Prairie -- spring 1862  
His killer was caught by the sheriff and bound over at Pinkey City  
at an informal hearing there a crowd of citizens and soldiers seized the Indian and hung him

#### GOLD RUSHES DID NOT STOP WITH NEZ PERCE COUNTRY

Stories of gold motivated gold-seekers to explore wherever there was a tale to be told  
Blue Bucket mine in eastern Oregon, supposedly lost, drew its share of seekers  
it was told a party of starved immigrants under Stephen Meek stumbled across gold [1845]  
Moses Splawn, younger brother of Jack Splawn currently in the Cariboo Country babysitting beef,

had an adventure of his own to report  
Moses Splawn's group had no luck with the Blue Bucket effort and discontentment rapidly grew  
as the men neared the crossing of the Snake River (into present Idaho),  
Moses recalled another legend almost as tantalizing as the tales of the Blue Bucket  
at Elk City and again near Florence Moses had encountered an Indian [1861]  
who had told him that far to the south in a circular basin  
at the head of one of the creeks that forms the Boise River  
lots of yellow dirt that excited the whites could be found  
Moses repeated the story -- it met with tempered enthusiasm but there were impediments

#### INDIANS WERE A THREAT TO TRESPASSERS

Bannock Indians, a marauding offshoot of the belligerent Snake (Shoshone) Indians,  
had slain nineteen immigrants of the Ward Party [1854]  
during subsequent years they kept up smaller raids  
they completely destroyed a train of eight wagons [September 1860]  
thirty-nine people died in that attack -- some fighting, a few simply vanishing  
five died of starvation during their panicked flight afoot  
fifteen who survived did so largely by eating the corpses of those who perished  
Moses Splawn proposed to enter Bannock Country looking for gold -- spring 1862  
only seven of the group decided to take the chance with him

#### CANADA'S CARIBOO DISTRICT MINES

Each new gold discovery brought greater numbers of fortune-seekers into the remote Cariboo Country  
about 1,500 men worked the gold fields of the Cariboo District in British Columbia  
occasionally there were sudden giddy strokes of great fortune  
this is the most famous of the gold rushes in British Columbia  
Quesnel became a town in the north portion of the Cariboo District  
several additional towns grew up, the most famous of these being Barkerville  
(now preserved as a heritage site and tourist attraction)  
other important towns of the Cariboo District gold rush era such as Keithley Creek,  
Quesnel Forks, Antler, Richfield, Quesnellemouthe and Fort Alexandria also sprung up  
All of the Cariboo District mining camps suffered from short supplies, disappointment and rumor  
but prospectors talked of getting rich quick -- not about getting rich easily  
strenuous, exhausting work was the rule of the day digging shafts in the compact gravel  
whipsawing lumber into planks for cradles and rockers and to shore-up mine shafts  
excruciating pain and rheumatism were the result of wading blue-lipped in the icy streams  
Most of all it was lonely  
even before the most vigorous days of Cariboo excitement

a British Columbia Church of England Bishop reported to the home office  
that one of the colony's greatest needs was for suitable female companionship  
in response to his plea the Columbian Emigration Society was founded in London  
under Church of England auspice young women were encouraged  
to try their fortunes in British Columbia as **respectable females, neither afraid nor  
ashamed to work as domestic servants**<sup>12</sup>

#### YOUNG ENGLISH WOMEN TRAVEL TO THE CARIBOO MINES

First contingent of twenty young ladies drawn from English orphanages left London -- April 1862  
(sixty more, heavily chaperoned, departed [June 1862]  
followed by another thirty-six [January 1863])  
their ages ranged from twelve to eighteen

One account describes the girls' arrival in Victoria  
as they disembarked from the ship two-by-two passing between lines of eager spectators  
described them as **more or less buxom, for they had been chosen with a desire to create a  
pleasing first impression.**<sup>13</sup>

Nearly half of the new arrivals were married almost at once, but it was also noted in the same account  
**...a few were disappointments and the colony would have been better off without these.**<sup>14</sup>

#### ORDER IN THE CARIBOO MINING CAMPS

One remarkable feature of the Cariboo mining camps, in the eyes of Americans, from the start  
was their orderliness thanks to Royal Governor Sir James Douglas' licensing system  
arriving hordes knew that authority existed and they obeyed the law  
sometimes to their own amazement

Scotsman, Major William Downie, the founder of Downieville,  
reported conditions in the California camps to stern, well-traveled Judge Matthew Baillie Begbie  
who reported from the forks of the Quesnel River: **...they told me [what] it was like [in]  
California in '49; why, you would have seen all those fellows roaring drunk, and pistols and bare  
knives in every hand. I never saw a mining town anything like this.**<sup>15</sup>

Two and a half million dollars came out the Cariboo District -- 1862  
(three and half million in [1863])

Disproportionate amounts of these earnings were swallowed up in freight charges  
a frantic demand for supplies meant that an uninterrupted highway had to be developed

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<sup>12</sup> David Lavender, *Land of Giants*. P. 323.

<sup>13</sup> David Lavender, *Land of Giants*. P. 324.

<sup>14</sup> David Lavender, *Land of Giants*. P. 324.

<sup>15</sup> David Lavender, *Land of Giants*. P. 324.

## OREGON STEAM NAVIGATION COMPANY ENJOYS A BOOMING BUSINESS

Hardly ever did a steamboat make the trip up the Columbia with less than two hundred passengers  
steamers transported passengers with fares running from \$1000 to \$6000 per trip  
freight was carried in such quantities at Portland

that wagons had to stand in line for blocks waiting to deliver and receive loads  
steamer *Tenino* left Celilo for the Lewiston trip

with a passenger manifest amounting to \$10,945 -- April 29, 1862

(a few trips later receipts of \$18,000 for freight, passengers, meals, and berths were reported)

## TOWN OF WALLULA BECOMES A TRANSPORTATION HUB

Settlement of the area had begun [1818] when Donald McKenzie of the North West Company  
built Fort Nez Perce as a fur trading post to control the Pacific Northwest fur trade

it was located at Wallula Gap where the Walla Walla River enters the Columbia River

When the North West Company was absorbed by the Hudson's Bay Company [1821]

Fort Nez Perce was strengthened and replaced by the first Fort Walla Walla located at Wallula

Town-site of Wallula was laid out as a transportation link -- 1862

steamer passenger service was provided between Portland and Wallula

a wagon road had to be used to reach Walla Walla from Wallula

## LEWISTON IS A BOOMING TOWN

Located at the end of the steamboat run from Portland, Lewiston was a shipping center -- spring 1862  
because of a scarcity of building materials, houses and stores

were mostly large canvas (muslin) tents boarded up on the sides from seven to ten feet high  
to keep them somewhat warm, comfortable and safe

## STEAMBOAT *COLONEL WRIGHT* TRAVELS UP RIVER TO LEWISTON

*Colonel Wright* took an unusual cargo up the Columbia River -- spring 1862

she reached the landing at Fort Walla Walla near Wallula and the mouth of the Walla Walla River  
there she waited for a few days for the ice to clear upriver

it was noted at the time: **...she was burdened with all the plunder necessary to build and equip a first-class saloon, gambling hall, and honky-tonk. The passenger list was liberally sprinkled with gamblers, bartenders, and an attractive collection of dance-hall hostesses and vaudeville entertainers. ... The word spread among the woman-hungry bachelors on nearby ranches that the *Wright's* most important cargo were perfume. The boat was besieged. In panic, Captain White cast off for the more isolated shelter of Ice Harbor. His strategy failed. By canoe, raft, and rowboat, amorous single males for miles around sought out the steamer. By the time the troupe was delivered**

at Lewiston, its manager had to send back to Portland for additional female personnel. But ranch life in Franklin, Whitman, and Walla Walla counties was a lot less lonely from then on.<sup>16</sup>

#### OREGON TRANSPORTATION LINE BECOMES THE OREGON PORTAGE RAILROAD

Construction workers laid the extra iron Captain Ainsworth had purchased in San Francisco along the Oregon Transportation Line portage route

these tracks were the same gauge as the *Oregon Pony's* wheels

*Oregon Pony*, Oregon's first locomotive, began operation with a trial trip at The Dalles along the less steep South side of the Columbia Gorge -- May 10, 1862

she pulled small flatcars back and forth at speeds up to twenty miles per hour

this was Oregon's first narrow-gauge railroad -- the Oregon Portage Railroad

Engineer Theodore A. Goffe recalled: **I was just firing up that morning before making the trial spin, when who should come along but a lot of prominent officers and stock holders of the company. There were Col. Ruckel, W.S. Ladd, R.R. Thompson, S.G. Reed, Capt. Gilman, P.F. Bradford and old John Scranton, and they all began to clamor vigorously for a ride. 'You'll get dirty,' I said, and promised to take them out next day, but O no, they wouldn't mind that; they wanted to ride on the first trip and nothing but the engine would suit them. Well, finally I had to consent, so I put the whole crowd in the tender and started out. For the first half mile all went well. But then we struck a little upgrade and the Pony began to spit water and smoke out of her stack in a regular stream. There was no cover on the cab then, and all the dirty water and cinders went right back in the tender where they were sitting. I could hear them coughing and blowing their noses, and I knew perfectly well what was taking place but I didn't dare look back and kept her going until we reached the other end of the line. Then I got down and looked at them. 'They were absolutely the dirtiest looking crowd I ever saw in my life. They wore plug hats and good clothes and their faces and starched shirts were so black and streaked you could not have told that they ever had been white. They started down to the steamer Idaho to make the most of it and have a feast in honor of the occasion, and Col. Ruckel turned and asked me to come along. I was dressed in overalls and jumper and replied that I didn't look fit. 'Lord', he said, 'I guess you look as fit as we do', so I went along and had a big blow out.**

Finally they left in the steamer, and I returned to the engine to take her back to Bonneville. I hadn't gone a mile when I came upon a crowd of 300 Indians lined up on one side of the track. Just to frighten them I pulled the whistle but they didn't stir a muscle and I blew it a second time. Then a big chief rushed down to the track and called out 'Hi you skookum, Siwash,' meaning 'Big Chief'.

I invited him aboard and he liked riding so much that I could hardly get him off again. Every

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<sup>16</sup> Timmen, Fritz, *Blow for the Landing -- A Hundred Years of Steam Navigation On the Waters of the West*, Caxton Printers, Caldwell, ID 1973.

morning for at least a year that Indian was down there waiting for the Pony to come along so he could get a ride. 'He was amusing, but not good company'.<sup>17</sup>

#### OSN'S OREGON PORTAGE RAILROAD OPERATES ON THE COLUMBIA'S SOUND SIDE

Each day the *Oregon Pony* transported 200 tons of freight from Bonneville to above The Cascades twice a week it brought from 500 to 2,000 pounds of gold dust downstream

from the Salmon River mines to Portland banks

OSN carried 24,500 miners up the Columbia River by boat --1862

she also carried 14,500 tons of freight

(OSN operated the Oregon Portage Railroad for twenty years

until it was replaced by O.R.&N. transcontinental link along the Oregon shore -- [1882])

#### SUCCESS IS ELUSIVE FOR THE OREGON PORTAGE RAILROAD

Success of the OSN helped establish Portland as the commerce center in the Pacific Northwest

However, the *Oregon Pony* was a flawed business plan for the Oregon Steam Navigation Company operation of the new locomotive discouraged the Bradford brothers

who were trying to repair their flood-ruined tramway along the northern bank of the Columbia

#### WASHINGTON LEGISLATURE CHARTERS A NEW RAILROAD

Demand for second a portage around the Cascades became so great

another way had to be discovered to haul freight around the bottleneck

Puget Sound businessmen were bitterly envious of the flood of cash OSN was pouring into Portland lacking local funds, a group of San Francisco and British Columbia capitalists was approached

scheme was developed to break the OSN strangle hold by building their own portage railroad

By a special act of the Washington Territorial Legislature

a new company was Chartered at Vancouver, Washington

by citizens of the town of Cascades to build a steam railroad with T-rails of their own

over the entire length of the Washington portage -- about seven miles

this new company was incorporated as the Cascade Railroad Company in Washington Territory

portage operator Daniel F. Bradford secured this charter

Bradford and Company was expected to build the improved portage road

to compete with their southern neighbor

#### BRADFORD BROTHERS SELL THEIR CASCADE RAILWAY TO OSN

Daniel F. and Putnam F. Bradfords' stock was valued at \$2,000,000, and each share at \$500

Bradfords owned seven hundred and fifty-eight shares and offered them at 75¢ on the dollar

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<sup>17</sup> *History of Early Pioneer Families of Hood River Oregon: Selected Newspaper Articles, Volume III.* Compiled by Mrs. D.M. Coon.

Lawrence Coe offered his 336 shares of the Cascade Railway at the same rate  
other small stockholders became alarmed and quickly followed their leaders  
every share was greedily snatched up by San Francisco capitalists  
prosperous days for the Oregon Steam Navigation Company followed  
Daniel F. Bradford sold his Charter for the Cascade Railroad Company to the OSN  
he also sold his rough, unused, roadbed along with their mules, wagons, strap-iron covered rails,  
wooden ties and other equipment for \$28,000 -- May 1862  
Bradford stipulated that the sale of the roadbed should not be effective [until May 1865]  
this date was the end of the period which Bradford and Olmstead had agreed  
to carry freight and passengers for the OSN  
Bradford's Cascade Railway had not been in use (since the year began)  
and there was no prospect of its being repaired  
so it seemed that the purpose of this provision was to retain the seven-twelfths share  
of the portage payment previously agreed upon  
now being generated by the Oregon Portage Railroad

Colonel Ruckel protested that the Bradfords were not entitled to the compensation

Dan Bradford responded (when writing to J.C. Ainsworth) **I do believe the Col. has entirely lost his judgment or he would hardly agitate such a question. As it is, it is not a matter for the Company's consideration; they have a contract with Bradford and Olmstead, it is for the latter parties to settle their own differences.**<sup>18</sup>

Bradford Company portage closed -- May 17, 1862

all freight traffic continued to be carried by the Olmstead brothers' Oregon Portage Railroad

OSN partner Simeon Reed reveled in the victory over government interference: **Hereafter the Legislature of that [Washington] Territory will be reminded that there is a 'power above them.'**<sup>19</sup>

there is more than a little doubt whether he meant the Congress of the United States  
or the Oregon Stream Navigation Company

#### CASCADE PORTAGE RAILWAY BECOMES THE CASCADE RAILROAD COMPANY

OSN took over the Bradford brothers' properties on the Washington side of the Columbia River  
principal shareholders in this company were

steamboat captains John C. Ainsworth and Lawrence W. Coe

businessman Robert R. Thompson and engineer Jacob Kamm

OSN instantly shifted their construction crews then at work on the Oregon Portage Railroad  
to the northern bank of the Columbia Gorge

More than \$800,000 was raised to pay for the trackage and to cover necessary construction costs

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<sup>18</sup> *History of Early Pioneer Families of Hood River Oregon: Selected Newspaper Articles, Volume III.* Compiled by Mrs. D.M. Coon

<sup>19</sup> David Lavender, *Land of Giants*. P. 349.



on the six mile long northern-side Cascade Railroad Company portage  
linking Lower Cascade Landing on to Upper Cascade  
Confidently the Cascade Railroad Company entered the Columbia freight business  
with one sternwheeler and machinery for two more  
(Cascade Railroad Company operated for twenty years  
until replaced by O.R.&N. transcontinental link along the Oregon shore -- [1882])

#### JOSEPH BAILEY IS THE CREWBOSS FOR OSN CONSTRUCTION ON THE NEW PORTAGE

Bailey had crossed the plains [1853] and settled at the Cascades [1854]  
he took work on the Bradford brothers' railway as a mule-skinner driving a four-mule train  
he had served as a volunteer fighter in the country east of Fort Dalles  
during the Indian crisis at the Cascades [1856]  
when he returned to the Cascades he engaged in raising hogs and selling supplies to prospectors  
in this business he accumulated a considerable amount of money  
Bailey invested \$9,000 in the Oregon Portage making his purchase from Colonel Joseph Ruckel  
OSN hired Joseph Bailey as foreman for the crew of men  
who were cutting timbers at the sawmill on Eagle Creek  
for the railway on the Washington-side portage at the Cascades -- 1862

#### JOSEPH GASTON PUSHES FOR A COASTAL RAILROAD

Pioneer railroad builder, journalist and historian Joseph Gaston came to Oregon -- 1862  
he settled in Jacksonville where he practiced law and edited the *Jacksonville Sentinel* newspaper  
Gaston next moved to Salem where he practiced law and wrote editorials for the *Oregon Statesman*  
he engaged in a long and heated controversy with opposition interests  
over railroad construction rights between Portland and California [1863-1880]

#### CATTLE INDUSTRY THRIVES EAST OF THE CASCADE MOUNTAINS

Cattle had arrived early in the Inland Empire from several parts of the country  
early on, Hudson's Bay Company had improved their herds  
by introducing purebred bulls from the British Isles  
settlers from the east had brought their best cattle with them over the Oregon Trail  
California gold rush created the first marked expansion in beef production in the West  
cattlemen looked to the Inland Empire as a suitable area in which to expand livestock production  
Discovery of gold in eastern Washington Territory and Canada  
brought thousands of gold seekers ready to buy fresh meat at any price  
Good markets, suitable climate, prevalence of grass on open government land  
all contributed to the amazing growth in range cattle in Washington Territory's Inland Empire  
mining districts received poor quality Spanish-California black cattle and Texas longhorns

livestock from western Oregon and Washington was of much better quality  
Miners' willingness to pay enormous prices for beef hastened the coming of the rancher  
one steer that brought fifteen dollars in the overstocked Willamette Valley  
was worth thirty-three dollars at Walla Walla  
At once a new rush began for the inexhaustible acres of brown bunch grass east of the Cascades

#### MEXICAN VAQUEROS ARRIVE IN THE NORTHWEST

Developed their skills after four centuries of cattle herding in New Spain  
American cowboys emerged in great numbers after the Civil War  
learned the art of handling great herds of cattle in open country,  
refinements in rope throwing, branding, and riding from Mexican neighbors  
also ideas about suitable clothing and much of the cowboy vocabulary  
Many Mexican words retained their original meaning even if the pronunciation changed  
for example: hoosegow meaning jail (*juzgado*), ranch (*rancho*), cinch (*cincha*),  
mustang (*mesteno*), lariat (*la reata*)  
Americans also shared with the Vaquaros  
Colt 45 six-shooter was as American as Bull Durham chewing tobacco,  
or roll-your-own cigarettes  
Paraphernalia varied by region  
single-cinch saddles were used in (Idaho) and Oregon  
in Montana and Wyoming riders often rode hackamore  
(halter)-broken, well-reined horses and dispensed with bridles and bits  
saddle blankets, spurs, chaps and roped varied by location  
Many cowboys developed special skills  
some were horse breakers  
some were bucking-horse riders  
others were expert ropers  
still others were expert at herding young cattle, or catching strays

#### NEW MILITARY COMPANY IS FORMED TO ESCORT WAGONS TO OREGON

New Militia Company under the command of Captain Medorem Crawford  
was formed near Omaha, Nebraska -- May 1862  
this unit was authorized by Congress to escort emigrant trains overland  
to Oregon state and Washington Territory  
officers rode horses and enlisted men rode mules  
it led emigrant a wagon train traveling to Oregon “...of twelve wagons, each drawn by six mules,  
and one ambulance drawn by four mules, with an escort of fifty mounted and armed men. The escort

**Cured their sick, fed the destitute, hauled their baggage and families, mended their wagons, hunted...settled their disputes and kept them moving until they reached the settlements.”<sup>20</sup>**

(At Grand Ronde, Captain Medorem Crawford left the train in the charge of his brother

First Lieutenant LeRoy Crawford

Captain Crawford went to Walla Walla to arrange for the disposal of military equipment

When the wagon train arrived at Walla Walla

Militia Company was disbanded and government property auctioned)

## HOMESTEAD ACT PRESENTED TO PRESIDENT LINCOLN

Homestead Act as passed by Congress was signed by President Abraham Lincoln -- May 20, 1862

This Act encouraged settlement in the Middle West

in fact, it had little influence on the frontier beyond Kansas

Land was given to **“...any person who is the head of a family, or who had arrived at the age of twenty-one years, and is a citizen of the United states, or who has filed his declaration of intent to become such’ the privilege of obtaining a quarter section of land from the government domain by paying a nominal filing fee, by residing on the land for five years, and by making certain specific improvements.”<sup>21</sup>**

Terms of the law more specifically demanded:

citizens, or aliens who declared their intention to become a naturalized citizen, were eligible

they must be age 21 or the head of a family

they had to serve at least fourteen days in the United States military

and had not taken up arms against the nation (this eliminated Confederates)

(ban against Confederates was lifted four years later [1866])

eligible resident must file for 160 acres (one-quarter section) of public land for a fee of \$10

residence or cultivation for five years after filing was required before the land would be granted

or the settler must reside for six months and pay a fee of \$1.25 to \$1.50 an acre

## MULLAN ROAD IS DECLARED COMPLETED

Captain John Mullan saw to it that improvements to road had been constantly undertaken

he remained at his work in the field until when the road was declared completed -- May 23, 1862

Total expenditure for the Mullan Road reached \$230,000

## NEW TERRITORIAL GOVERNOR FOR WASHINGTON

When John Evans declined the position of Governor of Washington Territory

President Abraham Lincoln appointed the fifth governor of Washington Territory

General William Pickering, a Republican, who will service for four years [1862-1866]

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<sup>20</sup> A.D. Richardson. *Beyond the Mississippi*. p. 480.

<sup>21</sup> Winther, Oscar Osburn, *The Great Northwest* P. 171.

William Pickering was born in Yorkshire, England and graduated from Oxford University [1820]  
he moved to Illinois and acquired property and involved himself in various businesses  
he served in the Illinois legislature [1842-1852]

where he became a personal friend and a political ally of Lincoln

William Pickering was chairman of the Illinois delegation at the [1860] Republican Convention  
Pickering was rewarded for his loyalty

he was offered the choice of being either part of the United States Ministry in England  
or Governor of the Washington Territory

Pickering chose the governorship

#### GENERAL WILLIAM PICKERING ARRIVES IN WASHINGTON TERRITORY

New territorial governor moved to Olympia -- June 1862

from the beginning, Pickering impressed the citizens of Washington Territory  
with his integrity and his ability

one of his first declarations of policy was in opposition to the shameful practice  
of legislative divorce which an annoyed legislature soon abolished

Pickering, trained as a civil engineer, immediately recognized the need

for improving transportation and communications in Washington Territory

he succeeded in securing Federal funds for military roads

Although his governorship marked an end, at least temporarily, to internal squabbles

Pickering was often called William the Headstrong by the territorial politicians

#### POLITICS CHANGES IN WASHINGTON TERRITORY

Washington Territory abruptly changed from Democrat to Republican

almost all territorial officers were appointed by Republican presidents

(President Lincoln appointed two governors: [Wallace] and Pickering

President Grant, during his term, appointed three governors)

Republican territorial governors led the new Olympia Clique

Territorial Delegates to Congress with two exceptions between [1861] and [1889]

were all Republicans

#### OLMSTEAD BROTHERS ATTEMPT TO SELL THEIR PORTAGE TO OSN

Olmstead brothers, owners of the new Oregon Portage Railroad did not relish the competition  
which would be provided when OSN took over the Bradfords' Cascade Railway

Washington-side portage would soon be a better route

than the one operated by the Oregon Portage Railroad on the south side of the Columbia

they offered to sell the portage to the OSN for \$175,000 -- this offer was rejected

Although no contract had been signed between the two parties,

OSN undertook improvements on the Olmstead brothers' Oregon Transportation Line landing located at Tanner Creek downriver from Bonneville below the Cascades was improved freight did not have to be hauled more than a few hundred yards from the lower landing lower landing was connected through the Columbia Gorge to the steamboat loading platform at head of the Cascade Rapids to make transferring cargo easier to The Dalles steamers (eventually the railway ran all the way between The Dalles and Celilo)

Oregon Steam Navigation's rebuilding of the Oregon-side portage provided better service for the:

- influxes of gold seekers;
- movement of military supplies;
- never ending arrival of settler

OSN completed the upgrading to the Oregon-side portage

now the south bank railway was built stronger and spanned a greater length than its northern counterpart which was continually plagued with washouts from annual floods coming down the river

## SLAVERY ELIMINATED FROM UNITED STATES TERRITORIES

An act of Congress forbid slavery in Federal territories but not in the states -- June 19, 1862

***“Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act there shall be neither slavery nor involuntary servitude in any of the Territories of the United States now existing, or which may at any time hereafter be formed or acquired by the United States, otherwise than in punishment of crimes whereof the party shall have been duly convicted.”***

APPROVED, June 19, 1862

This act targeted territories including Washington while ignoring states where slavery remained Confederate States, which Lincoln insisted still remained in the Union, also kept slavery alive

## VANCOUVER, WASHINGTON LOSES A LEADING CITIZEN

City founder and promoter Esther Short passed away -- June 28, 1862

She had bequeathed to the city the oldest public park (in Washington State)

(today it includes a children's playground, a rose garden, the historic Slocum House, a large fountain made of columnar basalt, a sit-by-me statue and a statue of The Pioneer Mother also a clock/bell tower in Esther Short Park's Propstra Square named for the philanthropic founder of Burgerville, USA)

## LUMBERING IN WASHINGTON MEETS DEMANDS IN CALIFORNIA AND BEYOND

Shipbuilding and the lumber industry in Washington Territory was financed by California lumber was needed to build San Francisco, Sacramento and other cities and towns

wood was scarce along the water in California and all potential harbors were blocked by sandbars

Puget Sound was free and clear of obstacles and lined with trees

Lumber ships were tied to wharves stern-to, to receive their cargo

which was loaded aboard ship green and wet by Indian Stevedores

shipping was charged by the board foot -- not by weight

lumber dried and became lighter on the way to California

Andrew J. Pope and Captain William C. Talbot had operated in Washington [since 1853]

they bought out their associates and moved to San Francisco

Cyrus Walker was sent to Washington Territory as a partner and mill manager

he was the leading Washington lumberman for the next forty years

California's market was unpredictable

busts were more numerous and more dramatic than the booms

Washington mills looked to Hawaii for a market

#### DESIRE FOR A TRANSCONTINENTAL RAILROAD IS STRONG

First trains began to run in America along the East Coast in the [1830s]

America's railway networks extended throughout the East, South and Midwest by the [1840s]

the idea of building a railroad across the continent to the Pacific coast gained momentum

following the Mexican-American War [1846-1848] and increased

when California territory was annexed

discovery of gold in California [1848] and California statehood [1850] fueled the desire

Congress sponsored numerous survey parties during the [1850s]

to investigate possible routes for a transcontinental railroad

no particular route became a clear favorite as political groups were split along geographic lines

over whether the route should be a northern, central or southern one

#### CONGRESS PASSES THE PACIFIC RAILROAD ACT

For more than ten years many political leaders had wanted a transcontinental railroad

but the North-South rivalry over proposed routes blocked action by Congress

After the outbreak of the Civil War

Northern leaders found themselves in control of a smaller Congress

with the Confederate States no longer there to advocate their position

of a southern transcontinental railroad route

Congress quickly passed the Railroad Act to link the nation East and West

while the nation was splitting apart North and South

United States House of Representatives passed the Pacific Railroad Act officially entitled

**“AN ACT to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific ocean, and to secure to the government the use of the same for postal, military, and other purposes.”** [May 6, 1862]

followed the United States Senate [June 20, 1862]

President Abraham Lincoln, himself a railroad attorney, strongly supported a Pacific Railroad Act he signed the bill into law -- July 1, 1862

Pacific Railroad Act established two railroad corporations to construct the transcontinental route

Central Pacific Railroad would build from the west toward the east

Union Pacific Railroad would lay track from the east toward the west

other rail lines were encouraged to build feeder lines to link with the main line

Pacific Railroad Act required each company to build only fifty miles of track in the first two years after that, fifty miles more were required each year

each railroad company received a subsidy of \$16,000 per mile to build over an easy grade, \$32,000 per mile in the high plains and \$48,000 per mile in the mountains

this payment was in the form of government bonds that the companies could resell to allow the railroads to raise additional money, Congress provided additional assistance to the railroad companies in the form of land grants of federal public lands

companies were granted 400-foot wide right-of-way

plus five sections of land (3,200 acres) adjacent to the track

for every mile of track laid in states

and ten sections of land (6,400 acres) per mile of track laid in territories

to avoid a railroad monopoly on good land, the land was not given away

in a continuous swath but in a “checkerboard” pattern, leaving public land in between that could be purchased from the federal government

Land grant railroads received millions of acres of public land

they sold construction bonds based on the value of the land and sold the land itself to settlers proceeds from these sales were used to build their railroads

total area of federal and state land grants to the Union Pacific and Central Pacific railroads was larger than the area of the state of Texas

federal government land grants totaled about 203,128,500 square miles

state government land grants totaled about 76,565,000 square miles

(Oregon Territorial legislature had authorized four companies to organize to build railroads in the Willamette Valley as early as [1853-1854]

but nothing came of these projects, primarily because of lack of capital)

the race was on to see which railroad company could build the longest section of track and thus receive the most land and government bonds

**RAILROAD ACT CONFLICTED WITH THE HOMESTEAD ACT**

Terms of the Railroad Act passed by Congress conflicted with the Homestead Act which stepped up agricultural expansion wherever free land was available but often it was not possible to homestead more than eighty acres of public land in a location because alternating sections of land were owned by railroads and were held by them

#### THE MORRILL ACT OF 1862 OPENS COLLEGES TO THE PUBLIC

Morrill Act was also known as the Land Grant College Act this provided a major boost to higher education in America Act was introduced by Vermont Congressman Justin Smith Morrill who wanted to assure that education would be available to all social classes it was signed by President Abraham Lincoln -- July 2, 1862 Morrill Act as signed by Lincoln gave each state (except for Confederate states) 30,000 acres of public land for each of their senators and representatives in Congress this land was to be sold and the money from the sale of the land was to be placed in an endowment fund which would provide support for colleges in each of the states These newly founded colleges improved the lives of millions of Americans

#### OREGON STEAM NAVIGATION COMPANY RECEIVES NEW COMPETITION

Walla Walla businessmen Levi Ankeny, Dorsey S. Baker, Captain Baughman and several others put a new steamboat, *Spray*, on the Columbia River -- July 1862 this steamer operated successfully for several months

#### CAPTAIN LEONARD WHITE IS RELIEVED OF HIS COMMAND

Captain John C. Ainsworth, OSN's president, concluded Captain Leonard White was overpaid Captain White did not agree and refused to take a pay cut Captain White was relieved of his command he was replaced by Sacramento steamboat Captain Thomas Stump at a salary of \$300 a month (Captain White eventually made his way to the upper Columbia River to build a boat of his own)

#### WARREN'S CAMP TURNS UP RICH DIGGINGS

During the summer prospecting parties left Florence in search of new diggings James Warren, a college graduate who was also known as a shiftless man, and a petty gambler was accompanied by Matt Bledsoe and a few others on a prospecting expedition into the Salmon River Country -- July 1862 Trail from Florence led down to the Salmon River, across it, and on for several miles up a mountain it continued past Marshall Lake and over the Continental Divide to Warren Creek Warren established camp about thirty miles south of Salmon River in Idaho County this small camp was christened Warrens' Diggin's



Warrens' Diggin's proved to be a rich find where up to sixty ounces a day to the rocker was taken out unlike the Florence mines the Warrens' Diggin's were rich as well as deep  
this proved to be one of the most valuable discoveries made  
(Warren District diggings outlasted the Florence mines  
when placers were exhausted in the creek bottoms hydraulic mining equipment was brought in  
which yielded returns nearly as rich as the placers)

#### MINING OPERATIONS INCREASE IN SIZE AND COMPLEXITY

To get to gold that was deep in the ground, miners had to sink shafts into the ground  
and run tunnels into the hillsides

Shafts went straight down like a well

miners raised the rock and gravel up to the surface using a windlass and a bucket or tub  
miners who had dug shafts into the ground often faced the problem  
of with water seeping into the shaft and flooding it

Tunnels were dug horizontally into the side of a hill or at the bottom of a gulch or a ravine  
through which rivers once flowed  
sides and the roof of the tunnel had to be supported against cave-ins by the use of heavy timbers  
rock and gravel would be removed from the tunnel using either wheelbarrows  
or a narrow rail track and a rail car

Quartz mining as it was called required large investments of money:

- bigger machinery to work the mining sites;
- stamp mills had to be constructed to crush rock to remove the ore;
- transportation improvements were required to move rock from the tunnels to mills  
and to bring machinery and supplies into camp
- construction of a large wooden Cornish Wheel provided safety  
(this device looked like a small Ferris wheel)  
water flowed to the wheel using flumes

then poured onto the top of the wheel over its shelves making the wheel turn  
to power a rocker arm which in turn pumped water from the mine shaft

quartz miners worked for wages and were thus less independent and mobile

#### SEARCH FOR GOLD CREATES UNBRIDLED ENTHUSIASM

By this time the prospecting claims in Florence had been pretty well worked out  
there were several thousand people in the town

many of whom did not own any mining property and could not get work

they were ready to rush to any excitement, and especially to the rough mountains

it seems miners and newcomers are more anxious to rush to some inaccessible camp  
than to a mining camp easy to access

excitement far beyond reasonable was generated in Florence regarding new rich diggings  
Several expeditions were organized to go prospecting in a southerly direction across the mountains  
one of the first was headed by George Grimes who led the party through the mountains  
with John Reynolds, D.H. Fogus, Moses Splawn and three others  
another party started with Relf Bledsoe as Captain accompanied by Abner Calloway and others  
third party was led by Captain Jeff Standifer  
yet another party left Florence and Buffalo Hump forty miles away became their destination  
Each party had to go through the eastern part of Washington Territory and eastern Oregon State  
to get into the southern eastern Washington Territory (Idaho) region to prospect

#### MANY GOLD SEEKERS WERE SUPPLIED BY FRIENDS

Each prospector had to have a small outfit of food, camping gear, tools, tobacco, etc.  
those who had no money to purchase an outfit of their own  
would get some friend who could not go himself to outfit him  
with the promise of a portion of what was found  
this was called grub staking  
it was understood the prospector  
was to divide whatever he found with the man who staked him,  
and do the necessary legal recording and work to hold the claim or claims  
those who could acquire horses packed them with the necessary supplies for Buffalo Hump  
those who could not get horses or mules had to pack their outfit on their backs  
many carried one hundred pounds -- it was indeed a hard trip

#### PROSPECTING FOR GOLD WAS A DIFFICULT LIFE

(Brothers James and Granville Stuart had gone to California with their father in search of gold [1852]  
this was the eldest Stuart's second trip and the rainy winter sent him, once again, back to Iowa  
his sons, James at age nineteen and older by a year, stayed on in the Sierra foothills  
they made the acquaintance of a fever-ridden, destitute prospector -- Rezin Anderson  
they called him Reece and nursed him back to health  
this trio became inseparable as they sporadically fought in Indian Wars and prospected together  
James and Granville Stuart and Reece Anderson  
visited Deer Lodge Valley, Dakota Territory (Montana)  
they investigated the area briefly digging a few prospect holes in search of gold [1858]  
after finding no success, fearing Indian attack and running low on supplies  
they gave up and left the area and decided to go home to Iowa  
they never got there as Granville became desperately ill  
at Malade Creek, a branch of Bear River, in southern Washington Territory (Idaho)  
James and Reece stayed during the seven week convalescence

An old mountain man, Jake Meeks, lived in the Malade Creek area and made their acquaintance when Granville was strong enough he suggested they move to the Beaverhead River Valley to avoid trouble between the Mormons in Salt Lake City and the U.S. military James, Granville, Reece and Jake Meeks were forced to spend the winter [1861-1862] in the Beaverhead Valley with a small contingent of scattered, displaced mountain men their supply of dried meat was gone and they had no intention of eating their herd -- spring 1862 thus it became necessary for James and Granville Stuart and Reece Anderson to go hunting -- they chose to hunt the grassy uplands of the Deer Lodge Valley

#### OUTLOOK IMPROVES FOR JAMES AND GRANVILLE STUART AND REESE ANDERSON

In the Deer Lodge Valley James and Granville Stuart and Reece Anderson found their old prospect holes [dug in 1858] they also found a new road which intersected with several Indian trails there Major George A. H. Blake's 300 men of the U.S. First Dragoons had recently passed by on the Mullan Road to the three prospectors a road meant immigrants Stuart brothers and Anderson started a ranch along Benetsee Creek (later named Gold Creek) on the American Fork of the Hell Gate River

#### GOLD WAS DISCOVERED EVEN FURTHER EAST IN WASHINGTON TERRITORY

Gold was discovered in the Deer Lodge Valley in the vicinity of James and Granville Stuart's and Reece Anderson's ranch on the American Fork of the Hellgate River Granville Stuart and his brother James along with Reece Anderson are credited with finding the first deposits of gold in (today's Montana) James and Granville Stuarts' Party opened the door to gold prospecting in (Montana) When word got out the small, haphazard, inevitable town of Gold Creek grew up around their cabin territorial legislature meeting in far off Olympia designated the region around Gold Creek as Missoula County -- [summer 1862]) Granville Stuart met friendly, outgoing Henry Plummer once on the road like everyone else Stuart instinctively liked Plummer and invited him to the Gold Creek ranch, they played poker all night as James lost twenty-two dollars while Stuart repaired Plummer's broken shotgun for him

#### GOLD FOUND ON GRASSHOPPER CREEK IN WASHINGTON TERRITORY (IDAHO)

Group of Colorado prospectors calling themselves Pikes Peakers were looking for gold they camped by a stream originally named Willard Creek or so it was named by the Lewis and Clark Expedition when they came through [1805]

Surrounded by swarms of grasshoppers John White, Charlie Reville and William Still and other members of the Pikes Peakers sifted through the sand of the stream (which they later named Grasshopper Creek) they found part of the biggest gold strike in (Idaho) history -- July 28, 1862 Gold strike on Grasshopper Creek set off a rush of more than 500 people

#### ANOTHER RUSH TO BANNOCK GOLD FIELDS

Gold Creek placer fields around James and Granville Stuart's and Reece Anderson's Gold Creek Ranch proved to be mediocre and were playing out news of the strike at Grasshopper Creek traveled fast reaching the Gold Creek prospectors New discovery proved to be the greatest rush to the West since the California Gold Rush in [1848] Gold Creek camp moved almost en masse due south of American Fork -- summer 1862 gold rushers lived in tents, caves, dugouts, shanties, huts, and wagons a shantytown of tents and shacks called Bannock City sprang up literally over night Leaving Reece Anderson to run the Gold Creek Ranch both Stuart brothers followed the rush and set up a butcher shop in Bannock City which they supplied with their own beef

#### BANNOCK GOLD IN WASHINGTON TERRITORY IS UNIQUE

Bannock's gold was unlike that found in other gold strikes Grasshopper Creek's gold was 99-99.5% pure -- usually gold nuggets were only 95% pure Excitement and interest spread until a fever height was reached -- 1862-[1864] extremely rich placer and quartz mines developed at such places as: Deer Lodge, Confederate Gulch and Stinking Water Creek Gold Creek (Montana's first gold town) especially the Grasshopper Creek Diggings Bannock quickly became known as the New Eldorado of the North Rushes of gold-hungry men raced from find to find spreading disorder and lawlessness as they went 2,500 miners were at the diggings -- August 1862 since the gold camp of Bannock City was where most of the action was taking place Henry Plummer set out for new pickings though he probably had little interest in geography or history his trip took him across the Continental Divide past the headwaters of the Beaverhead River

#### BANNOCK CITY IS A BOOM TOWN

People who rushed to Bannock were not only miners they also included many deserters from both sides of the Civil War, outlaws and businessmen also rushed -- intent on profiting from the many newcomers These early settlers arrived by wagon, stagecoach, horseback, steamboat, and even on foot

in search of making their fortunes  
Not anticipating the harsh winter, many came ill-prepared  
lack of supplies created a great hardship for these early pioneers  
As in most mining towns Bannock City's population consisted of mostly men  
with the notable exception of saloon girls and painted ladies  
for the few wives living in camp,  
dances were the only social activity and relief from household duties

#### MULE TRAINS SUPPLY PROSPECTORS IN THE BITTERROOT MOUNTAINS

Packing business experienced its greatest growth in the eastern-most reaches of Washington Territory  
even before any wagon freight line could be organized to provide service  
pack animals moved supplies westward from Fort Benton,  
which could be reached by river from St. Louis, to the (Montana) mining camps  
pack trains from the East competed with those from the West

#### CAMELS ARE UNSUCCESSFULLY USED AS PACK ANIMALS

United States War Department attempted to sell camels at auction at a minimum price of \$1,200  
twenty-one animals were placed in service on the Cariboo Road in British Columbia  
they made regular trips for a year or so  
others camels were used in eastern Washington Territory  
two camel trains made trips over the Umatilla-Boise-Bannock City Trail  
but not with great success  
still another train of about six camels was used over the Mullan Road  
but one by one these animals disappeared

#### CUSTOMS COLLECTOR VICTOR SMITH RETURNS TO PORT TOWNSEND

Small, familiar, former lighthouse tender now in the Revenue Cutter service came into view  
side-wheel steamboat *U.S.S. Shubrick* rounded Point Wilson and approached the town  
she jockeyed up to Fowler's Wharf that warm, overcast evening in early August  
as a crowd gathered down the gangplank came Customs Collector Victor Smith  
returned from his visit to Washington City

No one stepped forward to welcome him

in silence the people of Port Townsend let him pass

in silence he walked toward the customs house

Temporary Customs Collector Lieutenant Merriam was told that Smith was coming

he put the government records in the safe, locked it, and dropped the key in his pocket

then he locked the custom house door and waited

Victor Smith approached the deputy collector and announced himself ready to resume his duties

Merriam said he could not permit Smith to assume the duties -- Smith asked why  
Merriam said Smith was a felon and an embezzler  
it had been Merriam's painful duty to write the report revealing that sad fact to their superiors  
Smith informed his deputy he had explained everything to Treasury Secretary Simon Chase  
Merriam still refused to deliver the keys to the door or the safe  
he would await official confirmation of Smith's story before letting him back into the office  
Victor Smith turned and walked back to the Revenue Cutter *Shubrick*  
he ordered the ship's skipper, Lieutenant Wilson, to clear the deck for action  
Lieutenant Wilson walked to the customs house an hour later  
he was a pleasant young man with a soft voice and a courteous manner  
Wilson said it was his unpleasant duty to tell Merriam he had orders from Collector Smith  
he was instructed to load the cutter's twelve-pounders with double shot  
they were at this moment trained on the custom house  
if the records were not surrendered within fifteen minutes the bombardment would begin  
those residing nearby should leave their houses  
after a quick meeting with the city council Lieutenant Merriam gave up the keys  
Crewmen from the *Shubrick* loaded up all of the government records and carried them to the cutter  
which quickly cast off and moved out into the bay  
Customs Collector Victor Smith proceeded to set up office aboard the revenue cutter  
Next morning a delegation of citizens rushed off to Olympia to see the Territorial Governor Pickering

#### INVESTIGATION INTO EVENTS AT PORT TOWNSEND

Governor William Pickering selected a delegation of officials to, as he reported to the legislature,  
study “**the complicated and delicate questions of law and conventional usage, or professional  
etiquette, always to be rightfully observed between officers representing coordinate branches of the  
same government.**”<sup>22</sup>

After talking to the outraged citizens of Port Townsend, United States Commissioner Henry McGill  
issued warrants charging Victor Smith and Lieutenant Wilson with assault with intent to kill  
United States Marshal deputized a posse to row him out to the *Shubrick*  
which had reappeared off Port Townsend  
U.S. Marshal boarded the cutter but he could not find Victor Smith  
he did locate Lieutenant Wilson and read the warrant to him  
Wilson refused to accept it,  
arguing that he could not be served with a warrant on the deck of a government vessel  
U.S. Marshal rowed ashore to ask what to do next as the *Shubrick* steamed away

#### GOOD AND BAD LUCK IN THE BOISE BASIN

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<sup>22</sup> Murray Morgan. *The Last Wilderness A History of the Olympic Peninsula*. P. 48.

George Grimes led a party composed of John Reynolds, D.H. Fogus, Moses Splawn and three others  
they traveled cautiously toward the Snake River in search of gold  
along the way they recruited another party of wanderers to join them  
however, quarrels shaved the number back down to eleven  
who were the first to reach (what is now called Boise Basin)

About forty miles north (of today's Boise) they found a circular, tree-rimmed basin on Moore Creek  
that looked exactly as the Indians had told Moses Splawn it would  
and exactly like many other mountain basins looked  
eagerly they dug shallow prospect holes in a creek (near where Pioneer City was afterward build)  
just as a whoop of joy announced dazzling colors in one of the pans, the Indians attacked  
George Grimes was killed by an Indian while washing a pan of gold in this creek -- August  
rallying, the other prospectors drove the natives away  
they hastily buried Grimes in his own prospect hole and fled to Walla Walla

#### PACK TRAINS FROM FLORENCE SUPPLY THE WARREN DISTRICT

Many mule skimmers were engaged in running pack trains between Lewiston and Florence  
they purchased cargoes of goods in Lewiston at greatly increased prices  
then hurried these goods on their pack animals into Florence expecting to get big prices  
unfortunately when they reached Florence they learned that except for Warrens' Diggins'  
placer mines in the region were a complete failure  
only a few low grade quartz ledges were found instead of the rich placer mines they expected  
Demand for goods in Florence was very limited and the prices offered by the merchants  
were about the same as the packers had paid in Lewiston  
this was very discouraging so many of the packers went to other prospecting sights  
some packers returned to the mining camps on the Clearwater, Oro Fino and Pierce City  
while others traveled back to Florence or the Salmon River mines

#### FEUD BETWEEN PORT TOWNSEND AND PORT ANGELES CONTINUES

Port Angeles saw the construction of a new wooden structure built to house the Customs Office  
old growth forest surrendered to axes and saws as land developers graded streets  
embryo settlement of Port Angeles seemed to have a bright, prosperous future ahead  
Customs Collector Victor Smith sailed on the *Shubrick* back into Port Townsend harbor  
he added insult to the previous injury by forcing hospital patients and staff out of Port Townsend  
these people were transferred to the ship which became a floating hospital  
until a hospital could be completed in Port Angeles  
Financial records maintained by Lieutenant Merriam in Victor Smith's absence  
were found to be \$1,800 short -- the amount Victor Smith earlier had been forced to pay  
to clear his own embezzlement charge

Lieutenant Merriam was tried and found guilty of embezzlement  
Victor Smith succeeded in moving the Customs Office to Port Angeles  
where the political climate was more in his favor

#### BRIGADIER GENERAL ISAAC INGALLS STEVENS KILLED IN BATTLE

(Following the Union Army defeat at the Civil War First Battle of Bull Run [July 21, 1861]

Isaac Stevens was commissioned in the Army again

this time, he was colonel of the Seventy-ninth New York Volunteers

known as the Cameron Highlanders due to the large number of Scotsmen in the regiment

he was promoted to brigadier general [September 28, 1861]

General Stevens was transferred with his IX Corps division to Virginia

to serve under Major-General John Pope in the Northern Virginia Campaign

and the Second Battle of Bull Run

General Isaac Ingalls Stevens faced the enemy at the Battle of Chantilly

after picking up the fallen regimental colors of his old New York Regiment,

he shouted “**Highlanders, my Highlanders, follow your general!**”<sup>23</sup>

charging on horseback with his troops, Stevens was struck in the head by a bullet

he died instantly in battle -- September 1, 1862

Isaac Steven’s son, Hazard Stevens, was injured twice during the same battle at Chantilly

but he recovered to later become a U.S. Army General himself

(after the Civil War Hazard Stevens returned to the Pacific Northwest)

#### SUPPLIES FOR THE WARREN DISTRICT

Judge J.W. Poe, a store keeper in Florence, dispatched Joseph Haines with a stock of goods

he was the first to enter the Warren District with a mercantile pack train -- September 8, 1862

Prospectors helped Haines build a cabin, and before night the first store in the new district

was standing at the mouth of Slaughter Creek

Several thousand men rushed into Warren District

another settlement which sprang up nearby was named Richmond after the Confederate capital

Unionists, not to be outdone, established still another settlement a mile below,

and gave it the name Washington

(but the population fell to 1,000 and Richmond did not survive -- [fall 1862])

#### FREE MASONS ARRIVE IN WASHINGTON TERRITORY

First meeting of the Masons in the territory took place -- September 23, 1862

three brethren Nathaniel P. Langford, David Charlton and George Gere,

all members of Minnesota lodges were traveling overland

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<sup>23</sup> William Todd, *The Seventy-Ninth Highlanders, New York Volunteers in the War of Rebellion*, P. 220.



they camped along the Mullan Road at the summit of the Rockies  
there they went through the ritual of opening and closing a lodge

#### UNIVERSITY OF WASHINGTON OPENS FOR A SECOND TERM AS A HIGH SCHOOL

Mrs. V. Calhoun became Professor Asa Mercer's assistant -- October 10, 1862

When the door opened the first student appeared with sufficient preparation for college level work

Professor Asa Mercer became the university's president -- October 20

since the other fifty-nine pupils were taking elementary and secondary classes

Mercer's presidency was a rather hollow honor

Professor and President of the Territorial University traveled around Puget Sound

offering to pay young men \$1.50 a cord for split cordwood as payment for part of their tuition

when Asa Mercer was forced to be absent Dillis B. Ward or C.B. Baley filled in as principal

#### GOLD RUSH TO BOISE COUNTRY

Moses Splawn, John Reynolds, D.H. Fogus and three others reached Walla Walla

where the lure of gold they carried proved to be stronger than fear

News soon went throughout the region that rich placer mines had been found in the Boise Basin

prospectors wild for gold poured into the region -- fall 1862

within months a reputed fifteen thousand people crossed the 300 miles from Walla Walla

Boise Basin proved to be the most significant gold mining district in Eastern Washington Territory

work of prospecting, locating claims, and building cabins was carried on at a lively rate

many of the miners whip-sawed lumber to build rockers and sluices boxes

to wash out the dirt and gravel from the gold

merchants came with pack trains loaded with provisions, mining tools, clothing, and other goods

North of the Snake River the on-rush of gold-seekers crushed the Indians

towns of Centerville, Placerville and Idaho City sprang up as if by magic

houses were small and built of rough lumber, just as it came from the sawmill

merchants usually built underground cellars at the rear end of their buildings

where they kept large quantities of goods to protect it from fire

#### CAPTAIN RELF BLEDSOE IS A LEADING CITIZEN OF THE BOISE BASIN

(Captain Bledsoe, after serving in the United States Army in California

resigned to become special Indian agent at the mouth of Yaquina Bay

leaving that position he eventually became engaged in buying cattle

and drove his herd to market in Olympia

Oro Fino excitement brought him to Lewiston where he arrived [July 1861]

he was the first merchant at Elk City and sold the first goods there

to better supply the region he became connected with a large mercantile house in Florence)

Captain Relf Bledsoe was elected joint Washington territorial representative  
from Idaho and Nez Perce counties -- 1862

#### MAJOR GOLD STRIKES IN THE BOISE BASIN

After the discovery in the Boise Basin, Captain Relf Bledsoe  
led a company of sixty-six men across the mountains -- fall 1862  
Lieutenant Jeff Standifer and eight men formed an advance guard ahead of the main body  
this scouting party was attacked by Indians  
Captain Bledsoe then took thirty men, leaving the others with the pack train,  
they fought the Indians until nightfall stopped the clash  
pack train camped on Little Meadows for the night  
Captain Bledsoe, reunited with the pack train, continued on their way  
(to the point on the Boise River where the city of Boise now stands)  
Captain Bledsoe and his men continued on to the Boise Basin  
where they found Marion Moore and his party who had arrived four days previously  
Recent arrivals pitched their tent and Captain Bledsoe and Tom Hart tried their luck  
(in the vicinity of Placerville about a half mile below the present site of the town)  
it was said that Captain Bledsoe and his party washed out the first pans of dirt  
that were ever washed in the famous old mining district  
this yielded a value of about twenty-five cents  
Within a few days, Captain Jeff Standifer and his party accompanied by some others  
made their camp near where (Idaho City now stands)  
(Idaho City was formerly called Bannock before the name was changed by act of legislature)  
After looking over the country in this vicinity Captain Bledsoe started for Olympia, Washington  
to attend the meeting of the territorial legislature  
(while there he framed the bill that organized Boise County)

#### CITY OF BOISE BOOMS INTO EXISTENCE

Boise City was founded along the old Oregon Trail in the shadow of Fort Boise -- 1862  
climate was mild in the area of Fort Boise  
quickly a roaring supply and farm town sprang up beside the post  
Boise City alone had an estimated population of 15,000 to 20,000 -- 1862  
this was far too populous and well-armed a town for Indian even to dream of attacking it  
(two years later Boise became the territorial capital)  
Other towns boomed into existence: Centerville, Eagle City, and Pioneer City

#### BOISE CITY BECOMES A SUPPLY CENTER

At first everything had to be packed into the Boise Basin Owyhee mining districts by mule train

except for small quantities hauled in by wagon from Salt Lake City  
Many pack trains loaded with merchandise of all kinds were on the Umatilla Road  
hundreds of pack animals were needed to handle this work  
for in addition to taking care of immediate demands  
merchants and miners had to store up supplies for winter months  
when travel almost completely ceased

#### BOISE BASIN REQUIRES LARGER OPERATIONS TO MAKE MONEY

It soon became obvious that a single miner working his claim alone with a pan or sluice box  
was not a profitable venture  
partnerships were formed and ditches were dug  
water from higher elevations was brought roaring into the basin  
with enough force to literally move mountains  
Timber suitable for making lumber was found nearby  
sawmills were soon brought in and set up -- presently these mills were running day and night  
lumber was taken from the mills as fast as it was cut  
at prices ranging from one to two hundred dollars per thousand feet  
every foot of lumber cut through the night was taken away by the next morning's sunrise  
all of the lumber cut through the day was immediately built into some kind of house, store  
flume, sluice box or rocker

#### SEARCH FOR GOLD SPREADS BEYOND THE BOISE BASIN

Prospectors were scouting far and wide in the Warren District searching for riches  
rush for riches reached south across the Snake River where placer locations were  
Buffalo Hump, Newsome and Thunder Mountain regions became objectives for prospectors  
camps sprung up on the Clearwater, Salmon, Boise, John Day, and Burnt rivers,  
on the Powder, Kootenai, Deer Lodge, Beaverhead rivers  
also on the Prickly Pear River and other places

#### FATEFUL ROBBERY ON THE FLORENCE-LEWISTON ROAD

Brothers Joseph and John Berry operated a pack train between Lewiston and Florence  
a distance of about 110 miles  
they had delivered freight and collected about \$2,000  
On their return toward Lewiston they were accosted by three masked men and robbed  
they recognized two of the robbers as Dave English and William Peebles  
(Berrys soon learned the third robber was Nelson Scott)  
All three men rode together for some distance arriving below Lewiston when they separated  
Scott and Peoples going to Walla Walla

English headed toward Wallula at a leisurely pace

When the Barry brothers reached Lewiston, the citizens there decided to chase down the criminals  
Joseph Berry, knowing the habits of the bandits, rode to Wallula looking for Dave English

#### OUTLAWS CAME FROM ANYWHERE

Dave English, along with his parents, lived for many years in Benton County, Washington Territory  
he was a large, thick-set, handsome, powerful man, with a black beard and commanding manners  
one of his gray eyes appeared to be cockeyed

known as a reckless man, he devoted his time to drinking, horse-racing and fighting

Billy Peoples was a little black urchin about four feet high who looked the villain that he was  
he came to Oregon with Marshall's Circus, the first one to reach the Pacific Northwest  
he had been a drunkard all of his life

Nelson Scott lived in Linn County, Oregon and was a generous light-hearted man

he was tall, slim, brown-haired, with features as fair and delicate as those of a woman

he married a beautiful girl but became addicted to drink

English and Scott were both large, handsome men

#### EXPRESS COMPANY COMPETITION REACHES INTO THE PACIFIC NORTHWEST

Three giant companies ruled the field:

- Overland Mail Company Wells, Fargo & Company,
- Overland Mail Company,
- Holladay Overland Mail and Express Company

Wells Fargo & Co. rushed customers' important business mail [beginning in 1852]

by any means available: steamship, railroad, and where the railroads ended, stagecoach  
at first Wells Fargo contracted with independent stageline owners to provide service  
several routes with relay stations and frontier forts operated

north of Albuquerque, New Mexico Territory

Wells Fargo incorporated smaller stagecoach operations into their own company

Overland Mail Company, nicknamed the Butterfield Line after its president John Butterfield,  
carried the U.S. Mail between St. Louis and San Francisco in 25 days [1857]

Overland Mail opened a second route, the Oxbow Route, which ran for 2,757 miles

through the Southwest via Fort Yuma, Arizona to El Paso, Texas ending in Los Angeles  
this route was 600 miles longer than the central and northern routes

running through Denver, Colorado and Salt Lake City, Utah

however the southern route was free of snow

passenger fare one way was \$200 with most stagecoaches arriving twenty-two days later

Overland Mail also linked Los Angeles up California's Central Valley to San Francisco

Holladay Overland Mail and Express Company was operated by Ben Holladay

he began delivering freight between Missouri and Utah on a shoestring  
he used an outfit of surplus oxen and equipment which he bought from the army  
at the close of the Mexican War [1848]

Holliday purchased the huge but failing Central Overland California and Pikes Peak Express  
from Russell, Majors and Waddell to protect his investment in the company --1862  
for the price of \$100,000 he found himself owner of 1,200 miles of unprofitable stage route  
he improved Central Overland's equipment and livestock  
and changed the name to Holladay Overland Mail & Express Co.

Ben Holladay developed an elaborate transportation system  
as he spread remorselessly across the West  
such as his stage route from The Dalles 2,000 miles to Atchison, Kansas  
this journey took three weeks to complete  
he was known as the "Stagecoach King" and the "Napoleon of the West"  
both titles were accurate

#### CALIFORNIA TRADE WITH THE EASTERN WASHINGTON TERRITORY MINING DISTRICTS

California trade traveled east over three routes:

- old Overland Trail through Nevada;
- newer roads built across the mountains from the upper Sacramento Valley  
for the express purpose of capturing the Boise market;
- or by coastal vessels to Portland  
then up the Columbia by OSN boat through the coastal mountains to The Dalles or Umatilla,  
before continuing along the Oregon Trail to the Boise Basin  
or traveling on to Fort Hall where traffic destined for (Montana) turned north

#### BEN SNIPES DELIVERS HIS HERD TO THE GOLD FIELDS

On his next profitable drive to the gold region

Ben proved to be almost the sole supplier in the market -- fall 1862

this time on the way home Ben noticed he was being followed and watched

using his Indian cowboys as a distraction, Snipes grabbed the heavy bags of gold

he rode only at night until he reached the safety of the bank in Portland

he deposited almost enough gold dust to clear his loan -- 1862

once more he could think of himself as the Northwest Cattle King

(Again Mother Nature inflicted a second severe winter on the Yakima Valley [1862-1863]

fully 28,000 head perished in the snow and storms -- cattle were again in short supply)

#### OSN COMPLETES THE PURCHASE OF THE OREGON PORTAGE RAILROAD

Harrison Olmstead and D.H. Olmstead realized that their *Oregon Pony* would soon be outclassed

by a full-scale iron horse operated by the OSN's Cascade Railway Company  
Oregon Steam Navigation Company and Harrison Olmstead reached a financial agreement  
deeds conveying title to the Oregon-side portage to OSN were drawn -- November 6, 1862  
Sale price to be paid by OSN was settled at \$155, 000

William Ladd and Charles Tilton, who had financed earlier improvements, received \$106,000  
remaining \$49,000 was divided among the following owners:

Olmstead, Ruckel, Captain McFarland, Captain J.O. Van Bergen and Joseph Bailey

With this purchase, the OSN acquired both of the existing portage routes  
one on the north and one on the south side of the Columbia Gorge  
these were consolidated into OSN's Columbia Gorge portage monopoly

#### OSN APPOINTS A NEW SUPERINTENDENT AT THE COLUMBIA GORGE

When the Oregon Portage was sold, D.H. Olmstead was replaced by OSN

Joseph Bailey was appointed superintendent

among his employees at the Eagle Creek sawmill was John Stevenson [a pioneer of 1853]

When a cook was needed at the sawmill John Stevenson's sister, a widow with three small children,  
was hired and proved to be a famous cook and housekeeper  
she became so necessary to Joseph Bailey's happiness that they were married

#### OREGON STEAM NAVIGATION COMPANY OPERATES BOTH PORTAGE ROUTES

*Oregon Pony* remained in operation on the Oregon side of the Columbia River  
while OSN reconstructed and improved the portage railroad on the north side of the river  
six miles of track was improved to five-foot-gauge  
this standard would allow for operation using steam locomotives

Defunct Cascade Railway was put back into service -- now as the Cascade Railroad Company  
a subsidiary of Oregon Steam Navigation Company

#### CELILO FALLS PORTAGE SOLD TO OREGON STEAM NAVIGATION COMPANY

Robert R. Thompson and partner judge (of Wasco County) Orlando Humason  
purchased the Old Oregon Trail portage wagon road [built in 185])

between The Dalles and Deschutes Landing at the mouth of that river around Celilo Falls  
weather permitting it was dust-choked with traffic all day and as late into the night as possible  
(this trail was known through the years by several names:

The Dalles-Celilo Portage wagon road,

it also was known as Sherar's Road and the Deschutes Portage Road,

and finally at The Dalles-Celilo Railroad Company [1863])

Robert R. Thompson acquired ownership of the portage route and had improvements constructed  
from the Deschutes River Landing through a natural gap in the rocky bluff to the Columbia

opposite the steamboat landing at Celilo  
Thompson sold his portage route to Captain John C. Ainsworth of the OSN  
whose directors spent a hundred thousand dollars buying oxen and wagons  
for the fifteen-mile haul around the rapids  
before they realized that wagons alone would not suffice

#### OREGON STEAM NAVIGATION COMPANY DEVELOPS EASTERN WASHINGTON

Although the bulk of the revenue was derived from steamboat traffic bound for the interior,  
cargo below Portland on the Columbia River was not ignored  
freighters plied the waters from Portland to Astoria  
as popular excursions were developed to the seashore  
OSN wanted the Inland Empire to develop so that in time the volume of downriver traffic  
might equal cargo bound upstream to vanish into the gold fields  
Captain John C. Ainsworth would even loan settlers start-up money  
but he saw no reason not to charge freight rates as high as the traffic would bare  
thus farmers who first had blessed the OSN as a life line  
soon joined other shippers in cursing it as a noose around their necks  
Competitors, to be sure, tried regularly to cut in on the Columbia's lucrative traffic  
ports below Portland were crushed by rate manipulations;  
ports above by the refusal of the portage railways to handle enemy freight at competitive prices  
Oregon Steam Navigation Company drove off or bought out all challengers  
until river transport concerns not involved with the Oregon Steam Navigation Company

#### PEOPLE'S TRANSPORTATION COMPANY FORMS TO SERVE THE WILLAMETTE RIVER

People's Transportation Company was incorporated -- 1862  
with \$2,000,000 and three vessels *James Clinton*, *Relief*, and *Enterprise*  
it was composed mainly of Salem interests headed by General Stephen Coffin of Portland  
(who had previously purchased half interest in the original Portland townsite -- [1849]  
after its founding by Francis W. Pettygrove and Asa L. Lovejoy)  
People's avoided a direct confrontation with OSN by limiting its service to the Willamette River

#### WARREN DISTRICT MINING IS WEARING OUT

Some 400 men were mining at Warren's Camp taking out an average of \$14 to \$20 a day  
however, the gold rush quickly faded away as the easiest of the placer deposits were worked out  
some mining persisted for many years, and some miners found other livelihoods,  
but the majority of miners simply moved on -- November 1862

#### INTERACIAL RELATIONS ARE DIFFICULT IN THE MINING DISTRICTS

Prospectors and hangers-on came from the United States, Hawaii, Canada, and Mexico  
and as far away as England, Germany, France, Italy, and China  
When the gold fields had been worked out they were sold to Chinese miners  
who came into the placer camps of the Warren District  
being a little more ingenious with their mining methods  
they were able to reap additional benefits in a second strike  
using patience and industry they extracted an amazing amount of gold  
some through diligence and hard work became wealthy  
most of their gold went home to China  
Whites lost their scorn for Chinese people after seeing their great success  
they were offered employment because of their gift of quiet perseverance  
Chinese people became an important economic factor  
but they were the most abominably treated of all classes  
(However, before long rumors of their success brought white miners back  
and the Chinese were driven out)

#### WILLIAM BELL FALLS VICTIM TO AN ATTACK

Bell was traveling a trail leading from Grasshopper Creek when he was bushwhacked -- November 11  
previously he had requested that he be buried with the full honors available to a Free Mason  
When word of the first Masonic funeral was passed around  
Masons in the Grasshopper Creek gold camp in surprising numbers of attended  
Nathaniel P. Langford conducted the services the next day -- November 12  
seventy-six Masons deposited the evergreen in the grave of their departed brother

#### EARLY SNOWS DUSTED THE MOUNTAIN TOPS

An inevitable fierce storm swept over the whole gold region  
sleeping on the ground in their blankets while working their claims  
miners began to leave the chilly gulches and seek more comfortable winter quarters  
thousands of homeless and unprotected miners,  
began to pour over the trails in the direction of Lewiston  
taking with them the proceeds of their labor on the sandbar and in the gulch  
some were loaded down with gold but many were poorer than when they first arrived  
having been robbed by highwaymen and facing the ordeal  
of looking into the open end of a shotgun while their pockets were being lightened  
it was difficult to get through from Florence with gold dust  
unless accompanied by a strong guard of armed men  
A party of nine men was making its way through Walla Walla via Lewiston  
with a large amount of gold dust belonging to the individual members of the party



they had been followed from the mines by two of the most noted desperadoes  
Dave English and Nelson Scott accompanied by four others of like character  
these outlaws were very efficient in lightening the load of the prospectors  
There was not a glimmer of civil law to provide protection for the honest worker  
these Road Agents, steeped in crime, moved about the various camps  
with the same freedom as men of good character

#### LARGE FIND IN BRITISH COLUMBIA'S CARIBOO DISTRICT

Miners on the Cameron Claim "struck it very rich at 22 feet" -- December 22, 1862  
this claim soon became one of the largest operations in the Cariboo District  
its success made Cameron a wealthy man

#### CARIBOO CATTLE DRIVE CONTINUES NORTH

(Major John Thorp and young Jack Splawn had herded their beef north all summer and into the fall  
When they were struck by the first Arctic blast -- winter 1862  
they killed the remaining animals and buried them in the snow for storage  
traveling through the region they sold the carcasses to hungry and grateful prospectors  
When Major John Thorp and Jack Splawn started for home in the Yakima Valley  
Major Thorp carried eighty-some pounds of gold worth \$20,000

#### CAPTURE OF THE NOTORIOUS ROAD AGENTS

In the early dawn Dave English rode across the sand hill into Wallula  
through a window Joseph Barry saw him coming and made preparations  
English dismounted and entered the saloon where Barry and others were waiting  
when English sat at the bar he was confronted with a shotgun  
glancing around he saw a pistol pointed at each of his ears  
while the muzzle of another gun gently touched the back of his head  
resistance would have been certain death  
William People was captured at Walla Walla  
Nelson Scott was taken at Dry Creek in the vicinity

#### LEWISTON TAKES THE LAW INTO ITS OWN HANDS

Walla Walla stage arrived in Lewiston guarded by six horsemen  
it carried Dave English, William Peoples and Nelson Scott  
who had been taking purses right and left along the road between Lewiston and Florence  
they were considered three of the worst men in the whole mining region  
These three road agents were placed in a make-shift jail for the night  
they were astonished at the interest in Lewiston shown regarding their capture

as they fully expected to escape -- with Henry Plummer's help  
They had many friends in town who decided to set them free without the ceremony of a trial  
all of the whiskey element in town was enlisted in the cause  
however, the better element gathered around the jail  
to stand between the prisoners and their reckless friends  
Local weary guards lingered, guns in hand, through the chilly winter night  
they listened to the frenzied shouts of the wild mob as it ranged about the town  
firing shots and drinking on to wild insanity  
from time to time reports of the reckless crowd of revelers coming were brought to the citizens  
themselves lessening in numbers as timid men crept away  
to avoid what seemed to be an inevitable conflict  
Still about fifty determined men stood around the little shanty  
where the prisoners were anxiously awaiting the coming of their friends  
who were sure to release them  
Half way through the night a member of the unruly mob approached the shanty  
gunfire sounded and two men fell wounded  
Latent fury of the patient men broke loose and the prisoners were told they must die  
Dave English and Billy Peoples begged for mercy but Nelson Scott made no appeal  
As the night wore on the robbers' friends continued their drinking  
when morning came the guards were gone and stillness reigned about the jail  
When the revelers ventured to look  
they found the three men hanging from the low joists of the little building  
which had served as the jail the night before

#### PEOPLE OF LEWISTON FORM A VIGILANCE COMMITTEE

Suspicious characters were ordered to be brought in for trial  
Lewistown was in a fever of excitement -- almost everybody wore a revolver  
legitimate business was suspended

One local newspaper published the following statement: **David English, Nelson Scoot and Wm. Peoples who were arrested here a week or two since on charges of highway robbery were hung by the citizens of Lewiston, on Saturday night last.**<sup>24</sup>

then as if a moral justification were needed, the newspaper added: **"If guilty the retribution was just -- that they were guilty there was not the remotest doubt."**<sup>25</sup>

Result was a sudden exodus of undesirables who moved on to new, safer, pastures  
for a time Lewiston was quiet

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<sup>24</sup> Oscar Osburn Winther *The Great Northwest*. P. 247.

<sup>25</sup> Oscar Osburn Winther *The Great Northwest*. P. 247.

## WASHINGTON TERRITORIAL LEGISLATURE MEETS

Session held 1862-1863 introduced a resolution

supporting the federal government's efforts to suppress the Civil War

this effort at patriotism was sincere on the part of many Washington residents,

but also represented a cynical effort to court statehood on the part of others

those who held strong Confederate sympathies stood in strong opposition to the measure  
declaration of support was passed

due as much to the need to enhance the shortfall of federal funds

as it was an effort to display great outpouring of patriotism

or to the acknowledge the tide of battle

## CONSTRUCTION BEGINS ON THE WESTERN END OF THE TRANSCONTINENTAL RAILROAD

Central Pacific Railroad broke ground in Sacramento, California -- January 8, 1863

under the leadership of California's "Big Four"

Leland Stanford, Collis P. Huntington, Mark Hopkins and Charles Crocker

two Central Pacific Railroad lines were under construction:

- the transcontinental railroad running eastward from Sacramento through Sierra Nevada Mountains of California and Nevada;
- Central Pacific also began construction on a line to from Sacramento to San Francisco

## BIG FOUR OVERSEE THE CONSTRUCTION OF THE CENTRAL PACIFIC

Leland Stanford, former governor of California and U.S. Senator,

served as president of the Central Pacific Railroad and its chief financial officer

he also provided the necessary social and political connections

Collis Huntington, as the real lead of the associates

lobbied Congress for passage of the Union Pacific Act

he was bold, deliberate, and tireless;

on the other hand, he was narrow, untruthful, sarcastic, and vindictive

Charles Crocker also lobbied Congress and was in charge of construction

he was president of *Charles Crocker & Co.*, a California Pacific Railroad subsidiary

founded expressly for the purpose of building the railroad

Mark Hopkins was the bookkeeper

his primary skill was so befuddling the accounts of the associates

that they have never been disentangled

of course, destruction of the books in a fire was of some help

## NATIONAL POLITICS SEES A NEED TO EXPAND THE FEDERAL UNION

Interest in expanding the United States was expressed in Washington City

and Washington Territory Radical Republicans agreed with this proposal

**In Congress the Radical Republicans and President Lincoln both were receptive to schemes for the admission of new states and the creation of new territories. Additional western states might serve to offset the return of Southern Democrats to Congress in case the North should win the war. The Republicans were aware that without additional Western support, they would be able to retain control of the federal government only with great difficulty.... Thus the distraction of the Civil War actually encouraged, rather than disrupted, the Olympia Radical Republican movement for purging the politically hostile Idaho miners from Washington territory.<sup>26</sup>**

#### LOCAL EFFORT TO CREATE WASHINGTON STATE

Population of Western Washington was outnumbered across the Cascades by three to one miners, by force of numbers, could have taken over the Washington legislature and dominated the whole territory if they wished

Effort to create a new territory originated in Western Washington

Oregon State political leaders assisted the endeavor

Oregonians were interested in protecting the business of supplying miners out of Portland at issue was the boundary among Washington, Oregon and Idaho)

Bill permitting citizens to vote for a constitution for the proposed Territory of Idaho

was introduced in the Washington Territorial Legislature -- January 1863

this proposal passed the Washington Council (Senate)

Territorial House of Representatives amended this Bill to read

“State of Washington” was substituted for the “Territory of Idaho”

in an effort to sneak in statehood and retain control over the eastern portion of the territory consideration of this proposal was tabled temporarily derailing the effort

#### DELEGATE WILLIAM WALLACE PLANS TO STRENGTHEN HIS POLITICAL POSITION

Washington Territorial Delegate to Congress William H. Wallace's hold in Washington was tenuous

it occurred to him that he might be able to build stronger bonds in the new territory

especially if he were responsible for bringing that territory into existence

Wallace had two allies

one was Oregon Congressman George Knox Shiel whose Portland constituents

felt their economic dominance over the Eastern Washington Territory would be increased

by removing Olympia's unfriendly influence on Idaho and Nez Perce counties

Congress itself was the other as Union Representatives believed that new territories could be used

to offset Southern votes if and when the seceding states returned to the fold

Of even greater significance to William Wallace, Republicans were shoring up their national strength

creation of a new territory meant new jobs for loyal party hacks

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<sup>26</sup> Merle W. Wells, The Creation of the Territory of Idaho, Pacific Northwest Quarterly, XL, April, 1949, 117.

## EFFORT TO CREATE IDAHO TERRITORY SHIFTS TO THE EAST

Eastern Washington petitioners next made a direct appeal to Congress  
this proved to be more successful because of a very strong extensive lobbying effort by  
Washington Territorial Delegate to Congress William Henson Wallace  
and Oregon Congressman George Knox Shiel

## VIOLENCE IN COLVILLE COUNTRY

Abandoned barracks of the British Boundary Commission were used for dances  
women attendees were almost uniformly native or half-breed  
Charles Harper had arrived with other desperadoes driven out of Lewiston  
he killed one of the Colville women at a dance -- January 1863  
After being captured the chances of a prisoner escaping were very high  
as captives had to be taken a great distance for trial to the county seat at Pinkney City  
or had to wait for weeks for the next Colville court session -- sometimes over the winter  
Often locals utilized a more convenient form of justice  
Charles Harper was caught and hanged by miners at Leo's bar  
fifteen miles below the old Fort Colville

## LAWLESSNESS IS RAMPANT IN THE GOLD FIELDS

Cursed with the fluid population of the placer camps  
temptations bred by remoteness and the ease with which a man could account for sudden wealth  
had always encouraged violence in the Western mining camps  
In Eastern Washington Territory (Idaho) and (Montana)  
evil was compounded by an influx of Civil War draft dodgers, deserters, and displaced guerrillas  
who arrived from Missouri and Kansas  
many of them were Confederate sympathizers ready to defy Union officials just on principal  
passions ran high -- especially regarding the War Between The States  
both Yanks and Rebs felt an obligation to defend their former homeland  
men of either conviction fought at the drop of an insult -- or even an implied insult  
murder could frequently be the result of out of control political passion  
finding that no legally constituted bodies existed to investigate or punish their activities  
hoodlum elements grew more and more arrogant

## BANNOCK CONTINUES TO BOOM

This settlement was the residence of some 3,000 inhabitants  
An application was made to the U.S. Government for the name of Bannock  
named for the neighboring Indians

however, Washington through an error in spelling changed the town's name  
to Bannack, Montana with an a  
(this identity it retains to this day)

In addition to its reputation for gold, Bannack also quickly gained a reputation for lawlessness  
roads in and out of town were home to dozens of road agents and killings were frequent  
Charming but deadly road agent Henry Plummer together with several of his intimates  
arrived in Bannack -- January 1863  
where he set up a new headquarters  
he continued his activities with a new gang  
Plummer extended his turf to Elk City and Deer Lodge  
in no place were desperadoes so well organized, so vicious and bold, as in Montana  
where the established governmental machinery failed to cope with the crime wave  
that swept along Montana's many lonely mountain trails

#### MINNESOTA BUILDS A RAILROAD THAN LINKS LAKE SUPERIOR AND DULUTH

Minnesota legislators issued a charter for the Nebraska and Lake Superior Railroad Company  
designed to run from St. Paul, Minnesota to Omaha, Nebraska [1857]  
lack of funding prevented actual construction  
Minnesota allowed the charter to be changed to create a new line running north  
to the western-most tip of Lake Superior and the company's name was changed  
to the Lake Superior and Mississippi Railroad Company [LS&M -- 1861]  
this new charter included a grant to 694,000 acres of land  
along either side of the proposed right-of-way  
track laying on the old LS&M began at St. Paul, Minnesota -- early 1863  
but was stopped after about seventy-five miles at Hinckley, Minnesota  
when the original investors ran out of money

#### ERAS COME TO AN END

Major changes took place affecting Washington Territory:

- Brigadier General William Shelby Harney, after his insubordination during the Pig War [1859],  
had been given command of the Department of the West in St. Louis  
difficulties with his officers there resulted in his being recalled from that post [1861]  
Harney held no other command and retired in the middle of the Civil War in 1863
- Seattle grew into a sizeable village characterized by local improvements  
J.R. Watson issued the first edition of his four-page weekly newspaper, *The Seattle Gazette*,  
from a room in the Gem Saloon;  
Dr. David Maynard opened Seattle's first hospital

## ABRAHAM LINCOLN BEGINS THE FIRST DRAFT OF YOUNG MEN

Selective Service Act passed Congress -- March 3, 1863

many Northern prospectors came West to avoid the draft

males between ages twenty and forty-five were enrolled

however, for a payment of \$300 substitutes could be used

this would allow the draftee to receive an exemption from duty

## CREATION OF IDAHO TERRITORY

Washington and (Idaho) competed for the Walla Walla Valley

one-quarter of Washington's population and wealth was there

Continual nagging and pestering of national politicians by Westerners had forced Congress,

although busy with the problems of the Civil War, to create a new territory

Protests from Walla Walla notwithstanding, Congress passed the Organic Act

creating and organizing the Territory of Idaho

which was signed by President Abraham Lincoln -- March 3, 1863

this was the last day in office for Oregon Congressman and Idaho Territory advocate

George Knox Shiel who had not been nominated for reelection

because he refused to take an oath of allegiance to the United States

Although Idaho's population was Democratic

federal patronage was used by Lincoln to build up the Idaho Republican Party

guided by political machines in Olympia and Salem

## GEOGRAPHY IS A GREAT PROBLEM FOR IDAHO TERRITORY

When Idaho Territory as originally created the Eastern boundary was the main line of the Rockies

(thus making a large part of Montana and most of Wyoming part of Idaho)

Idaho was an even worse geographic monstrosity than Washington Territory

Idaho gold mines together with vast unpopulated areas were set apart as the new territory of Idaho

Idaho Territory included parts of five other territories:

Washington Territory, Montana, and Wyoming

Dakota and Nebraska territories also were sliced

Idaho Territory was more than 300,000 square miles -- an area one fourth larger than Texas

Eastern boundary of Washington Territory was set at 117° longitude

(same as Washington state today)

Washington Territory kept the fertile Walla Walla Valley

but lost the gold mines located in Idaho Territory

Washington's Territorial Legislature had been saved from the Idaho miners

## IDAHO TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE IS APPOINTED

William Henson Wallace had been active in Washington Territory politics:

- he served as Captain of Volunteers during the Indian Wars;
- he was a member of the Second Washington Territorial Legislature [1854] serving as the representative from Pierce County;
- he was named Washington Territorial Governor and served for a month;
- he was elected as the Washington Territorial Delegate to Congress;
- he was a promoter of dividing Washington Territory into two territories for his own advancement

William Henson Wallace an old friend of Lincoln and the President's choice of a governor for Idaho although the population of Idaho was primarily Southern Democrat federal patronage was used by Lincoln to build up the Idaho Republican Party guided by political machines in Salem and Olympia who were friends of Governor Wallace

#### IDAHO TERRITORY EXISTS IN NAME ONLY

Actual organization of a government lagged far behind the territory's paper creation

Organic Act passed by Congress creating the Territory failed to provide that Washington Territorial laws should remain in force

Whether or not the Washington Territory Code of Law remained in effect during the interim was inconclusively debated

this question was academic however, because copies of the Washington code were not obtainable at such a distance

in reality Idaho Territory had no criminal or civil law

Governor William Wallace would not reach Idaho (until later in the summer)

until then elections could not be held and the legislature could not meet

there was little for the Territorial Secretary W.B. Daniels to administer since no laws had been codified

#### IDAHO TERRITORY HAS NO LAWS TO ENFORCE OR OFFICERS TO ENFORCE THEM

Without local laws Idaho Territory attracted gamblers and rowdies as well as law-abiding citizens

outlaws made a good living robbing the successful prospectors

outlaws took control of mining districts and often elected their own sheriff and judges

Idaho Territory was faced with the problem of providing law and order where none existed

Indian attacks still took place in the southern part of territory

and shocking massacres occurred along the Oregon Trail

but no defense could be organized by the yet-to-exist territorial government

Mining towns especially had little organization

towns had no law -- no government existed to provide order

police power of the territorial government did not reach them



highway robberies, murders and lynchings were all widespread  
without local laws each miner competed with fellow prospectors to find the biggest strike  
outlaws took control of the area often elected their own sheriff and judges  
peace-loving citizens drew together to combat the villains

Miners needed protection:

- from possible Indian uprisings;
- from gangs of thieves, bushwhackers, card sharps, and crooked businessmen  
who had moved into the territory to mine the miners;
- from each other

Failure to get convictions led to vigilante committees

#### WASHINGTON TERRITORY ELECTS A NEW CONGRESSIONAL DELEGATE

Territorial Delegate to Congress (now Idaho Governor) William H. Wallace was replaced  
when Democrat George E. Cole from Walla Walla was elected Delegate -- March 4, 1863  
Cole will serve one term in Thirty-eighth Congress [1863-1865]

#### IDAHO TERRITORY ATTEMPTS TO FUNCTION WITHOUT A GOVERNOR OR LAWS

Six days after the creation of the territory an informal legislature met -- March 9, 1863  
an act adopting the Common Law of England as their code of justice was enacted

At the time three murderers awaited trial

these killers were convicted of murder in the first degree under English Common Law  
they were duly executed

#### ANOTHER GREAT RUSH TO THE BOISE BASIN BEGINS

Gold seeking opportunists from California and Oregon raced to the mining camps -- March 1863  
road between the Umatilla steamboat landing and the Boise Basin was lined with people  
some on horseback with a few pack animals  
but the majority on foot

#### IMMIGRANT CHINESE WORKERS PROVIDE A VALUABLE SOURCE OF LABOR

While most Chinese gold seekers were traveling to the gold fields  
many other Chinese men were laborers who proved to be reliable and hard working  
by American standards they worked for low wages often at jobs that whites shunned  
their goal was to earn enough money to survive in America  
and provide support for their families in China

Opportunities were boundless and the demand for labor was great

Chinese also were frequently hired as laborers to clear land and construct roads and bridges  
because of the shortage of women in the territory

many Chinese found work as domestic servants, cooks and laundrymen  
predominately for white male settlers and wealthy families  
others established vegetable gardens and sold their produce door-to-door in numerous villages  
many Chinese people were contracted to work in new industries  
particularly for the coming railroads and in lumber mills and fish canneries

#### INTERACIAL RELATIONS ARE DIFFICULT IN THE GOLD MINING DISTRICTS

In Eastern Washington gold country Chinese people were the most abominably treated of all classes  
Chinese men were permitted to work only old or worked-over claims  
after white prospectors had abandoned them  
unless a white miner could make five to ten dollars a day  
he deserted the claim in search of richer diggings  
two to three dollars in flour gold was reward enough for Chinese prospectors  
to warrant a sunrise-to-sunset day of stooping, washing and sifting

While working their claims purchased from whites who had moved on  
Chinese gold seekers made every effort not to upset their white neighbors  
however, their mere presence was often enough to stir antagonism  
lawless whites found it easier to terrorize and rob Chinese than it was to rob a bank or a store  
it was not unusual that rumors of Chinese success brought white miners back  
and the Chinese were driven off their claims

#### IDAHO VIGILANCE COMMITTEES ORGANIZE

Miners of the Boise Basin needed protection:

- from possible Indian uprisings;
- from each other;
- from gangs of thieves, bushwhackers, card sharps, and crooked businessmen  
who had moved into the territory to mine the miners

Peace-loving citizens drew together to combat the villains

failure to get convictions led to the creation of vigilante committees  
soon highway robberies, murders and lynchings were all widespread

William J. McConnell lived in Oregon from [1862] to 1863 where he taught school  
he moved to the mining town of Payette and led the campaign to rid the area of outlaws  
(William J. McConnell served as a deputy U.S. Marshal [1865 to 1867])

his actions won him the first U.S. Senate seat in Idaho State and later he was elected governor)

Secret Vigilance committees grew overnight in the small frontier towns

night avengers were kept informed of renegades and killers who entered the area

Vigilance justice was swift and sure -- and usually just

despite the speed of the trial remarkably few mistakes appear to have been made

capture of a known outlaw resulted in his leaving the Territory or being hanged  
capture a second time eliminated the need for a choice

#### BANNACK BOOMS AGAIN

Population of 6,200 people of all ilk and surpassed Portland as the largest city in the Northwest  
Boise Basin was soon overcrowded

latecomers, finding all the good ground taken, fanned out in all directions

One party found ore along Jordan Creek in the Owyhee Mountains  
there, Silver City became a boom town

Unlike many placer mining districts, underground mines and mills opened the interior to development  
and was the foundation for prosperity in the settlement  
millions of dollars were invested in the Owyhee District  
assured such towns as Silver City and Ruby City a long, if sometimes turbulent, future

#### CALIFORNIA MILITIAMEN AT FORT COLVILLE DISTURB THE LOCAL PEACE

Lieutenant John M. Henry had been accused of killing a man with a butcher knife [December 1862]  
he was held outside Pinkey City near Fort Colville where he spent (all winter)  
at the local sheriff's farm waiting for a judge to conduct a trial

Henry demanded a hearing before a Justice of the Peace in the spring  
because of intimidation by the soldiers no one came forward to prosecute  
Henry was discharged and he left the country

Major Curtis, local militia commander, demolished the local distillery and stopped the sale of liquor  
a measure approved by the local citizens -- April 1863

#### PIONEER GEORGE WASHINGTON BUSH DIED

Honored black pioneer and patriarch passed away in his home on Bush Prairie -- April 5, 1863  
(before he could obtain the rights granted by either of Lincoln's Emancipation Proclamations  
first declaration, issued [September 22, 1862], declared the freedom of all slaves  
in any state of the Confederate States of America that did not return to the Union  
by [January 1, 1863]

second declaration, issued [January 1, 1863] named ten specific states where it would apply  
but no territory was acknowledged in the act)

While George Washington Bush never had an opportunity to become an American citizen  
his admirable character and the high esteem he enjoyed gave his name honor far beyond ordinary  
George Bush's land claim was taken over and improved by his eldest son William Owen Bush  
who surpassed even his father's farming abilities

#### RICHARD AND AMERICA BOGLE -- BLACK PIONEERS

Richard A. Bogle was born in the West Indies [1835]

he moved to New York City at age twelve and to Oregon Territory at the age of sixteen [1851]

three years later, Bogle moved to Yreka, California,

he apprenticed to Nathaniel Ferber, a barber

Bogle worked for Ferber for three years before returning to Oregon

and opening a barber shop in Roseburg

Richard Bogle and America Waldo were married -- 1863

they moved to Walla Walla in Washington Territory

Richard tried his hand at mining, but he didn't strike it rich

he returned to his old trade of barbering

Richard and America made their money ranching, and were quite successful at it

Richard was sufficiently wealthy to become one of the founders

of the Walla Walla Savings and Loan Association,

he provided some of the seed capital for the organization and backed it with his good name

Richard and America Bogle had eight children

(at least two of whom went on to become barbers in Portland)

#### OSN COMPLETES CONSTRUCTION ON A PORTAGE RAILROAD AROUND CELILO FALLS

The Dalles-Celilo Railroad came into existence -- April 20, 1863

old Oregon Trail portage wagon road along the south bank of the Columbia River

was replaced by fifteen miles of OSN narrow-gauge railroad track laid at a cost of \$50,000

along the sandy edges of river below the rocky cliffs

to connect the town of The Dalles around Celilo Falls with the village of Celilo

their locomotive named Betsy traveled the fourteen mile track around The Dalles-Celilo Chutes

on Oregon Side of the Columbia River

This new portage railroad passed through awe-inspiring river scenery

as it circumvented a series of rapids, falls and swirling currents

which cascaded through narrow channels as the Columbia River raced toward the Pacific

it would pass by the village of Celilo, where Indians had lived and traded with distant people

for more than 10,000 years

native people had valued the rich salmon fishery at Celilo Falls for thousands of years

but the OSN viewed the falls as an obstacle to transportation

between Portland and developing markets

The Dalles-Celilo Portage sent Colonel Joseph S. Ruckel and Harrison Olmstead line

into soaring prosperity until the coming of the overland railroad [1884]

#### OSN COMPLETES THE CASCADE RAILROAD COMPANY

Bradford brothers' old Cascade Railway roadbed was re-graded

along the Washington side of the Columbia River  
from the Lower Cascade Landing on Hamilton Island  
to the Upper Cascade Landing just downstream from (today's Stevenson) near Ashes Lake  
T-iron rails were laid for six miles using the additional iron

Captain Ainsworth had purchased the year before in San Francisco  
thus covering the same distance as the Oregon portage

Cascade Railroad Company (incorporated in Washington Territory) began operation -- April 20, 1863  
first locomotive, named *Anne*, began operation on the new portage line and *Betsy* was soon added  
rolling stock was equipped with double-truck boxcars  
and passenger cars with upholstered seats

#### OREGON PORTAGE RAILROAD CLOSES

After OSN spent \$800,000 The Cascade Railroad Company was ready for operation  
along the Washington Side of the Columbia Gorge

OSN temporarily closed the Oregon Transportation line around the Cascades

all freight and passengers were hauled over Cascade Railroad's T-rails portage on the north bank

OSN President Ainsworth sent \$3000 to Superintendent of the Oregon portage D.H. Olmstead

he was told to pay off the employees and keep one man at the lower boat landing

enough men also were to be kept to care for the mules

For a short time work was undertaken to connect the Oregon Portage Railroad roadbed  
with the new portage railroad route around Celilo Falls

Oregon side portage was used only for transferring stock and in case of emergencies

but was maintained in perfect condition as long as Joseph Bailey was in charge

for now, the value of the Oregon portage to the OSN was not in its use

but in preventing companies from gaining a foothold

#### OREGON STEAM NAVIGATION COMPANY DOMINATES THE COLUMBIA RIVER

OSN controlled the Columbia River portages as well as the steamboats

out of these maneuverings four men had emerged as the OSN's dominant figures:

Captain John C. Ainsworth and Robert R. Thompson

and two Portland financiers, William Ladd and Simeon Reed

Under the guidance of these "Big Four" the portage railroads around the Columbia Gorge

and the one around Celilo Falls were completed at a cost of a million dollars

all of it home-grown by a company which scarcely two years earlier

had resorted to exaggeration to achieve a capitalization of \$172,000

this was unique -- most Western monopolies were financed either in San Francisco or the East

#### PEOPLE'S TRANSPORTATION COMPANY CHALLENGES OSN

Willamette River shipping company sent its boats onto the Columbia River  
creating a nearly disastrous rate war

People's put the steamers *E.D. Baker* on the lower Columbia, the *Iris* on the middle portion,  
and the *Kiyus* above the Upper Cascades  
(later Stephen Coffin bought the steamer *Goldhunter*)

Only when People's Transportation invaded the Willamette River  
did the Oregon Steam Navigation Company encounter effective opposition

## GOLD-SEEKERS WIDEN THEIR SEARCH FOR RICHES

Phenomenal success of the Bannock region placers sent prospectors scouring the hills  
in every direction into those almost trackless deserts outside of Bannack City  
Bannock Indians and their despised relatives the Pah Utes  
would continue their attacks on trespassers for years

James Stuart led a group of fifteen gold seekers east  
to investigate some of the tributaries of the Yellowstone River -- spring 1863  
Crow Indians, determined to defend the land guaranteed to them by treaty,  
forced the prospectors to turn south to the Oregon Trail

Six of the men split off from the Stuart expedition:

Bill Fairweather and Mike Sweeney were from New Brunswick, Canada,  
Harry Rodgers was also a Canadian from Newfoundland,  
Henry Edgar was from Scotland,  
Barney Hughes came from Ireland,  
Tom Cover was the only American in the party

Two parties were supposed to rendezvous at the mouth of the Beaverhead River  
but the groups missed connections as the six also were pushed by a Crow war party to retreat  
While trying to catch up to Stuart and his men the smaller party tramped west  
across the Gallatin Valley, then up the Madison Valley heading for the safety of Bannack City  
one dawn Bill Fairweather and his party were surrounded by Crow Indians  
these trespassers were stripped of their weapons and horses  
they were held prisoner for three nights while war drums beat  
finally, the prospectors were turned loose, given an old horse to ride,  
and told to get out of Crow Country fast  
warriors followed day after day to be sure their orders were obeyed

Uneasy under the surveillance, the six prospectors shook off their trackers near the Madison River

## OREGON PONY IS SHIPPED FROM THE DALLES FOR USE ON THE CELILO PORTAGE

*Oregon Pony* was transferred from the Cascades Gorge portage forty-miles upstream  
for use on the new portage railroad around Celilo Falls

Little locomotive arrived at her new home and began its first run on the new route -- May 11, 1863  
there she would remain in operation between The Dalles and Celilo for more than three years  
(before being shipped back to San Francisco where it was used for leveling sand hills)  
(after being damaged in a warehouse fire the *Pony* was returned to Oregon  
to be displayed at the Lewis and Clark Centennial Exposition in Portland [1905])

#### GOLD FOUND IN THE OWYHEE RIVER REGION

Coming from the new town of Placerville, Michael Jordan's party of twenty-nine prospectors  
found gold on Jordan Creek -- May 18, 1863

After working up the stream for a few days, they returned to Boise Basin  
with news that set off the Owyhee gold rush

#### SIX PROSPECTORS CONTINUE TO FLEE FROM A CROW WAR PARTY

Bill Fairweather, Mike Sweeney, Harry Rodgers, Henry Edgar, Barney Hughes and Tom Cover  
fled into the hills just over the Madison-Jefferson divide -- May 26, 1863

They camped that night in a little gulch along a lonely small creek overgrown with alder trees  
while looking for a grassy place to picket their horse, Bill Fairweather and Henry Edgar  
made one of the great placer strikes of the American continent

this would become the greatest gold field in southwestern Montana

Henry Edgar named the place, about eighty miles to the east of Bannack City, Alder Gulch  
(others would later call it the fabled Mother Lode)

#### FARMERS ARE NEEDED IN THE PACIFIC NORTHWEST

Enormous numbers of livestock were used for packing and freight hauling to the mines  
these animals created an insatiable demand for the hay

that could be grown in the lower valleys of Eastern Washington

Gardens sprang up as close to the various mining centers as climate and water supplies allowed:  
at Boise, at Baker on Oregon's Powder River; in the lovely Grande Ronde Valley;  
along the fertile river valleys of the Walla Walla, the Umatilla, and the Colville

But the big discovery had to do with wheat

wheat had long been the money crop of early Oregon in the moist climate of the Willamette  
early missionaries had found that it could also grow in the interior valleys

Isaac Stevens had guessed that it might be dry-farmed on the surrounding hills as well  
if possible, here would be one of the phenomenal grain fields of America

unbelievable miles of rich volcanic topsoil stretching from the pine forests of Idaho  
west across the undulant Palouse country

to the vast sagebrush plateaus within the Big Bend of the Columbia  
who first experimented with dry-land wheat production cannot be said

but the man who spread the word of the region's phenomenal growing powers  
was Congregational missionary George Henry Atkinson  
who had reached Oregon via Cape Horn [1848]  
Atkinson hit on the idyllic phrase Inland Empire to designate the land  
east of the Cascades and north of the Blue Mountains  
he analyzed the soils  
he pointed out that much of the region's scanty twelve inches of moisture  
comes as snow during winters and that only rarely were temperatures  
cold enough to kill the young stalks sprouting beneath the protective blanket  
he rhapsodized about the cloudless glories of the warm spring days, the summer's rarity of hail  
everywhere he went he talked wheat; he wrote wheat, dreamed wheat, urged wheat  
personally he did not get a dime from it -- he just like to see wheat grow  
its russets and ambers and golds filing a once empty world with the Biblical staff of life  
he also took the lead in developing the young territory's schools

#### NEWLY RICH GOLD HUNTERS EXCITEDLY RIDE TO BANNACK CITY FOR SUPPLIES

Bill Fairweather, Mike Sweeney, Harry Rodgers, Henry Edgar, Barney Hughes and Tom Cover  
swore secrecy but somehow the news leaked  
maybe it was the gleam of the gold they carried -- or the gleam in their eyes  
When they left Bannack two or three hundred men were on their heels  
some trudging with packs on their backs, some leading burros, some riding horseback  
Halting after a time, the discoverers called a meeting with their trackers  
all six men laid down the conditions under which they would reveal the diggings  
of course, the crowd agreed

#### MANY WOULD-BE MILLIONAIRES ARRIVE TOO LATE

By the time James Stuart's party of nine treasure hunters  
returned from weeks of fruitless prospecting and Indian fighting on the Yellowstone River  
Alder Creek was staked solid from end to end -- a ten-mile hodgepodge  
of shanties, tents, and sluice boxed  
Granville and Reece Anderson arrived from Bannack and joined a disappointed James Stuart  
however the three probably fared better than if James had found color -- they opened a store

#### VIRGINIA CITY GETS ITS NAME

One Confederate sympathizer suggested naming the gulch's principal camp Varina City  
after the wife of Confederate President Jefferson Davis  
But when the document bearing the name reached the nearest federal judge (in Idaho)  
he angrily struck it out and substituted Virginia City in its place



this was an uninspired borrowing  
from the even more dazzling camp on Nevada's famed Comstock Lode  
Virginia City (Montana) diggings were the richest gold placer deposits ever discovered  
in three years almost \$40,000,000 was taken -- with \$10,000,000 taken out in the first year  
within five years gold-hungry prospectors dug between \$30,000,000 and \$40,000,000  
worth of gold from the gulch's coarse gravels  
(Virginia City would give to history the rawest saga of violence the West ever generated  
surely it was worth more than a secondhand name  
Virginia City later was named the territorial capital but lost the title of State Capital  
to the newest, richer vein, at Last Chance Gulch [Helena], the current capital)

#### HENRY PLUMMER ORGANIZES THE OUTLAWS IN THE BANNACK REGION

Plummer was involved in a series of tumultuous brawls in Bannack  
one of which he publicly gunned down a rival suitor for a current love  
Plummer managed to drive the legally constituted sheriff out of the district  
he wasted no time in calling for an election in which his people would be the only candidates  
Henry Plummer was elected sheriff of Bannock County -- May 1863  
in hopes that he might bring some peace to the lawless settlement  
what was not known by the citizens of Bannock County  
was that he was the leader of the largest gang of road agents in the area  
Sheriff Plummer was even quicker about appointing two of his henchmen as deputies  
Buck Stinson and Ned Ray  
Plummer's criminal activities in Bannock were well organized, vicious and bold  
he and his group infiltrated every decent group and endeavor in the mining camps  
except the Masons  
Plummer's Road Agents had watched the Masons with suspicious silence  
ever since seventy-six brothers met at William Bell's funeral [November of 1862]  
it was even reported that Henry Plummer once inquired about Masonic membership

Ambitious Sheriff Plummer soon extended his operations to Virginia City

Plummer and his gang of outlaws overwhelmed the non-existent territorial government machinery  
as a crime wave swept along the many lonely mountain trails  
road between Bannack (City) and Virginia City became a very hazardous journey  
as road agents targeted the travelers journeying between the two mining camps

#### POPULATION OF ALDER GULCH EXPLODES

Henry Edgar pointed to the mouth of Alder Gulch and the stampede was on -- June 6, 1863  
More than 10,000 people of all ilk flooded the region (in less than three months)  
prospecting the seventeen-mile length of Alder Gulch's gravel bar

*Fourteen Mile City* ran the length of the gulch

it included the towns of Summit, Central City, Alder, Nevada City, and Adobetown  
people lived in brush wicky-ups, dugouts and under overhanging rocks

#### NEZ PERCE WERE A PEOPLE SHARPLY DIVIDED BY RELIGION

Two-thirds of Nez Perce Indians refused to convert to Christianity

some reverted to their old ways -- others had become members of the Dreamers Cult

Indian prophet Smohalla continued to preach native beliefs based on mystic fusion with the soil

more violent of the Dreamer believers foresaw an overwhelming cataclysmic eruption

in which the resurrection of all dead Indians would combine

to wipe out the whites and restore all lands to native owners

#### ANOTHER INDIAN TREATY COUNCIL IS HELD BY THE INDIAN BUREAU

Prospectors and others in ever-increasing numbers continued to encroach on reservation lands

that had been set aside in the [1855] treaty for Nez Perce by Governor Isaac Stevens

thousands of miners, merchants, and settlers overran large parts of the reservation

appropriating the Indians' lands and livestock

and heaping mistreatment and injustices on them

To cope with the immediate crisis, the United States Government engaged the angered Nez Perce

in new treaty talks at the Council Ground, in the Valley of the Lapwai -- June 9, 1863

Nearly all tribal bands were represented

when the U.S. Government tried to get some of the bands to cede all or most of their lands,

non-Christian natives refused to do so and left the council

Indian Bureau reduce the size of the Nez Perce Reservation to 1/6th its original size

government proposed to take away the Nez Perces' Wallowa and Imnaha valleys

In their absence Northern chiefs, without tribal authority to speak for the departed bands, did just that

Christian chiefs signed the treaty accepting the reduced reservation of behalf of all Nez Perce

these remaining natives were willing to deal with the United States Government

because they already lived within the confines of the smaller reservation boundaries

old Chief Lawyer, an early Christian convert, was promised \$1500 and a frame house

by the federal government

All Bands of Nez Perce were to be moved onto the reduced reservation -- by force if necessary

but, in fact, only the lands of those who had left the council meeting

were ceded to the United States government

Nez Perce who signed the treaty and accepted the new reservation

had never lived in Wallowa Country or the Imnaha Valley -- thus it did not affect their interests

treaty tribes refused to take up arms against whites because of their traditional friendship

but more importantly because their lands were still unmolested

## NEZ PERCE TRIBE DIVIDES INTO FACTIONS

Actions of the government and the Christian chiefs resulted in a division of the tribe  
those who had signed were praised by the whites as “treaty” Indians;  
those who did not sign became known as the “non-treaty” Nez Perce  
non-treaty bands of Nez Perce were to be moved onto the smaller reservation  
Dreamer chiefs such as Old Chief Joseph refused to sign the new treaty and surrender their homes  
“Free Bands” of Nez Perce Indians, as they were called,  
spent the winter along with their horses in Joseph Canyon in Wallowa Country as usual  
where they continued their old ways

## OUTLAWS HAD SPIES WITHIN THE VIGILANTE COMMITTEES

On one occasion, Myron Eells (son of Rev. Cushing Eells) and his mother were alone at home  
a man dropped saying he had been at Waiilatpu about the time of the Whitman massacre  
he asked to stay the night

Myron put him up for the night, and attempted to watch him

but before leaving early the next morning the stranger stole some of Eells’ possessions

(Later this same man was marched out of Walla Walla by the Vigilantes

but he returned to the town and was soon after found hanged

he was believed to have been a spy for an outlaw gang

who was checking to see if it was safe for them to return -- outlaws had learned it was not

A special secret organization of Walla Walla Vigilante men who could be trusted had to be formed  
this inner circle quietly hanged six or eight men

soon about seventy-five of the worst offenders left the valley)

## HENRY PLUMMER EXTENDS HIS CIRCLE OF INFLUENCE

When Virginia City boomed into prominence there were no laws or peace officers

Henry Plummer used his advanced organization skills

to expand his corrupt combine

With the help of killers, swindlers, thieves and other unsavory citizens

Plummer extended his authority both as sheriff and as gang leader

into Alder Gulch and Virginia City and nearby Nevada City as well as Bannack

As the towns boomed, the incidence of robberies and murders increased

many of the robberies depended on inside information delivered by road agents

Plummer formed a notorious gang he labeled ironically The Innocents

(their password was “I am innocent”)

violence spread unchecked

## THE INNOCENTS OPERATE AS A CRIME SYNDICATE

Plummer's organizational skills reached fruition as he knit together a gang of selected thugs that was so cleverly intertwined and so widespread that most of its members did not even dream how far it actually reached this group of bandits grew to include more than 100 men members wore a special sailor's tie-knot in their neck bandanna as identification Organization of Sheriff Henry Plummer's group was amazingly intricate Sheriff Henry Plummer was naturally first in command, with Billy Bunton probably serving as outlaw Number Two there were various levels of officers each office being filled according to the capability and criminal aptitude of each member George Ives, Ned Ray, Buck Stinson each were highly rated by their chiefs Clubfoot George Land, Long John Franck, Gad Moore, Old Tex Crowell, Dutch John Wagner and others each had special assignments men of another type served the gang in unique capacities such as Jack Gallagher, Plummer's Deputy Sheriff at Virginia City, several gang members served as stool pigeons, others were given the job of marking stagecoaches which were known to have treasure aboard only the most dexterous gunmen were assigned to actual highway operations Most daring and brutal of the gunmen was handsome, blond, smooth-shaven, six-foot George Ives Ives was a cold-blooded killer once when his sawed-off shotgun failed to kill his victim, Ives stepped over to the injured man, and while talking calmly of this and that, drew his revolver and finished the job Plummer's contacts as sheriff gave him knowledge of when people were transporting their gold he knew the timing of the gold movements and he would pass this information on to his gang From the inside, Sheriff Plummer kept in personal touch with his men by going frequently to the gang's rendezvous, "Robber's Roost" to receive his share of the take and give orders he used as his favorite excuse to leave town the necessary inspection of his "silver deposits"

## CAPTAIN WILLIAM RENTON RETURNS TO WASHINGTON TERRITORY

(After missing his family and suffering from small profits in his Port Orchard sawmill venture Captain Renton had sold out and returned to the Bay Area [1862]) Now Captain William Renton used the Donation Land Act to purchase 164.5 acres for \$1.25 an acre at Bainbridge Island's Blakely Harbor for \$10 down -- June 30, 1863 this picturesque harbor had been named by U.S. Navy Lieutenant Charles Wilkes for Johnston Blakely, an American hero of the War of 1812

Blakely Harbor was the best site for a sawmill that Renton had found to date  
it had an adequate water supply and plenty of flat ground,  
inner harbor provided good storage and sorting areas,  
outer harbor could accommodate sea-going vessels,  
surrounding hills provided protection from winds

#### TREATY BETWEEN U.S. AND BRITAIN

Established a Joint Commission to settle international boundary issues -- July 1, 1863  
regarding compensation to Puget Sound Agricultural Company and Hudson's Bay Company  
for the losses sustained in Oregon Territory

#### WASHINGTON, OREGON AND CALIFORNIA MILITIAMEN PROVIDE SOME CONTROL

Colonel Justus Steinberger leading his disorderly troop of displaced Californians into action  
made an impression on Nez Perce Indians who at the time were splitting into factions  
Oregon cavalry attempting to keep order in that state was being reduced in numbers  
by the expiration of enlistments and the obvious glittering distraction close at hand  
U.S. Government authorized an infantry regiment for the West

#### NEW FORT BOISE IS CONSTRUCTED BY THE UNITED STATES ARMY

(Old Hudson's Bay Company Fort Boise had served the wagon trains throughout the [1840s]  
but floods plagued the area -- old Fort Boise was gone by [1855])

Eight years later Major Pinckney Lugenbeel was dispatched from Fort Vancouver  
to head east and select the site for a post in the newly-formed Idaho Territory  
he selected a location fifty miles to the east of old Fort Boise up the Boise River

New Fort Boise was built by the United States Army during the middle of the Civil War,  
Battle of Gettysburg had concluded a day earlier,  
this new military post was in response to massacres on the Oregon Trail  
which occurred in the years after the original fort was abandoned

New fort was located near the intersection of the Oregon Trail  
and roads connecting the Owyhee (Silver City) and Boise Basin (Idaho City) mining areas  
both were booming at the time

this site had the necessary combination of grass, water, wood, and stone for construction

With three companies of infantry and one of cavalry, Major Lugenbeel set to work  
he oversaw construction of living quarters for five companies  
they built a mule-driven sawmill on Cottonwood Creek

organized a lime kiln and opened a sandstone quarry at a small mesa known as Table Rock  
Lugenbeel's greatest problem was the lure of the Boise Basin gold fields  
more than fifty men deserted within the first few months

Western half of the Oregon Trail was at last safe  
as was the long supply route from Salt Lake City northwest  
to the spectacular new gold fields of (today's Idaho and western Montana)

## IDAHO BOOMS AGAIN

Gold discovered East of Fort Boise

22,000 miners came up the Columbia River by boat  
resulted in creation of Idaho County -- 1863

comprised of country South of Payette River between Snake and Rocky Mountains  
county seat was Bannack City

roads, bridges, and ferries were built throughout the mining region

Lewiston was incorporated

Last Chance Gulch on Gallatin River

17 mile length of Alder Gulch's gravel bar reported to have 10,000 miners -- 1863  
cities sprang up overnight: Virginia City, Nevada City, Central City, Summit

Thousands of men worked claims in Pierce, Elkhorn, and Oro Fino

## BEN HOLLADAY EXPANDS HIS *STAGECOACH KING* TITLE

Capitalizing on the flow of miners into (in name only) Idaho Territory

Holladay secured mail contracts which enabled him to extend his stage coach line  
from Salt Lake City to Virginia City, to Boise then on to Walla Walla, Umatilla,

before ending at The Dalles where connections were made with Columbia River steamers

When completed, Holladay's network extended 2,000 miles

from Atchison, Kansas on the Missouri River to Salt Lake City and The Dalles

thus providing, finally, a direct link between the Pacific Northwest and the East  
as fast as roads could be built, huge land freight wagons took over from mule trains

detours, especially on some lucrative routes through California, were no longer necessary

this was a concern to the Oregon Steam Navigation Company directorate

To the Oregon Steam Navigation Company the roundabout but easier journey on their steamboats  
would have been the best choice for California shippers except for the maneuverings

of one of the stormiest, most controversial Robber Barons of the West -- Ben Holladay

## BEN HOLLADAY CHALLENGES THE OREGON STEAM NAVIGATION COMPANY

With his financial strength, Ben Holladay launched into direct steamship competition with OSN  
when he expanded his Pacific Mail Steamship Company -- 1863

he took over the steamers *Cortez*, *Oregon*, *Sierra Nevada*, *Republic* and *Panama*

Holladay purchased and restructured the California Oregon and Mexican Steamship Company

his vessels sailed from San Francisco to the Confederate States of America

and to Canada, Alaska, Mexico, Hawaii and the Orient  
his two-week California service to Portland and Victoria  
was both detestable and dangerous

#### IDAHO TERRITORIAL GOVERNOR WILLIAM HENSON WALLACE ARRIVES IN THE WEST

New territorial governor enjoyed a leisurely 7,000 trip

from Washington City across the Isthmus of Panama to his new position in Idaho

he managed to arrive -- summer 1863

he had not yet selected a territorial capitol city

Government officials in addition to Governor Wallace consisted of:

Territorial Secretary, Chief Justice and Associate Justices of the Supreme Court, U.S. Marshal,

U.S. Attorney and Indian Agent

Lincoln also nominated a Collector of Internal Revenue for the District of Idaho Territory

all of these men were legal, personal or political friends and allies of Abraham Lincoln

Wallace, at this time, took no action to begin the functions of government in the territory

in fact, he made no announcement at all

and contented himself with following instructions

from friends and allies in Olympia, Salem, and Portland

#### PLUMMER'S INNOCENTS PLUNDER THE ALDER GULCH REGION

Sheriff Henry Plummer was recommended to be appointed Deputy U.S. Marshall

for the region of Idaho Territory east of the mountains -- August 1863

Violent holdups became even more commonplace

about a hundred men were murdered during 1863

With assistance from other outlaws

Plummer was elected sheriff for all mining camps east of the Bitter Roots -- 1863

#### PACK TRAINS ALSO SUPPLY THE CLEARWATER RIVER REGION

Lloyd Magruder, a prominent merchant, was well known and had many friends in Lewiston

including Hill Beachey the owner of the town's largest hotel

Magruder and five others in his employ were packing supplies from Lewiston

to camps on the Clearwater and Salmon rivers

they started with sixty laden pack mules over the trail across the Bitterroot Mountains

to Bannack almost 300 miles away -- August 1862

A second party of men set out from Lewiston also bound for Bannack ten days later

they caught Magruder's party and in exchange for their board

they helped him the rest of the way with his pack train but the boom there had died down  
three of the men who had purposely followed him remained with Magruder

as he moved on to Virginia City and helped him dispose of his goods for \$30,000 in gold dust

#### LLOYD MAGRUDER RETURNS TOWARD LEWISTON FROM VIRGINIA CITY

Magruder had seven helpers with him although some of his men left for the gold fields  
three, James Romain, David Renton, and Christopher Lower,

were the men who had followed him to Virginia City

Magruder's pack train started back with about \$30,000 in gold dust

One morning the road agents made their move

Lower and Magruder checked the animals and then sat around a fire drinking coffee

Renton pretended to gather more fire wood

Lower picked up the axe he had been carrying

when Magruder bent over the fire, Lower hit him on the back of the head with the axe  
they also killed Horace and William Chalmers, Bill Phillips, and Charlie Allen

they spared Billy Page since he knew the area well and could guide them back to civilization  
they rolled the bodies of the dead packers over a cliff into a ravine

they shot most of the pack animals to keep them from following them and giving them away  
they burned all of the equipment that they could

This bloody affair has since been referred to the Magruder Massacre

#### MAGRUDER MASSACRE KILLERS TRAVEL BACK TO LEWISTON

In the morning following the massacre the killers set out

accompanied by Billy Page and five of Magruder's best mules

once the three outlaws reached Lewiston they bought passage on a stage

that was leaving the next morning for Walla Walla

Hill Beachey, Lloyd Magruder's friend and the proprietor of the Luna House where the stage stopped  
noted the shortness of the three packer's stay in Lewiston and became suspicious

Beachey sent a rider to Elk City to see if there was any news about Magruder's whereabouts  
when another packer who had left Virginia City after Magruder arrived in Lewiston

Beachey was sure there had been foul play

Lloyd Magruder and his companions' bodies were discovered and identified

as were the bodies of his dead mules

Hill Beachey decided to avenge the murder of his friend

he visited Idaho's Territorial Acting-Governor W.B. Daniels

to get a arrest warrant for the four men

#### UNIVERSITY OF WASHINGTON OPENS WITH A NEW PRESIDENT

Third term of the University of Washington was opened -- September 3, 1863

with Professor William E. Barnard, a Dartmouth graduate, as president



(he remained until [spring 1866] when he gave up mentoring the little frontier university in one of his letters he gives a description of conditions as he found them

it was a picture drawn to justify his decision to leave: **Education throughout the Sound district is in an extremely backward condition; as an illustration: Not one of the misses attending the university the first quarter after our arrival could accurately repeat the multiplication table. Society is also greatly disorganized; drunkenness, licentiousness, profanity, and Sabbath desecration are striking characteristics of our people, and of no portion more than those of Seattle. Of course there are a few honorable exceptions. We have two distilleries, eleven drinking establishments, one bawdy house, and at all the drinking establishments, as it is at our three hotels, gambling is openly practiced; and Sunday is no exception.**

**“These are the influences we have had to encounter in our efforts to build p an institution of learning. I need not say it is discouraging and well nigh hopeless.”<sup>27</sup>**

#### VILLAGE OF SEATTLE WAS A LONELY PLACE

After separation from Oregon, Washington Territory grew only slowly in population

there were few white women in the territory

most women were pioneers who crossed the plains with her husband and family

only one adult out of ten was a woman, and most girls over fifteen were already engaged

Seattle attracted crowds of men to work in the timber and fishing industries

local newspapers called attention to the large proportion of bachelors

by advertising for women to come to the West

these stories were copied by Eastern papers, however, there were no answers to the advertising

but very few marriageable women were willing to move there

white men and women of the Salish tribes did not always feel mutually attracted

Conversations among the loggers and fishermen frequently centered on their plight

one frustrated yet moral young man was Asa Mercer -- brother of Territorial Judge Thomas Mercer

he decided to do something about the problem

#### ASA MERCER SETS OUT ON HIS QUEST

Mercer had talked with a number of Seattle's frustrated young men

after pocketing an unspecified amount of contributions, he caught a ship to Boston

in search of Civil War widows and adventurous young ladies

who were willing to travel West in search husbands

#### IDAHO GOVERNOR WILLIAM HENSON WALLACE TAKES OFFICE

Rather than taking the reins of government firmly in hand and guiding the new territory

Governor Wallace simply issued a proclamation organizing the territory -- September 22, 1863

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<sup>27</sup> Hebert Hunt and Floyd C. Kaylor. *Washington West of the Cascades, Vol. I*. P. 208-209.

he set a date [October 31, 1863] for an election to select members of the territorial legislature  
and to select a Territorial Delegate to Congress

he then made it known that he was willing to give up the governorship

to accept the Republican nomination for the job of Idaho Territorial Delegate to Congress

William Wallace did make an effort to organize the territory into judicial districts

as the president had already named federal judges for the territory:

First District: Nez Perce and Shoshone counties -- Justice A.C. Smith;

Second District: Boise County -- Justice Samuel C. Parks;

Third District: Missoula County and the country east of the Rockies

most isolated and least desirable assignment -- outsider Chief Justice Sidney Edgerton

in addition, Florence, Bannack, (changed in 1864 to Idaho City) and Hellgate (Missoula)

were named as places available for holding United States court proceedings

Governor Wallace announced the territorial capital would be Lewiston

and the elected legislators should meet there [December 7, 1863]

#### LEWISTON SEEMS AN ODD CHOICE FOR IDAHO TERRITORY'S CAPITAL

Governor Wallace designated Lewiston as the territory's capital

it was awkwardly located on the extreme western border of the territory

as close as possible to Territorial Governor Wallace's home in Olympia

a solid wall of two mountain ranges, the Bitterroots and the Continental Divide,

lay between the capital city and its eastern counties

between Lewiston and the southern mines of the Boise Basin and the Owyhee River

was the abysmal gorge of the Salmon River -- the famed River of No Return

but the city was larger than Olympia, Seattle, and Portland -- combined

#### OUTLAWS STILL CONTROL UNORGANIZED IDAHO TERRITORY

Few informed people would have disputed that the Road Agents had a grip on the area -- 1863

it was not safe to walk down the main streets of Bannack and Virginia City after dark

and sometimes even in broad daylight

travel was unsafe because robbery of both stagecoaches and horseback riders was common

only three miles north of Bannack on the Bannack-Virginia City Road

is a promontory appropriately named Road Agents' Rock

so many robberies took place at that site, that stage drivers breathed a sigh of relief

if they passed the point without getting held up

Series of holdups and slayings began on the road from Florence to Lewiston -- October 1863

it was not known at first who committed these acts

or to what extent, if any, these crimes were part of an organized scheme of operations

but as the holdups continued in a methodical fashion without anyone being brought to justice

suspicion belatedly turned upon Henry Plummer, sheriff of the Bannock and Virginia City whose lack of enthusiasm for chasing down criminals and making arrests did not go unnoticed

in fact, many a citizen was fearful of confronting him for dread of losing his life

Distrust of the sheriff was amply justified -- he was actually the evil genius

under whose businesslike direction a gang of about one hundred highwaymen, cattle rustlers, horse thieves, and murderers operated with precision, deftness, and skill

however, no legal relief was possible as the nearest government officials were 400 miles away

#### IDAHO TERRITORIAL GOVERNOR WALLACE ANNOUNCES THE DATE FOR AN ELECTION

Territorial Governor William Wallace proclaimed the first election date to be [October 31, 1863] legislative members were to be elected at this time

as was the Idaho Territorial Delegate to Congress

Governor Wallace had already announced himself as the Republican candidate

#### EFFORTS TO LINK THE PACIFIC NORTHWEST AND CALIFORNIA WITH A RAILROAD

When the transcontinental Central Pacific Railroad began its slow crawl eastward out of Sacramento toward its link with the west coast bound Union Pacific Railroad crossing the Central Plains

various would-be railroad entrepreneurs at once grasped the profit possibilities

which were inherent in constructing a feeder line from Portland and the Northwest to the Central Pacific Railroad at Sacramento

Congress was considering a bill to grant public lands for construction of a railroad from California to the Columbia River -- 1863

big dreams of railroad building spread north from Sacramento to the Columbia River

railroads were projected from the anticipated transcontinental terminus

at Sacramento, California along the Willamette River Valley to link with Portland

Portland then would be linked to the Transcontinental Central Pacific Railroad

energetic civil engineer Simon G. Elliot from Marysville, California

infected the still active gold town of Jacksonville, Oregon with "railroad fever"

one of the towns optimistic inhabitants, Joseph Gaston, was especially stricken

Gaston came to Oregon and settled in Jacksonville [1862]

where he practiced law and edited the *Jacksonville Sentinel* newspaper

#### CALIFORNIA AND OREGON RAILROAD COMPANY IS FORMED

Simon G. Elliot incorporated the California and Oregon Railroad

in Marysville, California -- October 13, 1863

Elliot and Portland civil engineer George H. Beldon undertook a route survey

expenses for this survey effort were paid principally by people living along the route

who hoped to lower their shipping rates  
George H. Beldon surveyed north from Marysville, California  
his route followed the Sacramento and Shasta rivers  
then ran through the thriving mining town of Yreaka  
it followed Willow Creek until it crossed the Klamath River  
and continued over the Siskiyou Mountains north to Jacksonville, Oregon and ended

#### NEWSPAPERS IN WASHINGTON TERRITORY

*Oregon Argus* -- Whig in policy and influence  
editor Dr. William Lysander Adams was assisted by David Watson Craig  
consolidated with *Oregon Statesman* -- October 24, 1863  
Dr. Adams shifted to the new Republican Party  
and became known as the Father of the Republican Party in Oregon

#### LLOYD MAGRUDER'S KILLERS ARE CAPTURED

Hill Beachey anticipated the killers would go to San Francisco so he wired to the police there  
he and Thomas Farrell followed them to Walla Walla then to Wallula  
from there they steamed down the Columbia River. from The Dalles  
they went south by stage where they caught up with the outlaws at San Francisco  
when Beachey arrived in the California port city,  
murderers James Romain, David Renton, and Christopher Lower  
were already were behind bars  
and Magruder's gold dust was traced to the San Francisco Mint

#### ELECTION DAY FOR IDAHO TERRITORY

With the Civil War still raging, Confederate sympathizers in ever-increasing numbers  
had fled to the gold fields in search of the prospects of acquiring great wealth  
and the reality of escaping the ravages of war  
John M. Cannady of Idaho City was named by the Democrats (Confederate enthusiasts)  
as their candidate for the position of delegate to congress  
Citizens of Idaho Territory turned out to cast their ballots -- October 31, 1863  
when the election returns were counted Cannady was elected by a few hundred votes  
However, a couple of weeks later what was purported to be returns from Fort Laramie were received  
while there was a government post situated at the foot of the western slope of the Rockies  
there was not a real settler within five hundred miles of the place  
but still the returns showed a majority of over six hundred in favor of William Wallace  
this was just enough to overturn John M. Cannady's election  
Territorial Governor William Wallace was declared the Territorial Delegate to Congress

although there was talk, much of it angry, about election fraud nothing of consequence was done

## IRONY SETTLES THE PORT TOWNSEND-PORT ANGELES DISPUTE

Port Angeles' new Customs House had been construction at the foot of a creek

Heavy snows followed by a rapid thaw broke a log jam on the creek free -- November 1863

stored water raced in a torrent into the settlement of Port Angeles

new Customs House was pushed off its foundation and the chimney toppled onto the building

Customs Inspector William Goodell and Deputy Collector James Anderson drowned

Inspector Goodell had served the agency for only one week

he was survived by his wife and two children

part of the customs house floated out into the Strait of Juan de Fuca with the tide

as it floated by it was captured by Port Townsend people and towed to their city

Customs Collector Victor Smith was recalled to Washington City for the Merriam embezzlement case

President Lincoln signed a commission appointing Victor Smith

special agent of the treasury department with powers of supervision

over all the customs houses on the Pacific Coast

## ASA MERCER ARRIVES IN THE EAST SEARCHING BRIDES FOR WASHINGTON BACHELORS

Newspapers called attention to the large proportion of bachelors

by advertising for women to come to the West

such as Asa Mercer's advertisement in a Boston newspaper: "**The climate of Washington**

**Territory is marked by two seasons only, winter and summer. From the first day of April until the middle of November no other spot on this green earth boasts such a mild, equitable and delightful climate as does the valley of Puget Sound. Refreshing showers visit us every few weeks and all nature breathes of purity and healthfulness.**"<sup>28</sup>

Eastern papers copied the stories, however, there were no answers to the advertising

Mercer changed his sales pitch aimed at the widows and daughters of dignified Bostonians

Seattle's population had more than doubled in the years since the first families had landed [1851]

Mercer explained that as the community grew there were more children of school age

but few teachers eligible to instruct them

he noted that after only ten year a new Territorial University had opened its doors

Asa Mercer invited the women to go West with him

to a place where both jobs and men were abundant

none of Boston's fairer sex could be talked into venturing west

even with the prospects of a career or marriage as the prize

Better results were obtained in the depressed textile town of Lowell, Massachusetts

there the Civil War, still in progress, had stripped the New England town of both men and jobs

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<sup>28</sup> L.E. Bragg, *More than Petticoats*. P. 67.

(since the Civil War had cut off Southern cotton from its looms work was not available)  
Mercer explained the trip would cost \$250 each  
they would travel by train to New York to catch a ship to Panama  
after crossing Panama they would continue by ship to San Francisco and finally Seattle  
Mercer added hopefully the citizens of Seattle were eager to welcome them  
into their homes and the community while finding them jobs in the various schools  
for women of marrying age the prospect of finding a husband in Lowell looked dim  
this offer was too good to pass up  
however, only a small number managed to come up with the funds needed to pay the passage  
eight interested and interesting ladies committed to the proposal

#### CONSTRUCTION BEGINS ON THE EASTERN END OF THE TRANSCONTINENTAL RAILROAD

Union Pacific Railroad broke ground at the Missouri River  
near Omaha, Nebraska -- December 2, 1863

Competition arose between the construction crews of the Union Pacific and the Central Pacific  
to see which could lay the greater number of miles of track and receive the larger land grant

#### HILL BEACHEY BRINGS HIS PRISONERS HOME

After some successful legal maneuvering of the San Francisco sheriff by Hill Beachey  
he returned the accused men, James Romain, David Renton, and Christopher Lower,  
to Lewiston -- December 6

Even more complicated maneuvering was necessary in Lewiston where a mob was waiting for killers  
Beachey convinced them to let the killers pass on to jail so they could stand trial  
(there the three killers remained as the legislature dutifully passed laws  
including provisions to allow for their execution)

#### IDAHO TERRITORIAL LEGISLATURE MEETS FOR THE FIRST TIME

Lewiston became the territorial capitol when the legislature met for the first time -- December 7, 1863  
Idaho Governor William Wallace, as he had schemed all along,  
was rewarded with the position of Territorial Delegate to Congress  
as he hurried east Wallace left the administration of Idaho's government  
in the hands of his incompetent Territorial Secretary W.B. Daniels

#### IDAHO LEGISLATURE FEUDS OVER THE CAPITAL LOCATION

Lewiston served as the seat of government in Idaho but the gold had played out in that area  
gold fields in the Boise Basin were producing major strikes  
miners, farmers, businessmen, card sharps, drifters, road agents and freight drivers  
had all fled Lewiston to seek their fortunes

arguments raged as to where the capital should be located -- Lewiston or Boise  
During the first Territorial legislative session -- December 1863  
more elected officials from southern Idaho than the northern section arrived in Lewiston  
almost immediately a Bill was introduced to move the capital to Boise  
northerners managed to stop consideration and the issue remained unresolved  
Somehow two dates were set for the second session of the legislature  
[November 14, 1864 and January 1, 1865]

#### CRIME CONTINUES IN ALDER GULCH

Vast majority of the populace living in the mining camps were good, hardworking people  
who were growing increasingly weary of the mounting violence  
and almost open disdain for law and order  
Robberies and murders in remote mining camps and along the trails continued unabated  
stage driver Thomas Caldwell and his passengers were robbed at gun-point  
although the three bandits, George Ives, William Graves and Bob Zachary were recognized  
nothing was done by Sheriff Plummer when the crime was reported in Bannack  
then a popular young Dutch mule-skinner, Nicholas Thiebalt, traveling on the trail from Bannack  
was murdered for \$200 in gold dust and a span of fine mules  
George Ives, the killer, hid the mules at a friend's ranch on the Big Hole River  
Thiebalt's body soon was discovered and the trail led directly to George Ives  
People of Alder Gulch were outraged at the senseless and brutal killing  
of such a well-liked young man and demanded justice be done  
men of Virginia City quickly formed a posse to hunt down his killer

#### VIRGINIA CITY POSSE SET OUT TO FIND A KILLER

Immediately after the murder of Nicholas Thiebalt  
about twenty-five irate citizens of Alder Gulch gathered  
and then set forth in search of Robber's Roost  
this party of thoroughly armed citizens scoured the countryside  
Early one morning they surprised George Ives' accomplices  
George Hilderman and Long John Franck were taken into custody  
after a rope was placed around his neck and he was repeatedly hoisted into the air  
Franck confessed that George Ives was the murderer  
That following evening the posse encountered a man  
answering the description of the suspect George Ives  
he was captured and taken a prisoner  
on their way back to town Ives attempted to escape, but he was recaptured

## FRONTIER JUSTICE TAKES PLACE

Once in Nevada City George Ives and his accomplices in Nicholas Thiebalt's murder  
George Hilderman and Long John Franck were all bound together by a logging chain  
to await a vengeful trial before a court with no jurisdiction

Ives was the first to face angry mob seeking revenge

Court officers were appointed -- December 21, 1863

Colonel Wilbur Fisk Sanders, an ambitious and courageous young attorney,  
was in town at the time and undertook the role of prosecutor

Don Byam, who sat on a wagon during the trial, served as volunteer judge  
twenty-four men were empaneled as a jury

George Ives' trial was conducted outdoors and the public was free to attend

jury was formed in a semi-circle around a big log fire

they were surrounded by some fifteen hundred shivering spectators

This trial was a dangerous undertaking for everyone because emotions ran high

threats of reprisal by Ives' friends were freely spoken

citizens waited with guns drawn in the event of an emergency

court officers displayed an incredible amount of courage as their lives were grimly at risk  
and would continue to be so into the distant future

During the proceedings all of the witnesses were heard -- many fearing the obvious danger

all arguments of the counsels for the defense and prosecution also were heard

At sunset the case was given to the jury -- within thirty minutes a verdict was returned

twenty-three jurors declared George Ives guilty of murder and robbery; one dissented

It was then moved that as an alternative the mob adopt the verdict that George Ives was guilty  
this motion was carried as the crowd roared its approval

After the conviction Prosecutor Sanders proposed that the sentence be carried out immediately  
rather than waiting until the next day even though darkness had fallen

George Ives was led under the light of a full moon ten yards from the scene of trial  
to the scaffolding of a house under construction

Wilbur Sanders is reported to have said "**Men do your duty**"<sup>29</sup>

there, while watchers swarmed onto adjoining roofs for a better view,

George Ives was hanged from a rafter

Immediately following the execution the trial of George Hilderman was briefly held

this ended differently than that of Ives because he had turned state's evidence

and because of his advanced age

pacified frontiersmen took pity on Hilderman

they allowed him to leave the territory with his life

Long John Franck, because of cooperation in naming the killer, was not tried

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<sup>29</sup> Gary R. Forney, *Wilbur Fisk Sanders, a Force in Early Montana*, The Montana Pioneer, <https://montanapioneer.com>  
SearchableHistory.com



## WILBUR FISK SANDERS WENT ON TO OTHER ACCOMPLISHMENTS

Colonel Sanders made many other contributions (to the State of Montana) during his lifetime:

- he served as corresponding secretary to the Society of Montana Pioneers when it was formed [December 11, 1864];
- he was elected the first chairman of the Montana Bar Association when it was organized [January 1865];
- he was elected president pro tem of the Montana Historical Society when it was authorized [February 25, 1865 he held that office until February 1, 1890];
- Republicans of both the Senate and House or Representatives of the newly formed State of Montana legislature elected him United States Senator [December 31, 1889]

## VIGILANCE COMMITTEE ORGANIZED AT VIRGINIA CITY

Eastern Washington Territory was functioning with little or no regard for the law out of the many criminal incidents came the formal organization of a Vigilance Committee which served notice to mining district outlaws and brought doom to many

Vigilance Committees had been formed to clean up San Francisco although they acted without legal authority

such a committee appealed to settlers of uncontrollable Idaho Territory

On the day after the hanging of George Ives seven men, all Masons,

established a Vigilance Committee to combat lawlessness in the gold camp -- December 22, 1863

Vigilante oath and by-laws were drawn up at this first meeting

## VIGILANCE COMMITTEE PROVIDE SOME ORDER BUT NOT LAW

Montana Vigilantes decided to seek out law breakers and deal with them as they saw fit until a competent judiciary should be established for the territory

Vigilance Committees were dedicated to the eradication of frontier crime and turbulence enrollment of additional Vigilante members began the next day

when twenty-three others signed the Vigilante oath (which is still preserved)

Vigilantes quickly organized in Virginia City, Nevada City and Bannack

with a president, treasurer and secretary and companies headed by captains

Vigilantes knew full well their actions were illegal

but they felt obliged to legitimize their violence by expounding a philosophy

which had three major components:

- self-preservation,
- right of revolution,
- popular sovereignty

This was mob rule pure and simple for all its high-minded oaths and philosophy  
(but the movement has been defended ever since by Montanans  
as the only recourse possible under the circumstances)  
if nothing else, it must be said that these self-appointed defenders of civic virtue were effective

#### SIGN OF THE VIGILANTEES SPREADS FEAR

Masked men began to visit selected outlaws in the middle of the night  
issuing warnings and tacking up posters featuring a skull-and-crossbones  
or the mystic numbers 3-7-77  
there are several theories as to the meaning of this sign -- one being:  
3, the number men at the first Mason lodge meeting [September 23, 1862]  
7, the number of Masons who organized the Vigilante Committee [December 22]  
77, the number of Masons at the funeral of William H. Bell [November 12, 1862]  
(Bell being the seventy-seventh)  
(Montana Highway patrolmen wear the emblem 3-7-77 on their shoulder patches today)

#### OUTCOME OF THE BATTLE FOR LAW AND ORDER IS UNSURE

Rev. Cushing Eells thought it was doubtful whether Vigilantes could keep order or not  
he estimated in the region there were about 400 men actively on each side of the law  
he had a great deal of sympathy for the Vigilance Committees  
his oldest son, Myron Eells, was a member  
Rev. Eells' boys always slept with a loaded gun within reach  
Rev. Eells told of several incidents concerning horse thieves at Walla Walla  
first shooting of a horse thief by the Vigilance Committee  
took place near Eells' home at Waiilatpu  
in fact, two brothers-in-law of the victim were members of the Vigilance Committee

#### VIGILANTES MAKE EFFORTS TO CLEAN OUT THE CRIMINAL ELEMENT

Most Vigilante groups were composed of responsible leaders  
who acted to make their communities safe  
Vigilantes began to investigate further the organization of outlaws they knew had to exist  
twenty-eight Vigilantes, called the Deer Lodge Scout, left Virginia City for Deer Lodge  
with the express purpose of apprehending the gang comrades of George Ives  
Captain James Williams was the leader of the expedition  
Moon that night the was nearing full  
which gave the Deer Lodge Scout light enough by which to travel  
On the way to Deer Lodge, the party met Red Yeager who was, unknown to them,  
Yeager, a member of Henry Plummer's Innocence,

had just delivered a letter from George Brown, corresponding secretary of Plummer's gang,  
to the Road Agents in Deer Lodge, warning them of the Vigilantes' actions  
when the Scout arrived at Deer Lodge, they found the Road Agents had just been warned and fled  
Captain Williams and his weary party decided to try to capture the messenger before resting  
Red Yeager was soon found and was returned to Dempsey's Stage Station  
where he was questioned along with George Brown  
Vigilantes decided not to take Brown and Yeager to Virginia City  
because there was a great possibility that the two would be liberated by their friends  
Both Road Agents were awakened and told they were to be hanged -- 10:00 P.M., January 4, 1864  
Brown begged for his life, but Yeager was much more composed if not resigned to his fate  
Red Yeager proceeded to name Sheriff Henry Plummer as chief of the *Innocents*,  
Bill Bunton was a stool pigeon and second in command,  
Cyrus Skinner was a fence, spy and a road agent who held up terrified victims  
among others listed were George Ives and two of Plummer's deputies:  
Ned Ray who served as council-room keeper at Bannack,  
and Buck Stinson, another roadster  
Red Yeager and George Brown were escorted to the banks of the Passamari (now Ruby) River  
where they were hanged from two cottonwood trees  
Hanging of the two suspects spread a general warning for hooligans to clear out  
with the only real result being a shift in the centers of trouble  
some of the criminals moved south to the Boise Basin  
more crossed the mountains to the new diggings in the Bannock District

#### VIGILANTE GROUPS COORDINATE THEIR EFFORTS

Stories circulated at Bannack about the hangings of Ives, Brown and Yeager  
Plummer and his men became nervous, wondering what the Vigilantes knew  
and what they were going to do about it  
things were heating up for the Road Agents and many made plans to leave the country  
however, the Vigilantes anticipated such plans, and decided to act quickly  
Alder Gulch Vigilante leaders met and decided to enlist the aid of the Bannack Vigilantes  
John S. Lott, Harry King and two other Vigilantes from Alder Gulch arrived at Bannack  
with a request for cooperation -- January 9, 1864  
undoubtedly, Colonel Wilbur Fisk Sanders was one of the first people they contacted  
execution of Henry Plummer, Ned Ray and Buck Stinson was ordered for the next day

#### PLANS LAID TO CAPTURE SHERIFF HENRY PLUMMER

Road Agents brought three horses into Bannack during the afternoon -- January 10, 1864  
Vigilantes believed Plummer and his deputies planned an escape so they finalized plans

Immediately before dark, Sheriff Henry Plummer was making his rounds through town he was returning to Yankee Flat where he lived with his in-laws James and Martha Vail in a cabin next door to Vigilante prosecutor Colonel Wilbur Fisk Sanders and his family local footbridge was used to cross Grasshopper Creek from Bannack to Yankee Flat as Plummer approached the bridge on his way home he met Mrs. Sanders crossing into town Plummer, the account states, tipped his hat to her and politely spoke neither party realized that at that very moment, Mrs. Sander's husband was planning Plummer's capture and execution within the hour

This January evening was cold, well below zero, crisp and clear, with no moon Vigilantes organized themselves into three small companies each going about its deliberate task of capturing one man before meeting the other two possess near the gallows gallows was located about a hundred yards up Hangman's Gulch on Bannack's north side it had been constructed by Sheriff Plummer himself the year before to hang a horse thief named Horan

One company of Vigilantes, led by William Roe, arrested Buck Stinson at Toland's cabin on Yankee Flat where he was spending the evening Ned Ray was captured by Frank Sears and Harry King as he lay passed out on a gambling table in a Yankee Flat saloon

Henry Plummer was at the Vail's' cabin Martha Vail, his sister-in-law, answered the knock at the door she greeted several Vigilantes who were led by John S. Lott Plummer was asked to accompany them which he did amid Mrs. Vail's questions as he left with the group of determined men Plummer told her that they just wanted to talk to him about Dutch John Wagner

#### LEADER OF THE INNOCENTS HANGES

All three Vigilante companies met at the gallows that night was extremely cold and the men had a very unsavory job to do so they did not waste any time Ned Ray was the first hanged, followed by Buck Stinson both men spewed epithets every step of the way Sheriff Henry Plummer was not the tough leader he pretended to be he promised to tell where \$100,000 of gold was buried, if they would let him live he begged for mercy, but was told: **“It is useless for you to beg for your life; that affair is settled and cannot be altered. You are to be hanged.”**<sup>30</sup>

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<sup>30</sup> Thomas Josiah Dimsdale, *The Vigilantes o Montana, A Correct History of the Chase, Capture, Trial, and Execution of Henry Plummer's Notorious Road Agent Band*, P. 134.

he plead for his life and then he changed his tactics

he stated that he was too wicked to die

finally he resigned himself to the fate of joining his cohorts on the gallows in death

after tossing the kerchief from around his neck to a young friend,

he requested the Vigilantes give him a good drop

vigilantes lifted him with their arms as high as they could reach

his request was granted and he dropped into eternity quickly without a struggle

twenty-seven-year-old outlaw sheriff's dark career and life were over -- January 10, 1864

Lawlessness had cost the lives of at least 102 people who had been killed

by Plummer's gang of cutthroats

Vigilantes placed a guard to keep people away from the swinging corpses

after about an hour the guard left satisfied that the last breath of life had left the three outlaws

Their bodies were taken down the next day

however, burial in Boot Hill, located just above the gallows at the top of the hill

would be impractical since the townspeople did not want such depraved men

lying in perpetual slumber with their loved ones

shallow graves were dug not far from where the men had spent the last moments of their lives

Oddly, even after Plummer and several of his henchmen were hanged, the robberies did not cease

in fact, stage robberies continued and showed more evidence of organized criminal activity

increasing numbers of robbers were involved in the holdups

more intelligence was passed to the actual robbers

(some historians today think that the story of Plummer and his gang was fabricated

to cover up the real outlaws in Montana Territory -- the vigilantes themselves)

## IDAHO TERRITORIAL LEGISLAUTRE HAS LITTLE IMPACT

Direct action against law-breakers along the trails and in the mining camps of Idaho and Montana

sometimes degenerated into mob rule and lynch law

Hill Beachey watched with no small amount of self-satisfaction the beginning of the Lewiston trial

of James Romain, David Renton, and Christopher Lower for the killing of Lloyd Magruder

Court was convened -- January 19, 1864

Enos Grey served as prosecutor

J.W. Anderson and W.W. Thayer represented the accused

Billy Page was the star witness giving direct testimony regarding the murder

he showed the three killers had motive and opportunity

and, in fact, they had killed Lloyd Magruder

jury found them guilty and sentenced them to death

(hanging took place [March 9, 1864]) in Lewiston

(Beachey was later reimbursed \$6,240 for his expenses incurred tracking the killers

remainder of the money the outlaws stole was recovered  
this was made into coins by the San Francisco mint  
\$17,000 was given to Lloyd Magruder's daughter Caroline)

#### WASHINGTON TERRITORY LEGISLATORS DISCRIMINATE AGAINST CHINESE SETTLERS

Washington Territorial legislature passed a poll tax on all Chinese over eighteen years old  
this law entitled an

**“Act to Protect Free White Labor Against Competition with Chinese Coolie Labor”**

was approved by legislators -- January 23, 1864

it provided that the Chinese be required to pay a poll tax to the county sheriffs  
simply for being Chinese

sheriffs also had the power to pursue any Chinese person attempting to evade this tax  
this law attempted to prevent Chinese immigrants, many from the California gold fields,  
from finding work in Washington Territory

#### IDAHO COUNTY RE-CREATED BY THE IDAHO TERRITORIAL LEGISLATURE

Idaho County had been established by the Washington Territory legislature [December 20, 1861]  
originally almost the size of the (state of Idaho) it was composed of the Clearwater River drainage  
and the Salmon River placer region

Florence was designated the county seat

Idaho County was reorganized by the Idaho Territory Legislature -- February 4, 1864

Florence maintained its position as county seat

(thus the county pre-dates both the territory and state of Idaho)

#### VIGILANTIES CONTINUE THEIR EFFORTS

One-hundred-two documented murders by the Road Agents had taken place  
along with an unknown number of robberies

Even after the arrival of government and laws,

Vigilantes went on to hang the rest of the Road Agents that they could locate in such places as  
Hellgate (Missoula), Cottonwood (Deer Lodge), Fort Owen and Virginia City  
accounts state that all told, thirty-two men were either hanged or banished  
with only three receiving the second option

#### LAW AND ORDER IS SLOW IN COMING TO THE FAR WEST

As legal order reached the mining areas, the avengers rode less often  
they settled down to enjoy the peace they had won

but they remained organized to protect the rights of frontier citizens

Transformation to law and order by government

in eastern Washington, Idaho, and Montana territories was finally accomplished  
(about the turn of the Twentieth Century)

#### FIRST COAL CLAIMS AT COAL CREEK FILED

(First discovery of coal in Washington Territory was announced  
when coal was taken from the Squak mines to the Seattle docks -- [1862])  
Coal was next found on Cougar Mountain  
also outcroppings of coal were found on China Creek (north of today's Centralia)  
Edwin Richardson, Philip Lewis, and Josiah Settle filed the first claim for a coal pit -- February 1864  
when prospect pits were dug, a wagon road to Lake Washington was begun  
and a small amount of coal was taken to Seattle

#### WILLIAM H. WALLACE TAKES UP THE POSITION HE MOST COVETED

After months of plotting, scheming, and perhaps perpetrating election fraud,  
Wallace took his seat as Congressional Delegate from Idaho -- February 1864  
President Abraham Lincoln appointed Governor Wallace's replacement, Caleb Lyon -- February 26  
(Idaho citizens had a six month wait before Lyon would arrive)

#### ASA MERCER'S RETURN TRIP TO SEATTLE BEGINS

Eight girls boarded a train from Lowell, Massachusetts -- on a cold, blustery March 1864 afternoon  
bound for New York and an awaiting ship  
six girls faced their adventure traveling alone:

- Antoinette Josephine Baker, age 25
- Sarah Cheney, age 22
- Aurelia Coffin, age 20
- Sara Jane Gallagher, age 19
- Ann Murphy, age unknown
- Elizabeth (Lizzie) Ordway, the oldest of the original group at age 35

two of the girls traveled with their father, Daniel Pearson age 46,  
who, leaving behind wife, younger daughter and son, decided to travel West for his health

- Georgiana (Georgia) Pearson, age 15
- Josephine (Josie) Pearson, age 19

Asa Mercer and his party arrived in New York,  
where he was joined by three women from Pepperell, Massachusetts:

- Katherine Stickney, age 28
- Catherine Stevens, age 21
- Rodolphus Stevens, age 45

When Mercer and his eleven girls boarded the steamship *Illinois* so did Annie Mae Adams, age 16

she intended to make San Francisco her home but later decided to continue on to Seattle  
thus becoming the twelfth adventuress  
Steamship *Illinois* sailed out of the New York harbor with 798 passengers -- March 14, 1864

#### IDAHO GOLD DRAWS THOSE SEEKING QUICK RICHES ONE WAY OR ANOTHER

Entire Boise Valley became the scene of great mining activity -- spring 1864

describing the situation at Boise City Thomas Donaldson, an Idaho pioneer, reminisced: **Boise contained at the time a splendid assortment of murderers, robbers, and tinhorn gamblers. They were offscourings of all the abandoned and worn-out mining camps in the territory.**<sup>31</sup>

Further to the southwest, in the Owyhee District, mining activity likewise boomed  
towns of Ruby City and Silver City grew up

(Still later gold discoveries were made in the Coeur d'Alene Mountains

well up the Idaho panhandle where such towns as Coeur d'Alene, Beaver City, and Murray arose)

#### CAPTAIN WILLIAM RENTON FINISHES WORK ON HIS PORT BLAKELY SAWMILL

Construction of the new mill was finished -- April 1864

San Francisco grew rapidly during the 1860s, and the Port Blakely saw mill prospered

Captain Renton built houses for workers' families, dormitories for the bachelors  
and a house for himself near the mill pond

#### INDIAN TREATY CONFUSION

Free Bands of Nez Perce continued their old ways since they had refused to sign the (1863 Treaty)  
settlers may have believed the valley was open for homesteading under the treaty terms

Old Joseph and his Free Bands saw homesteaders stake land claims in the valley

although the land still belonged to Joseph's Band under terms of the (1855 Treaty)

for some years, the non-treaty bands continued to live on their lands,

as they insisted no one had the right to sell them or their land but them

Most of the Nez Perce Free Bands were called once again to meet at Lapwai -- spring 1864

once again they faced another demand to reduce the size of their reservation

once again the Free Bands of Nez Perce Indians refuse to sign and remained non-treaty people

Old Joseph told his son Joseph: **Always remember that your father never sold his country.... A few years more and white men will be all around you. They have their eyes on this land. My son, never forget my dying words. This country holds your father's body. Never sell the bones of your father and your mother.**<sup>32</sup>

#### FORT CANBY IS ACTIVATED BY THE UNITED STATES ARMY

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<sup>31</sup> Oscar Osburn Winther, *The Great Northwest*. P. 246.

<sup>32</sup> *National Geographic*. March, 1977, p. 410.



United States War Department had created a military reservation at Cape Disappointment [1852] within mouth of the Columbia River around shores of Baker Bay to protect the Columbia actual construction did not begin until [August 1863]

    this fort is said to be the site where members of the Lewis and Clark Corps of Discovery first stepped into the breaking surf of the Pacific Ocean [November 15, 1805] although the Civil War had been raging for three years

    this remote outpost, first named Fort Cape Disappointment, was activated -- April 15 (name was changed to Fort Canby [February 13, 1875] in honor of General Edward R.S. Canby who was killed in the Modoc Indian War)

Several frame garrison buildings were erected and manned

    three earthwork batteries armed with smoothbore cannons were built

    Engineer George H. Elliott was charged with building the three batteries which were known as Lighthouse Battery, Left Battery and Center Battery

        Lighthouse Battery had a total of seven guns, two 8, four 10 and one huge 15  
    all three batteries were to mean house a total of twenty-two guns

#### CALIFORNIA AND OREGON RAILROAD COMPANY IS ABANDONED

Simon G. Elliot and George H. Beldon disagreed over who should decide the route to be followed through western Oregon

    also, their twelve-man survey crew had received no pay for six months

Elliot and Beldon agreed to disagree on the route, abandoned the project and went home -- 1864 leaving the unpaid survey crew and their equipment stranded in Jacksonville

On his own Simon G. Elliot attempted to raise money in Oregon to complete the route survey but he faced opposition from Portland businessmen who were concerned

    that Portland's trade with southern Oregon would fall to California competitors if the railroad ever came into existence

    Elliot's financing effort failed and the California and Oregon Railroad collapsed

#### CALIFORNIA AND OREGON RAILROAD CHANGES HANDS

With the collapse of Simon G. Elliot's California and Oregon Railroad effort

    Southern Oregon businessmen led by Jacksonville businessman Joseph Gaston came to the rescue of the floundering railroad -- spring 1864

Gaston took over the California and Oregon Railroad Company

    in the leadership change Simon G. Elliot was left out in the cold

#### JOSEPH GASTON TAKES UP THE WILLAMETTE VALLEY SURVEY EFFORT

Joseph Gaston employed two men to work for the California and Oregon Railroad Company wounded Civil War veteran Colonel A.C. Barry was to serve as president of the new railroad

Colonel Barry had been a member of the original California and Oregon Railroad Company  
George H. Beldon of the U.S. land survey department was employed

to complete survey work from Jacksonville, Oregon to Portland, Oregon -- spring 1864  
because this work was all voluntary contributions had to be arranged to finance the project  
Joseph Gaston undertook this task himself

Gaston prepared a circular addressed to leading farmers and businessmen of the Willamette Valley  
sixty subscriptions of money, wheat, or oats were collected from southern Oregon lawyers,  
businessmen, politicians and farmers including Lindsay and O.C. Applegate  
who were motivated to develop a transportation link with California  
and its transcontinental railroad to the east

they contributed funds enough to make continuation of the route survey possible  
in the meantime, A. C. Barry, George H. Beldon and the members of the survey party  
had to rely on local people for food, shelter and their pay  
even so, eager farmers housed and fed the survey party along the way  
hoping for better shipping rates for their produce once the railroad line was completed  
the survey party lived sumptuously and were often entertained for days at a time  
by locals living along the survey route

However, support for the railroad was not universal

one prominent Willamette Valley resident declared the country could not support a railroad  
he suggested that if one was actually built the first train would carry all of the freight available,  
the second train would carry all of the passengers available, and the third train would  
pick up the track behind it and carry off the railroad itself

#### JOSEPH GASTON WRITES CIRCULARS TO RAISE FUNDS FOR HIS RAILROAD

Joseph Gaston's writings were distributed to railroad men, county officers, government land offices,  
and anyone else along the Pacific coast and in the eastern states

who was likely to be interested in or able to assist in organizing a railroad company

Gaston wrote open letters containing statistical information regarding Oregon and its agricultural,  
mineral, commercial and manufacturing resources

At the same time hundreds of petitions were circulated asking Congress to grant bonds and public land  
to aid in constructing a branch railroad from Sacramento to the Columbia River

#### ROUTE OF JOSEPH GASTON'S RAILROAD ROUTE ACROSS THE WILLAMETTE VALLEY

Colonel A.C. Barry's railroad route began at Jacksonville and passed through the Umpqua Mountains  
and entered the Willamette Valley

it followed, in general, the old Applegate Trail west of the Cascade Mountains

crossing the Calapooya Mountains at Applegate Pass

it continued along the west side of the Willamette River through Corvallis and Forest Grove

crossing over the Tualatin Mountains, continuing through the Tualatin Plains to Scappoose and on to St. Helens -- the proposed terminus on the Columbia River at Dayton, Oregon a branch line would connect Portland with Dayton and the Columbia River  
Colonel Barry reached Portland, Oregon -- September 1864  
practically, they had surveyed the entire route from the Sacramento River north to Portland

#### MERCER'S PROBLEM IN REACHING WASHINGTON TERRITORY

Mercer and his party of twelve eligible young ladies and one father were delayed in Panama for a week  
thus making expected connections for their last leg of their journey impossible  
After the wait in Panama they caught the steamship *America* for the trip to San Francisco improvising transportation connections, Mercer obtained passage for the group aboard the lumber bark *Tarrant* for the voyage to Teekalet (now Port Gamble)  
many mill hands and loggers were on the wharf to greet the bark -- May 15, 1864

#### MERCER AND HIS GIRLS ARRIVE IN SEATTLE

Boarding the sloop *Kidder* at Teekalet the next day around noon they began the last leg of the journey  
*Kidder* arrived in Seattle and the passengers debarked at Yesler's wharf -- 11:00 p.m., May 16, 1864  
in spite of the late hour Mercer and his twelve girls were welcomed by a delegation headed by Doc Maynard  
these young ladies were escorted by lamplight to the only hotel in Seattle

#### SEATTLE HOLDS A RECEPTION FOR IT VERY WELCOMED GUESTS

Newcomers were welcomed at the University Hall by local males  
as one swag wrote:

**"looking like grizzlies in store clothes and their hair slicked down like sea otters"**<sup>33</sup>

local citizens offered a vote of thanks to the young ladies  
after expressing their thanks to Mr. Mercer for his efforts on behalf of the Washington Territory,  
the reception was adjourned to the grounds of the University  
where everyone beheld a beautiful western sunset

Asa Mercer was a local hero of great renown as noted the *Seattle Gazette*: **"It is to the efforts of Mr. Mercer, joined with the wishes of the darlings themselves that the eleven accomplished and beautiful young ladies [apparently one was either not accomplished or beautiful or both] whose arrival was lately announced have been added to our population.... Mr. Mercer is the Union candidate for joint councilman for King and Kitsap counties, and all bachelors, old and young, may, on election day,**

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<sup>33</sup> Compiled by Workers of the Writers' Program of the Work Project Administration in the State of Washington, *Washington: A Guide to the Evergreen State*, P. 216.

**have an opportunity of expressing, through the ballot box, their appreciation of his devotion to the cause of the Union, matrimonial as well as national.”<sup>34</sup>**

#### BRIDES SETTLE INTO THE SEATTLE COMMUNITY

All twelve of the newly arrived women brought culture into the area  
with their sewing, school teaching and music talent  
They were quickly courted and nine were whisked to the alter  
one young lady left because of the climate  
another, Elizabeth M. (Lizzie) Ordway, never married  
but she made the greatest impact on the whole region

#### ELIZABETH M. (LIZZIE) ORDWAY BECOMES A RENOWN LOCAL EDUCATOR

Lizzie was a strikingly handsome woman of great poise who was known for her sense of humor  
small in stature, she had gray eyes and knew her own mind  
she was the highly educated daughter of Lowell, Massachusetts businessman  
she was a student of the classics, spoke four languages and English  
stayed at the home of Henry and Sarah Yesler (until August) when she took the teaching position  
at a school on Whidbey Island made vacant by the death of Miss Josephine (Josie) Pearson  
who died of a heart attack during a trip from Seattle  
to Coupeville High School on Whidbey Island where she taught music  
Lizzie became a moving force in public education in Washington Territory  
early in her career she taught in Coupeville, Port Madison, Port Gamble and Port Blakely

#### ASA MERCER GETS HIS REWARD

Professor Mercer won a sweeping victory from his grateful contemporaries  
who elected him unanimously to the Territorial Council (Senate) of the Territorial Legislature  
However, the young legislator was focused more on lasses than laws  
he wanted to import marriageable young women not by the dozen but by the hundreds  
as he later wrote: **This was just at the close of the Civil War.... Hundreds of government  
vessels were lying idle and thousands of seamen were still on the payrolls, with bunkers overflowing  
with coal, at all of the government wharves. My thought was to call on President Lincoln, tell him of  
our situation, and ask him to give me a ship, coaled and manned, for the voyage from New York to  
Seattle, I furnishing the food supplies. Having sat upon Lincoln’s lap [in Illinois] as a five-year-old  
and listened to his funny stories, and knowing the goodness of his heart, not a shadow of doubt  
existed in my mind as to the outcome....<sup>35</sup>**

Soon he was circulating through the territory talking confidentially to lonesome bachelors

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<sup>34</sup> Clarence B. Bagley, *Oregon Historical Quarterly*, Volume 5, March 1904-December 1904. P. 9.

<sup>35</sup> David Lavender, *Land of Giant*, P. 351.

Mercer promised prospective grooms he would use his boyhood friendship with Abraham Lincoln to assure the safe arrival of the brides

Mercer circulated the following contract: **“I, A.S. Mercer, of Seattle, W.T., hereby agree to bring a suitable wife, of good moral character and reputation, from the East to Seattle, on or before September, 1865, for each of the parties whose signatures are hereunto attached, they first paying to me or my agent the sum of three hundred dollars, with which to pay the passage of said ladies from the East and to compensate me for my trouble.”**<sup>36</sup>

Asa Mercer quickly raised \$150,000 from single loggers, fishermen, and others to import 500 brides

#### ASA MERCER TAKES A SECOND TRIP EAST

Mercer started east in search of war widows and orphans in high spirits and with great confidence he talked of providing mates for every single man west of the Cascades

With high hopes and less money than necessary, Mercer left Seattle

he had reason to hold high expectations

war widows and orphans abounded in the war-stricken eastern seaboard states

Mercer had a meeting set with the President to borrow a war ship for transportation to Seattle

because there were many idle ships, Mercer believed Lincoln would favor his plan

in addition, this seemed to be a fair, just and honorable idea

#### MONTANA TERRITORY IS CREATED

Sidney Edgerton, a former U.S. Representative from Ohio,

had been appointed United States judge for the Territory of Idaho [1863]

he saw a need to provide law and order through a new territorial government in the mining camps

he returned to Washington City [1864] to lobby Congress to create Montana Territory

Edgerton still had friends on Capitol Hill

many of the Congressmen may have been impressed with the \$2,000 in gold nuggets

he carried with him to demonstrate the mineral wealth in the proposed territory

President Lincoln signed the Organic Act -- May 26, 1864

took the Eastern part of Idaho Territory -- and a large portion of their population

Wyoming was taken from Idaho Territory and returned to Dakota Territory [until 1868]

leaving Idaho Territory with the oddly-shaped boundaries it still possesses

Sidney Edgerton, former Chief Justice of Idaho Territory, was appointed governor by Lincoln

Montana Territory's organization suffered the same slow start

that Idaho Territory had experienced (the year before)

elections could not be held (until October) or the legislature meet (until December)

while a large proportion of Montana inhabitants were Confederate sympathizers

Republican Governor Sidney Edgerton kept order through the use of vigilantes

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<sup>36</sup> Oregon Historical Quarterly -Volume 5, P. 23.

However, there was little lawlessness even after the wild scramble of 1864  
when 36,000 miners traveled up the Columbia River by boat  
to the primary gold camps at Virginia City and Last Chance Gulch (soon renamed Helena)

#### NORTHERN PACIFIC RAILWAY CORPORATION COMES INTO EXISTENCE

Congress passed a law creating the Northern Pacific Railway Company  
and granted the company a charter to build a railroad from Lake Superior to Puget Sound  
this proposal had been prodded by Boston businessman Josiah Perham  
who was interested in extending a railroad line to the Pacific coast

Northern Pacific (NP) Railway Company Charter was signed by President Lincoln -- July 2, 1864  
Josiah Perham was named president of the newly chartered railroad that was to begin in the East  
using the Lake Superior and Mississippi Railroad Company [LS&M -- 1861] tracks

This second transcontinental railroad was given permission to build along with a liberal land grant

**“The act granted lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific Coast, by the Northern Route.”<sup>37</sup>**

Congress had authorized the Northern Pacific Railway to receive all odd-numbered sections of land  
to extend for forty miles on each side of the right-of-way in territories (25,600 acres per mile)  
and for twenty miles on each side of the right-of-way in states (12,800 acres per mile)

from St. Paul and Duluth, Minnesota through Snoqualmie Pass to Puget Sound

this was the largest land grant ever awarded by Congress

forty-four million acres of federal land grants were provided when Lincoln signed the Charter  
this land was to be used to raise necessary financing

however, the Charter provided for only land grants

any government cash subsidy or loan or the issuing of bonds was strictly prohibited

Only state involved in the route was Minnesota unless the track dipped south into Oregon

this appeared unlikely because the reputation of the Columbia River bar led Congress

to specify the railroad would run from Lake Superior to the deep waters of Puget Sound

only a spur line was to run down the Columbia River

still the lowest point across the Cascade Mountains was 3,500 feet above sea level

while the Columbia Gorge provided a ready-made gap through the mountains

(for years Portland held on to the hope of becoming the terminus as did Puget Sound settlements)

#### NORTHERN PACIFIC RAILWAY CANNOT FIND ENOUGH MONEY TO BEGIN CONSTRUCTION

Josiah Perham was the first president of the Northern Pacific Railway

he expected the people of the United States to subscribe enough money to assure construction

of his railroad across the northern portion of the United States

however, the company's stock did not sell well

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<sup>37</sup> Bartlett, *Student's History of the Northwest and the State of Washington*, Vol. I. P. 168.

under the strain of attempting to finance such a great project Perham's health broke down

#### OREGON STEAM NAVIGATION COMPANY (OSN) IS UNSURE OF ITS FUTURE

Northern Pacific Railway track over the Cascade Mountains would destroy its freight monopoly but at least its steamers would provide a chance to compete

track laid down the Columbia River might end the OSN altogether

but its portage railroads controlled the right-of-way on both banks of the Columbia

OSN would be expensive for the competition to buy out or perhaps the Northern Pacific Railway would skip Oregon entirely

land grants in states were half as large as those in territories

or perhaps the Northern Pacific would never be built -- wilderness produced little cash and the charters did not necessitate construction

#### SHIPPING RATE WAR ON THE COLUMBIA RIVER CONTINUES

Oregon Steam Navigation Company and People's Transportation Company viciously competed on Columbia River -- [1863]-1864

Both companies suffered heavily financial losses

freight rates dropped to 50¢ a ton

passenger rates from Portland to Salem fell to 50¢ including meals and a berth

from Portland to Albany was priced at \$1.00; and Portland to Corvallis: \$1.50

OSN initiated an involved legal battle and lobbied Congress to have the rival removed

#### OSN AND PEOPLE'S TRANSPORTATION COMPANY REACH AN AGREEMENT

Both companies were badly bruised before they finally agreed to divide the shipping area

Oregon Steam Navigation Company bought off the People's Company

as the rivals agreed to confine themselves to their original area of operation

In the agreement OSN was to pay People's Transportation \$10,000 a year for ten years

if People's would restrict its operations to the Willamette River

Oregon Steam Navigation Company also picked up

two of People's Transportation's boats on the Columbia River, *Iris* and *Kiyus*,

in exchange for three OSN boats operating on the Willamette River

*Onward, Rival, and Surprise*

OSN again took control of the Columbia River

Stephen Coffin's People's Transportation Company was granted control of Willamette River

linking Portland and Eugene on the condition they stay off the Columbia River -- 1864

#### IDAHO GOVERNOR CALEB LYON ARRIVES IN LEWISTON

To fill the office of Governor, President Lincoln blunderingly appointed Caleb Lyon

he was a deserving Republican Party man -- an art and literary connoisseur from New York  
Lyon did not arrive in Idaho Territory until -- August 8, 1864

Lyon has been described as **“a polished misfit in a country of mining camps.”**<sup>38</sup>

people of Idaho failed to appreciate his debonair manners, his literary terminology,  
and his insistence on formal dress at state ceremonies

(but they did have a realistic understanding of the disappearance of \$50,000 in public funds  
when he returned East)

#### CANADA ATTEMPTS TO UNIFY

Efforts to unite the provinces, colonies and territories of British North American  
started with a series of conferences:

Charlottetown Conference -- September 1[-9], 1864 was the first  
colonies of New Brunswick, Nova Scotia, Prince Edward Island were considering union  
Premier of the Province of Canada asked to be included in the negotiations  
it was decided to hold a second conference

#### WASHINGTON TERRITORIAL GOVERNOR WILLIAM PICKERINGS SEES IMPROVEMENTS

California State Telegraph Company from the San Francisco area built into Washington Territory  
their telegraph line reached to Olympia

Governor Pickering sent the territory's first telegraph message -- September 4, 1864

Governor Pickering and Washington Territory's government took responsibility  
for the care of the mentally ill

however, lacking sufficient funds a contract for the care of the mentally ill  
was signed with the Sisters of Charity (now the Sisters of Providence)  
who waited patiently for nineteen months before receiving their first payment

#### KOOTENAI DIGGINGS ARE DISCOVERED IN BRITISH COLUMBIA

Major gold strike was discovered by California prospector James Manning -- 1864

Fifty sluice companies employed twenty-five men by the fall season

who were taking out \$300 to \$1,000 per day

Principal diggings were on Wildhorse Creek fifty miles north of the international boundary

#### OREGON LEGISLATURE MEETS

Joseph Gaston supported Colonel A.C. Barry's survey effort

A. C. Barry's west side of the Willamette River survey report was printed

this report stated a practical railroad route had been surveyed from Jacksonville, Oregon  
north through the Willamette Valley to St. Helens, Oregon on the Columbia River

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<sup>38</sup> Oscar Osburn Winther, *The Great Northwest*, P. 241.



Gaston added a chapter to the report extolling the resources of the Oregon and the wisdom and leadership provided by the members of the Oregon legislature  
Oregon State legislators provide at least moral support for a railroad across the Willamette Valley  
Oregon State Senate's committee of corporations chaired by Oregon Senator James M Pyle completed a report supporting a policy of granting state aid  
Oregon State Representative Cyrus Olney drew up the first subsidy bill -- September 1864  
he proposed a grant of \$250,000 to the company that built the first 100 miles of railroad  
(no company ever accepted this paltry amount)  
Colonel Barry took his survey report to Washington City to lobby for federal assistance  
newly elected Oregon U.S. Senator George W. Williams of Salem did not support their proposal  
Colonel A.C. Barry became tired of the slow pace normal for Congressional action  
frustrated he moved to Missouri and took up farming  
little came of his effort to lobby congress to support the California and Oregon Railroad Company

#### EVENTS LEADING TO THE MODOC WAR

United States signed a treaty with the Klamath, Modoc and a band of Snake Indians -- October 14  
Modoc agreed to give up their land along the Lost River, Tule Lake and Lower Klamath Lake  
they moved to a reservation in the Upper Klamath Valley  
about 160 Modoc under Keintepoos (Captain Jack) refused to be moved to the reservation  
as they had not been involved in the treaty negotiations  
Renegade Indians on the loose elevated settlers' fears throughout the Pacific Northwest

#### A SECOND ATTEMPT TO UNIFY CANADA

Quebec Conference -- October [10]–27, 1864  
Governor-General of the Province of Canada invited the three Maritime provinces and Newfoundland to send delegates to a meeting to discuss union  
delegates adopted *Seventy-two Resolutions* to address the structure of government  
Following the Quebec Conference Canada's legislature passed a bill approving the creation of a union  
this proved to be most controversial in the Maritime provinces which stalled the effort

#### ST. IGNATIUS MISSION OPENS IN MONTANA

Four Sisters of Providence arrived at St. Ignatius Mission (western Montana)  
to offer their services as teachers  
Father Urban Grassi was constructing a school building  
but even before the school was complete, the sister began their work -- October 1864  
Mother Joseph rejoiced to see the sisters' work with Native Americans take root,  
regretting only that she was not able to share in the St. Ignatius ministry  
she had little opportunity even to visit the sisters at this small isolated mission

in the mountains of western Montana  
fortunately, they had their own strong leader in Sister Mary of the Infant Jesus,  
(who served in St. Ignatius for more than fifty years)

## SECOND SESSION OF THE IDAHO TERRITORIAL LEGISLATURE IS HELD

Although two distinct dates had been announced for the session to begin  
everyone showed up: more southern government officials than northern -- November 14, 1864  
in heated debate powered more by land speculation than common sense  
southerners managed to pass a Bill naming Boise as the capital city  
Governor Caleb Lyon signed the bill  
Northerners sued claiming the legislature met on the wrong date so all action was invalid  
there was no Supreme Court in the territory so a Lewiston judge heard the case  
not surprisingly he ruled for Lewiston to remain the territorial capital  
he ordered the state records to be locked up and announced  
that if the governor or territorial secretary tried to remove them they would be arrested  
Panhandle residents plotted to form a new territory  
made up of North Idaho, Western Montana, and Eastern Washington  
Walla Walla insisted on being the capitol  
while Lewiston offered competition to the idea

## BEN HOLLADAY KEEPS WATCH OVER HIS BUSINESS EMPIRE

Ben Holladay's successful shipping businesses brought constant fame and wealth -- 1864  
he owned or controlled thirty-three hundred miles of stagecoach lines  
his mail contracts alone over these routes grossed a million dollars annually  
his ocean-going steamships connected with the eastern and southern United States  
to Mexico, the Pacific Northwest, Canada, Alaska, Hawaii and Asia  
To maintain vigilant contact with the appropriate congressional committees,  
Holladay established one bronze and marble residence in Washington City  
and another in New York City  
His redheaded wife and their four children lived at White Plains, New York  
in a mansion whose grounds displayed a buffalo herd  
and a narrow-gauge railway -- a favorite of his sons Ben, Jr. and Joe  
here European counts came to woo his daughters, Pauline and Jennie  
but under his beautifully tailored broadcloth suits  
Ben Holladay himself remained a rough-edged, six-foot-tall frontiersman  
with a bushy black beard and an insatiable drive for empire

## CONGRESS MOVES VERY SLOWLY IN AUTHORIZING THE GIFT OF PUBLIC LAND

Although a land subsidy bill for an Oregon railroad  
was introduced into the U.S. House of Representatives -- December 1864  
it did not become law  
in the Senate newly elected United States Senator George W. Williams from Salem, Oregon  
also did not support the proposal  
Nothing was done during that session of Congress to assist transportation in the Pacific Northwest

## BEGINNINGS OF TACOMA

Pioneer Job Carr was a wounded Union veteran of the Civil War from Indiana  
he came to Washington Territory seeking better opportunities  
On a fishing expedition, Carr was riding in a canoe with several other men  
on a fishing expedition from Steilacoom to Commencement Bay -- Christmas Day 1864  
when he saw the mouths of two creeks and a lagoon protected by a sand bar  
where the natives beached their canoes  
Nisqually and Puyallup people called the Indians location Chebaulip or sheltered place  
Job Carr filed a 168-acre claim to land at a site he identified as Eureka (“**I’ve found it!**”)  
other settlers had previously claimed land nearby,  
but had left the area after the Indian War of [1855-1856]  
Carr soon moved onto the claim with a yellow cat, Tom, and built a cabin  
on the shore of Commencement Bay  
about three miles away from (Commencement City -- today’s Old Town)  
(Carr's two sons Howard and Anthony joined him [1866])

## EARLY VOYAGE OF THE CONFEDERATE SAIL AND STEAM POWERED *SHENANDOAH*

She was a 230-foot long, 32-foot beam, 1160-ton steam cruiser built in Glasgow, Scotland  
she was an iron-framed, teak-planked, full-rigged vessel with auxiliary steam power  
originally christened *Sea King* [August 1863]  
Secretly she was purchased by the Confederate Navy  
*Sea King* put out to sea under the cover story that she was on a commercial voyage to India  
she rendezvoused at sea with another ship and was refitted as a warship  
Conversion was under the supervision of Confederate Navy First Lieutenant James Iredell Waddell  
(later he was promoted to Commander and became the ship’s first commanding officer)  
Confederate Navy officers, some crew members, a full complement of heavy guns  
four 8 smoothbore cannons; two 32-pounder rifled cannons; two 12-pounder cannons  
ammunition, ship’s stores and other equipment also was installed  
she was re-commissioned as the CSS *Shenandoah* [October 19, 1863]  
Commander Waddell took his ship through the south Atlantic and into the Indian Ocean,  
capturing nine U.S. flag merchant vessels, taking plunder and prisoners [late 1864]

all but two of these vessels were sunk or burned  
*Shenandoah* reached Melbourne, Australia, where she received necessary repairs and provisions and added forty crewmen giving her a full complement of 109 officers and men -- January 1865 after three weeks in port *Shenandoah* put out to sea  
planning to harass the American south Pacific whaling fleet  
however, Commander Waddell discovered his intended targets were warned and had dispersed  
Waddell set off for the north Pacific

#### PRESIDENT LINCOLN ATTEMPTS TO END THE CIVIL WAR

President Abraham Lincoln attempted a peace meeting at Hampton Roads in Virginia with Confederate Vice President Alexander Stephens -- February 3, 1865  
At that time Robert E. Lee's Army at Petersburg, Virginia and Joseph E. Johnston's troops in North Carolina were all that remained to carry on the Confederate cause  
This effort ended in failure

#### SALMON CANNING INDUSTRY BEGINS ON THE COLUMBIA RIVER

West coast salmon canning first began on the Sacramento River in northern California [1864] there a small fish packing cannery was established by Hapgood, Hume and Company successful canning operations depended on development of three components  
raw material (salmon), power (water) and a ready market (Idaho and Montana miners)  
George and William Hume, former partners in Hapgood, Hume and Company, left the Sacramento River company and moved to the Columbia River to open a cannery there they placed a river barge with canning equipment on the river at a place they called Eagle Cliff on the north bank of the Columbia in Washington Territory -- 1865  
Eagle Cliff received its name when William Hume found eagles nesting above the location fifteen miles west of (today's Longview in eastern Wahkiakum County)  
difficult process of catching salmon from canoes and hand-packing for a few buyers required that their initial effort be a small one

#### PRESIDENT LINCOLN IS SWORN INTO OFFICE FOR A SECOND TIME

With the war coming to end, Abraham Lincoln in his second inaugural speech -- March 4, 1865 stated his terms for peace with the Confederate States of America: "**With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow, and his orphan -- to do all which may achieve and cherish a just, and a lasting peace, among ourselves, and with all nations.**"

## WESTERN UNION TELEGRAPH LINE REACHES NORTH

John Fravel arrived in Sehome (now Bellingham) as a telegraph operator -- March 1865  
soon he took up work on construction of a telegraph line  
Fravel eventually became a central figure in local telegraph operations  
Field parties located poles, mounted insulators and strung wire northward from Olympia  
through Mukilteo and La Conner to Bellingham Bay  
from Bellingham the new telegraph line extended north through Marietta, around Birch Bay  
and across the Fraser River into New Westminster, B.C.  
(Service to and from Bellingham began [April 16, 1865]  
two days following the assassination of President Abraham Lincoln)

## BEN SNIPES PROSPERS IN SPITE OF MANY TRIALS

Snipes ended his cattle drives but continued his system of cattle-raising: buying, fattening and selling  
he purchased land in the Yakima Valley until he owned 6,000 acres -- 1865  
his vast grazing district bordering on the rivers  
allowed his herd increased to enormous proportions  
Ben Snipes was again the reigning Northwest Cattle King

## IDAHO TERRITORY DELEGATE TO CONGRESS WILLIAM WALLACE'S TERM EXPIRES

Wallace term of office ended -- March 1865  
having achieved little of merit as Idaho's representatives in the House of Representatives  
(he remained in the nation's capital several months  
before returning to his home in Steilacoom, Washington Territory  
where he served as a probate judge in Pierce County until his death [1879]  
(Wallace lies buried in the Fort Steilacoom Cemetery)

## IDAHO TERRITORY'S CAPITAL CITY IS MOVED -- OR STOLEN

Territorial Governor Caleb Lyon, unimpressed with the merits of his assignment,  
was out of the territory  
Territorial Secretary Clinton DeWitt Smith named himself acting governor  
Secretary Smith went to nearby Fort Lapwai where he collected a contingent of soldiers  
and rode to the Lewiston Capitol building  
there he unlocked the safe, loaded the State Seal, Constitution and other papers  
and headed to Boise -- March 29, 1865  
Idaho Territorial Legislature sent a memorial to Congress which was rejected

## LAST BATTLES OF THE CIVIL WAR BEGIN

General Lee's last offensive for his Army of Northern Virginia began -- March 25

with an attack on the center of General Grant's forces at Petersburg  
four hours later the attack was broken

Grant's forces began a general advance and broke through Lee's lines at Petersburg -- April 2

Lee evacuates Petersburg forcing the Confederate Capital of Richmond to be evacuated

General Robert E. Lee surrendered his Confederate Army of Northern Virginia

to General Ulysses S. Grant at the village of Appomattox Court House, Virginia -- April 9, 1865

Lee told his troops in General Order Number 9: **“After four years of arduous service marked by unsurpassed courage and fortitude the Army of Northern Virginia has been compelled to yield to overwhelming numbers and resources.”**<sup>39</sup>

Grant allowed Rebel officers to keep their side arms

he also permitted soldiers to keep their horses and mules

Stars and Stripes was ceremoniously raised over Fort Sumter-- April 14

#### IDAHO GOVERNMENT PAPERS ARRIVE IN BOISE

Territorial Secretary Clinton DeWitt Smith reached his new capital city

after a slow fourteen-day ride -- April 14, 1865

Boise became the territorial capital -- at least temporarily

Eventually a Supreme Court came into being in Idaho Territory

court heard arguments regarding the capital's location

high court ruled in favor of Lewiston

however, the court reconsidered the case [1866] and ruled two to one in Boise's favor

(so it has been ever since)

#### LINCOLN IS THE FIRST PRESIDENT TO BE ASSASSINATED

Lincoln and his wife Mary went see the play *Our American Cousin* at Ford's Theater

several Army officers and friends, including former Territorial Delegate William Wallace,

decline invitations to attend the quiet celebration

during the third act of the play, actor and Southern patriot, John Wilkes Booth,

shot the president in the head -- 10:13 P.M., April 14

Doctors attend to the president in the theater and then move him to a house across the street

Lincoln never regained consciousness

President Abraham Lincoln is declared dead -- 7:22 A.M., April 15, 1865

Vice President Andrew Johnson is sworn in as the seventeenth president

#### ASA MERCER RETURNS TO THE EAST

Mercer arrived in New York three days after Lincoln was shot -- April 17, 1865

newspapers reported that Lincoln was gone

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<sup>39</sup> [www.pbs.org/wgbh/americanexperience/features/primary-resources/lee-surrender](http://www.pbs.org/wgbh/americanexperience/features/primary-resources/lee-surrender)

as was any support for Mercer's bride gathering venture  
Mercer facing a potential of up to 500 brides to transport  
needed to find transportation back to the Pacific Northwest

Undaunted, the professor went to Massachusetts

where he began drumming up ladies willing to travel -- just as if transportation was still assured  
Mercer wrote glowing letters back to Seattle

so glowing the bachelor population grew worried and appointed committees

to prepare for the arrival of Belles with housing, funds, and **articles to meet the immediate wants that must of necessity be pressing on their arrival.**<sup>40</sup>

#### FINAL SURRENDER OF THE CIVIL WAR

Confederate General Joseph E. Johnston surrendered his Army of Tennessee  
and all remaining Confederate forces still active in North Carolina, South Carolina, Georgia  
and Florida to General William Tecumseh Sherman near Durham, North Carolina  
this was the largest surrender of the war totaling 89,270 soldiers -- April 26, 1865

#### WASHINGTON TERRITORY'S CONTRIBUTION TO THE WAR EFFORT

Had primarily been in the form of war goods and medical supplies  
964 men had been recruited -- none into the Union Army conducting the war effort  
rather they faced garrison duty protecting the travelers and trails of the Pacific Northwest  
twenty-two had died in service: twelve died of disease, five by accident or drowning,  
one was murdered, three by other causes and the cause of death was unknown for one

#### ARMY RIFLE MODEL 1865 WAS AVAILABLE IN GREAT SUPPLY

This rifle was developed after the end of the Civil War but was inadequate to the task in the West  
U.S. Army had a vast stockpile of muzzle-loading weapons from the war  
Model 65 had no spring on the firing pin  
shell casing extractor system was weak  
soldier must open the breech-block and pry out the shell with his finger OR  
elevate the barrel and tip the weapon to one side  
often the breech-block would fall back into place and have to be reopened  
Gun manufacturers were asked to submit plans to change these to breech-loading design  
design submitted by Erskine S. Allins was accepted

#### SAILING SHIP *SHENANDOAH* TERRORIZES THE PACIFIC COAST

In route to the north Pacific, Commander Waddell seized four Union merchant ships  
their supplies were used to stock up for further operations

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<sup>40</sup> David Lavender, *Land of Giants*. P. 351.

While the *Shenandoah* cruised northwards as the Confederacy collapsed -- April and May 1865  
however this news spread very slowly to the distant Pacific Ocean  
*Shenandoah* spent a month in the Sea of Okhotsk off the Russian coast  
acquiring one prize and considerable experience in ice navigation

#### EVERYTHING GOES WRONG FOR ASA MERCER

Mercer spent months on his mission to bring marriageable young women to Washington Territory  
He did not know now-President Andrew Johnson and could not arrange a meeting  
but General Grant had spent a despondent time posted at Columbia Barracks [1852-1854]  
he knew from personal experience how lonely a man could get in the wilderness and the rain  
Asa Mercer somehow got the impression that Grant would order the Quartermaster  
to provide a 1500-ton military steamer fully manned and coaled  
to carry 500 women to the Pacific Northwest  
but the Quartermaster General quickly pointed out that Grant had no authority  
because such use of federal property was illegal

Next newspapers attacked Mercer's scheme

*New York Herald* newspaper attacked Mercer's plan  
for enticing women to a raw, lawless, immoral land  
it warned women against going to the vast wilderness of Washington Territory

*New York Times* exposed Mercer's project in livid terms for its readers  
it was implied that most of the girls were destined for waterfront dives on Puget Sound  
and if anyone did acquire a legal mate he would probably be poor, ugly, illiterate,  
and doubtless diseased

Massachusetts authorities investigated Mercer, too -- though hardly thoroughly  
since no politician is likely to admit that young women would be better off to leave his state  
this report implied that Mercer's girls might be headed for a fate worse than a ghastly mate  
perhaps Mercer was a white slave trader

#### SUPPLYING IDAHO MINING REGION IS A SERIOUS PROBLEM

As mining in the Boise Basin and Owyhee Mountains of southwest Idaho expanded  
more and more supplies and equipment had to be hauled overland on primitive roads  
in addition to the dangers present in packing over mountain trails,  
road agents were always a concern

River travel was seen as a better mode of transportation

Oregon Steam Navigation Company tried to send the steamer *Colonel Wright*

#### END OF THE CAREER OF THE STEAMBOAT *COLONEL WRIGHT*

*Wright* made her last trip up the Snake River -- spring 1865



Captain Thomas Stump as skipper and Captain William Gray serving as pilot attempted to take her through Hells Canyon and on to Farewell Bend  
*Wright* struggled upriver for eight days making a distance of 100 miles before giving up she turned down steam and returned to Lewiston in less than five hours  
Captain Stump was disappointed with his attempt believing it had no practical value however, he had taken the steamer further upriver than any such boat had gone before  
Captain John C. Ainsworth, president of the Oregon Steam Navigation Company, decided to build a new steamboat above the canyon  
*Colonel Wright*, worn out from six years of service up the Columbia and Snake rivers was dismantled [August 1865]

#### INTERNATIONAL TELEGRAPH LINK IS PROPOSED

Bellingham's telegraph line played a significant role in the effort to join North America and Europe by wire  
Several attempts by Cyrus Field in the early 1860s to lay a communication cable under the Atlantic between the two continents had failed thus frustrating hopes of establishing telegraph service and the rapid exchange of international news  
New Yorker banker Perry McDonough Collins with interests in Russia saw a great potential in building a telegraph line from the West Coast through Alaska (then a Russian territory) and across Russia into Europe  
this line would need only about forty miles of undersea cable across Bering Strait  
Collins predicted it could earn nine million dollars a year

#### CONSTRUCTION BEGINS ON AN INTERNATIONAL TELEGRAPH LINE

Western Union immediately became interested in Collins' idea they bought Collins' Overland Telegraph Company, a company he had formed to promote the concept  
Western Union's new project was dubbed the Nooksack Telegraph  
Bellingham, the end of the existing telegraph line was the logical beginning point for an overland telegraph line to Russia  
After securing agreements with the governments of the United States, Russia, and British Columbia, Western Union began construction of the overland line northward along the Fraser River -- June  
This Nooksack Telegraph line followed a route that was originally an Indian trail which was used by prospectors heading north in the Fraser River Gold Rush [1858] known as the Whatcom Trail, this route began in downtown Bellingham  
it ran east through Cornwall Park, cutting cross-country following (today's Hannegan Road) to a ferry crossing of the Nooksack River in Everson  
after crossing the river, the trail went north to Sumas where it crossed the border into Canada

work crews including Bellingham's John Fravel cleared a right of way fifty feet wide poles carrying a single wire were set into place along the route soon New Westminster, British Columbia and Hope, B.C were linked through Sumas to the telegraph operation running from Bellingham into Whatcom County

### SHENANDOAH TERRORIZES THE PACIFIC COAST

She moved on to the Bering Sea where the now-stateless warship captured thirty-eight merchant ships eight were scuttled and burned; their chronometers kept as souvenirs -- June 22-28, 1865 fishing boats and whalers were usually released when she became too heavily encumbered,

she would stop at a cove or island and put off the prisoners if hard pressed, Waddell set them adrift in a open boat

Waddell's assault on the whaling fleet provided him many rumors of the Civil War's end Commander Waddell started a slow voyage toward San Francisco, California

which he believed would be weakly defended against his cruiser's cannons

*Shenandoah* encountered the English sailing bark *Barracuda* -- August 2, 1865

*Barracuda* had left San Francisco less than two weeks before

English captain convinced Waddell the war was over and the Confederate States were defeated

Commander James Iredell Waddell disarmed his ship and set sail for England

*Shenandoah* rounded Cape Horn and arrived at Liverpool

becoming the only Confederate Navy ship to circumnavigate the globe

Commander Waddell surrendered to the English captain of HMS *Donegal* [November 6, 1865]

this was the last Confederate surrender of the Civil War

*Shenandoah* caused disorder and devastation across the globe for Union merchant shipping

military records show she had sunk or captured thirty-eight ships, mostly whalers

close to a thousand prisoners were taken without a single war casualty among his crew

two men died of diseases

lack of war casualties is explained because she was never involved in a battle

but instead took unarmed United States merchant vessels

value of the prizes the *Shenandoah* had taken were worth \$1,172,223

Commander Waddell in his memoirs later wrote: **“She was the only vessel which carried the flag of the South around the world, and she carried it for six months after the overthrow of the South....**

**The last gun in defense of the South was fired from her deck on the 22nd of June, Arctic Ocean,...**

**she ran a distance of 58,000 statute miles and met no serious injury during a cruise of thirteen**

**months.... She never lost a chase, and was second only to the celebrated *Alabama*.... [CSS *Alabama***

**served for two years as a commerce raider, attacking Union merchant and naval ships] I claim for her**

**officers and men a triumph over their enemies and over every other obstacle, and for myself, I claim having done my duty. -- Captain James I Waddell”<sup>41</sup>**

## NEW GOLD STRIKE IN BRITISH COLUMBIA

(Jack Fisher had discovered gold in the Wild Horse River Canyon  
at the upper end of the Kootenai District [1863]  
more than a thousand miners pushed into the canyon built the boomtown of Fisherville  
120 houses were located on ground rich in gold  
however, gold production had declined by 1865

News of another rich find in the Wild Horse River Canyon  
brought upwards of 2,000 men to the Kootenai District -- summer 1865  
Fisherville was in the way -- disputes between prospectors and homeowners frequently erupted  
two-thirds of the town of Fisherville was washed away by miners

Other gold strikes took place in the Big Bend of the Columbia River between Cariboo and Kootenai  
British Columbia gold country was remarkable in one way

it was less tainted with lawlessness than were United States gold fields

British historians recorded: **“The whole training of the Americans had been along the lines of independence and self-reliance; the British had been trained to refer every question to their superiors. The rowdyism of San Francisco was absent.** Victoria was a boomtown, but the miners were **well-behaved and the same obedience to law is found in the [British Columbia] gold fields.”<sup>42</sup>**

## SUPPLYING CANADIAN CARIBOO AND KOOTENAI DISTRICTS

People could get to the gold fields relatively easily  
but the bonanza towns created by the most recent gold rush presented difficult supply problems  
an individual miner could and did carry with him essential mining equipment and food  
to see him through the first few days or, at most, a few weeks  
beyond that length of time he was obliged to rely for replenishment on local merchants  
(and future shipping operations by Captain Leonard White)

## OREGON AND CALIFORNIA RAILROAD COMES INTO EXISTENCE

Simon G. Elliot, who had been expelled from the California and Oregon Railroad by Joseph Gaston,  
returned on the railroad building scene

Elliot formed a sister corporation to his original railroad -- July 1865

he called his new enterprise the Oregon and California Railroad Company

Elliot's old company with the state names reversed

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<sup>41</sup> Paul Williams, *The Last Confederate Ship at Sea: The Wayward Voyage of the CSS Shenandoah, October 1864-November 1865*, P. 178.

<sup>42</sup> Oscar Osburn Winther *The Great Northwest*. P. 229.

## ELLIOT'S NEW OREGON AND CALIFORNIA RAILROAD CONDUCTS ITS OWN SURVEY

Simon G. Elliot raised enough voluntary contributions primarily in Salem for a party of Oregonians to conduct the Oregon and California Railroad Company survey from its Jacksonville, Oregon headquarters to the Columbia River their route traveled along the Rogue and Umpqua rivers to Roseburg, Oregon entering the Willamette Valley the route traveled along the east side of the Willamette River through Eugene City, Harrisburg, Corvallis, Albany, and Jefferson, Salem before crossing French Prairie to Oregon City and Milwaukie and finally ending at the settlement of East Portland

Elliot's Oregon and California Railroad Company looked to the federal government for financial aid

## CONGRESS PROVIDES LAND GRANTS FOR A RAILROAD IN CALIFORNIA AND OREGON

Congress enacted a bill granting public lands to aid in the construction of a railroad and telegraph line to be built in California and Oregon -- July 25, 1865

Congress specified the California and Oregon Railroad company would receive the land grant to construct the California portion of the route

this land was to be sold at \$1.25 an acre to speculators who would sell to settlers and investors

But Congress did not specify a recipient for the Oregon portion of construction

rather the Oregon Legislature was empowered to designate the federal land grant recipient approximately (6,370 acres per mile) or 3,822,000 acres total for the 600 miles of right-of-way

it might be Joseph Gaston's California and Oregon Railroad Company

along the West Side of the Willamette

or Simon G. Elliot's Oregon and California Railroad Company along the East Side

or, perhaps, another company as yet to be formed

Naming the recipient of the land grant became the subject of burning controversy in Oregon politics

Oregon legislators enjoyed a great deal of influence over land speculators

and reveled in the attention speculators provided them to win their favor

## *BROTHER JONATHAN* (Steamer) SINKS TO THE BOTTOM

Considerably overloaded, the ship went to the bottom

in a severe storm off Crescent City, California -- July 30, 1865

more than 200 men, women, and children were lost

Included among the dead in the tragedy were Colonel George Wright and his wife who drowned

Oregon cavalry officer Colonel George B. Currey was left in command

and Port Angeles Customs Agent Victor Smith was killed

Port Angeles lost its best friend and the port of entry was moved back to Port Townsend

leaving Port Angeles an almost deserted village

## OREGON STEAM NAVIGATION COMPANY DISPLAYS IMPROVEMENTS

Previously the portage road on the Oregon side of the Columbia Gorge had fallen into disrepair but newly redone north bank road was officially incorporated

as the Middle Cascades Portage Company -- a subsidy of the OSN  
even larger locomotives arrived

improved repair shops were owned and operated by OSN

More ships were added to its fleet until it had a small navy of barges and towboats  
eighteen cargo and passenger vessels flew the OSN flag --1865

many of them were palace boats with elegant trimmings

Portland sported a fifty-thousand-dollar wharf

and only a slightly more modest facility served The Dalles

OSN's most lucrative route was upriver from Portland to The Dalles, Umatilla, Wallula and Lewiston  
huge white cracker-box style hotels were constructed to serve Columbia River passengers

at principal connections to the interior

Umatilla Landing was connected with four stage coach lines

one of which ran to Old Ferry (Weiser, Idaho) on the Snake River  
with three others into the Boise Basin

OSN combined water and land routes

when necessary 10,000 pack mules shunted between Walla Walla and Montana mining camps  
carrying goods and supplies in -- and gold and silver out

portages connected with the steamer *Cabinet* which ran to Thompson Falls

where Missouri River-Fort Benton route continued to the mouth of the Jocko River  
and thence by road to Helena mining camps

Maintaining the interior routes from the Columbia River was necessary

to keep competition from taking away trade from the Columbia River  
expenses for all this ran slightly more than two million dollars

between [January 1, 1862] and September 30, 1865

but the company could afford it as gross revenue for the same period was just under five million

## OREGON AND MONTANA TRANSPORTATION COMPANY BEGINS OPERATION

Organized to compete with Missouri River-Fort Benton route

carry passengers and cargo from White Bluffs on Columbia to Lake Pend O'reille

Z.F. Moody built *Mary Moody* on Lake Pend O'reille

first steamer on any of the lakes except the Arrow Lakes

## OSN BUILDS A STEAMBOAT ON THE UPPER SNAKE RIVER

Oregon Steam Navigation Company believed big profits were available for the 150 mile run

between Riverside Ferry and Salmon Falls

they established a temporary shipyard at Riverside Ferry near Old Fort Boise

at the junction of the Snake and Boise rivers

Work on the new boats was begun -- October 1865

boilers, engines and other pre-assembled machinery had to be hauled over the Blue Mountains

by wagon from company shops at Umatilla, Oregon

iron was brought over these mountains by pack train

Because there was no foundry at the improvised shipyard,

many metal parts had to be hammered into shape by hand on an anvil

Because there was no sawmill all lumber for the boat's hull and superstructure

had to be hauled to the construction site

Mountain pine was whipsawed by hand

pine becomes soft and brittle when seasoned and is not a good wood for shipbuilding

but that was the only material to be found within hauling distance

#### WASHINGTON TERRITORY GOVERNOR WILLIAM PICKERING IS REPLACED

Washington Republican governor Pickering's appointment

was terminated by Democratic President Andrew Johnson -- 1865

this action was officially protested to Congress by the territorial legislatures -- to no avail

President Johnson nominated Democratic Territorial Delegate to Congress George E. Cole

to serve as Washington's governor -- November 1865

but the territorial Republicans accused Cole of being a Copperhead (Southern sympathizer)

in the face of organized territorial descent, the national Senate

refused to confirm Cole's appointment

and refused several other names submitted by President Johnson

During George Cole's administration (he was never confirmed in the position)

Washington Territorial Legislature passed its first Memorial to become a state

since the political timing was very bad, Congress ignored the request

Congressional Radical Republicans were busily confronting

Democratic President Andrew Johnson at every opportunity

Washington elected Republican Arthur A. Denny Territorial Representative to Congress

he replaced Democrat Delegate George E. Cole who, being a Democrat, chose not to run

Denny would hold the office for one term [March 4, 1865-1867]

Washington Territory moved into the Republican Camp

#### FATHER JOSEPH CATALDO BUILDS HIS FIRST CATHOLIC

Born in Terrasini, Sicily [1837] Joseph Cataldo's youth was marked by frail health

and family relocations due to political turbulence Father Cataldo

Joseph entered the Jesuit order at age fifteen [1852]

his early training was interrupted by severe illness

Father Joseph Cataldo's one ambition was to be a missionary to Western Indians before he died

however, his health kept him from gaining an appointment

finally, his superiors, convinced he could not live out the year

gave the pale consumptive priest their consent along with their blessing

he went to Boston and then sailed on to Santa Clara Valley, California

where he passed his final examinations

Twenty-eight-year-old Father Joseph Cataldo finally arrived at Peone Prairie

along the Little Spokane River where he set up his tent -- November 1865

Baptise told Father Cataldo he would have to get permission

from Spokane Garry, who was a protestant, to build a Catholic mission there

Garry was hunting buffalo and was not expected back for several months

Father Cataldo met with the second chief of the Spokanes, Polotkin,

he informed the Indian leader that he would like to build a mission house

but if Chief Spokane Garry did not like it when he returned

Garry could tear it down

Polotkin granted his permission

Father Cataldo constructed a cabin he named St. Michael's Mission

this became the first place of worship (in today's Spokane)

Father Cataldo immediately began to convert the Upper Spokane Indians to Christianity

#### STEAMBOAT *FORTY-NINE* IS LAUNCHED ON THE UPPER COLUMBIA RIVER

This most famous of the upper Columbia River steamers was launched [November 18, 1865]

at Marcus, Washington Territory just above Kettle Falls by owner Captain Leonard White

to carry travelers and freight north up the Columbia River and Arrow Lakes

to the Big Bend gold rush in British Columbia

she was powered by the engines from the steamer *Jennie Clark*

Steamer *Forty-Nine* with Captain Leonard White at the helm shoved off from Fort Colville

at the confluence of the Colville and Columbia rivers

loaded with hopeful miners and their equipment

her destination was the boomtown of La Porte, one of the centers of the recent gold rush

which was located at the foot of the Dalles des Morts or Death Rapids (Revelstoke, B.C.)

in the immediate vicinity of the goldfields of nearby Goldstream River and Downie Creek

this was the first steamboat to cross the forty-ninth parallel -- the international boundary

#### CIVIL WAR REACHES ITS FINAL STAGES

For almost four continuous years the nation has been devastated by war [beginning April 12, 1861]

hard fought battles had ravaged both frontlines and psyches  
patriotism and hatred were carried by guerilla fighter across the nation  
into the states boarding the Mississippi River and on into the mining fields of the Far West  
gun battles on a grand scale killed thousands of men in short order  
or as single individuals faced down some foe on the street of a dusty Southwest cowtown  
or in some (probably temporary) boomtown in the mining districts of Idaho or Montana

#### CONSTITUTIONAL AMENDMENT XIII ABOLISHES SLAVERY IN THE UNITED STATES

Amendment XIII to the U.S. Constitution, the first constitutional amendment ratified in sixty years,  
passed Congress and was approved by the required three-fourths of the states -- December 6, 1865

Section 1 stated "Neither slavery nor involuntary servitude, except as a punishment for crime  
whereof the party shall have been duly convicted, shall exist within the United States, or any place subject  
to their jurisdiction."

Section 2 empowered Congress to enforce this legislation  
Congress had provided a political cause for the war

#### STEAMBOAT *FORTY-NINE* DELIVERS PASSENGERS AND FREIGHT

For more than a week *Forty-Nine* thrashed its way up the Columbia River into the Big Bend District  
Captain White failed to reach La Porte as heavy ice blocked their way  
a few miles north of the confluence with the Kootenay River Captain Leonard White  
unloaded his freight and passengers and turned back -- December 13, 1865  
(it would be necessary to wait until [spring 1866] to make another try)

#### FIRST PUBLIC LIBRARIES OPEN IN WASHINGTON TERRITORY

Independent libraries were located in population centers  
Walla Walla, Seattle, Spokane, Colfax, and Steilacoom,  
also in Vancouver where the Catholic Library Association was organized -- 1865

#### NORTHERN PACIFIC RAILWAY IS IN NEED OF FUNDING

Josiah Perham, broken in health and spirit, was replaced as corporation president  
by a new N.P.R.R. Board of Directors

J. Gregory Smith took up the great leadership task but he also met with little success

J. Gregory Smith took called upon Thomas H. Canfield for assistance

Canfield suggested William B. Ogden, president of the Chicago & Northwestern, as a consultant  
Another reorganization of the Northern Pacific Railway took place

Canfield's associate in building the Chicago & Northwestern, Edwin F. Johnson  
became the new chief engineer for the company

Two crews of engineers entered the field to investigate -- one on each end of the proposed route



General James Tilton, former surveyor of Washington Territory, led the western effort

#### BEN HOLLADAY GOES LOOKING FOR STEAMSHIPS TO BUY

Aroused by the Oregon Steam Navigation Company's effort to compete,

Holladay looked for floating bargains

he found the *Oriflamme* in China and put it on the Oregon coastal run

somehow in New York he found a 1500-ton Civil War troopship -- the *Continental*

which cost \$350,000 to build but was sold to Holladay for \$80,000

all Holladay had to do was find a way to bring the ship to his San Francisco headquarters

#### THINGS LOOK UP FOR ASA MERCER

Out of nowhere appeared an angel with deep pockets

wartime speculator and steamship operator Ben Holladay

offered to buy the surplus transport ship *Continental*

and carry Mercer's five hundred ladies around the Horn to Seattle for a minimum price

Mercer quickly signed a contract although he had nowhere near the number of passengers proposed

he, in fact, had less than a hundred

also, it was easier for his prospects to say they would make the voyage

than it was for them to walk up the gangplank leaving behind them all that was home

however, the quality of his charges was high

he noted: "**Never in the history of the world was an equal number of women thrown together with a higher average of intelligence, modesty, and virtue.**"<sup>43</sup>

#### BEN HOLLADAY WAS NOT IMPRESSED BY QUALITY

He demanded quantity and stated he would not disembark with only a hundred passengers

Holladay demanded payment in full for the proposed 500 passengers

To meet Holladay's price, Mercer had to spend the last of the funds entrusted to him

he also sold passages reserved for the girls to men, married women and their children

although the business magnet was not fully paid, he pocketed every cent Mercer had

Asa figured that at least his financial worries were over

and Ben Holladay found a cheap ship

#### ASA MERCER AND HIS BELLES JOURNEY TO THE WEST COAST

Ben Holladay's recently purchased steamboat *Continental* left from New York -- January 6, 1866

with less than a hundred marriageable passengers aboard

far short of five hundred reservations as promised to waiting bachelors and Ben Holladay

along with men, women and children not of Mercer's party

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<sup>43</sup> David Lavender, *Land of Giants*, P. 352.

As was to be expected, a few young ladies received proposals from the ship's crew  
four Belles married during the voyage

#### WASHINGTON TERRITORY LEGISLATURE GOES INTO SESSION

For several sessions the legislature had discussed the issue of voting rights

finally a law was passed which was intended to provide universal suffrage (voting rights)

to the citizens of Washington Territory as the Suffrage law was amended

to give the ballot to **“all white American citizens twenty-one years of age, and all half-breeds twenty-one or over, who can read and write and have adopted the habits of whites, and all other white male inhabitants who have declared their intentions of becoming citizens six months previous to election”**<sup>44</sup> -- January 31, 1866

while several legislators objected that some potential voters should remain excluded

Whatcom Representative Edward Eldridge declared on the floor of the Territorial House

that the right of suffrage was extended to women

#### OREGON STEAM NAVIGATION COMPANY FACES HIGH EXPENSES

Competition for freight hauling was intense

Missouri River steamers were moving into Montana from the east

great wagon trains were creaking into mining country from Salt Lake City on the south

OSN faced increasing competition carrying passengers on the Boise route

overland stages from Red Bluff, California and from Salt Lake, Utah contested for business

even so, OSN supplied no less than six thousand mules to carry goods

bound for the gold fields of the Northern Rockies

It was 401 miles from Portland to Lewiston

at low-water seasons, cargo was handled fourteen times between Portland and above The Dalles

even during high water cargo was handled at least ten times

there was no timber available for fuel east of The Dalles

steamboat engines consumed fifty cords of wood on the upriver trip

firewood had to be transported by barge to fueling stations

#### WASHINGTON SETTLERS BLAME OREGON FOR THE LACK OF PROGRESS

For two decades the inhabitants of both Washington and Idaho territories

complained bitterly about the lack of facilities to encourage settlement

and for the consistently depressed economic condition of the region

they blamed Oregon state and Portland businessmen [1860-1880]

Western Washington charged that OSN diverted immigration to Portland

since the Longmire Trail proved to be too difficult to use

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<sup>44</sup> *The Washington Historical Quarterly*, Vol. 3, No. 2, Apr. 1912, P. 106-114.

there was no road available between the Columbia River and Puget Sound  
In the interior, Oregon Steam Navigation Company was blamed for the high prices of goods  
miners and farmers were charged exorbitant shipping rates for flour, bacon, beans, whiskey, etc.  
OSN consistently demanded all the traffic would bear  
when Washingtonians attempted to develop competing transportation lines  
OSN, after the inevitable rate wars were lost, bought out the competition  
Slow growth of the farming population also was blamed on expensive shipping rates  
some Puget Sound settlers turned to British Columbia for trade  
others took up shovels, picks, and axes in a vain effort to link Steilacoom and Walla Walla

#### PEOPLE'S TRANSPORTATION COMPANY EXPANDS ON THE WILLAMETTE RIVER

After four years of competition People's Transportation Company  
acquired the Willamette Steam Navigation Company  
a rival shipping company on the Willamette River -- 1866  
People's Transportation Company took over three more boats: *Active*, *Alert*, and *Echo*  
this improved handling of freight on the Willamette River and also maintained a monopoly

#### U.S. SOLDIERS OF THE WEST WERE UNDISCIPLINED AND POORLY TRAINED

They had a reputation for drinking, violence, and laziness  
their situation was ignored by the public which was tired out by the fighting of the Civil War  
one of the Units of the Army (the Seventh Calvary) posted thirty-seven deserters in one week  
Model 1865 and 1866 weapons used by the soldiers were inadequate  
rifles jammed after the second or third firing  
many soldiers threw away the rifle and used their handguns  
barrel of the handguns overheated after five rounds  
soldiers were to allow the barrel to cool off or, if in battle, to blow out the gun barrel

#### ARMY RIFLE MODEL 1866 IS A SLIGHT IMPROVEMENT OVER THE MODEL 1865

New rifle provided some upgrading over the older [Model 1865] for the loading and reloading process  
this weapon was used against the Sioux Indians at the Battle of Wagon Bed [1868]  
no Sioux were killed, but they were very impressed by the rapid fire they faced

#### CALVARY SOLDIERS (PONY SOLDIERS) CAME WEST AFTER THE CIVIL WAR

Shortly before the Civil War, the Army's dragoon regiments were designated as "Cavalry"  
this change was unpopular and the former dragoons retained their orange braided blue jackets  
until they wore out and had to be replaced with cavalry yellow  
Tired out by the Civil War, isolated in the wilderness, and having little chance for promotion  
cavalry soldiers' plight was ignored by the public

soldiers on the frontier developed a well-deserved reputation for drinking, violence, and laziness in one week, thirty-seven deserters fled the Seventh Cavalry -- the best outfit in the U.S. Army  
In most outposts cavalrymen gradually replaced infantry soldiers  
as the need to patrol great distances ranging over open land required mobility  
each horse-mounted trooper carried a knapsack, bed roll, poncho, ammunition,  
ammunition belt and rifle

thus burdened, pony soldiers set out to capture lightly laden Indians on horseback

Mrs. Elizabeth Bacon Custer (wife of General George Armstrong Custer) described the scene: **“The troopers, when mounted, were curiosities, and a decided disappointment to me. The horse, when prepared for the march, barely showed head and tail. My ideas of the dashing trooper going out to war, clad in gay uniform and curbing a curveting steed, faded into nothingness before the reality. Though the wrapping together of the blanket, overcoat and shelter-tent is made a study of the tactics, it could not be reduced to anything but a good-sized roll at the back of the saddle. The carbine rattled on one side of the soldier, slung from the broad strap over his shoulder, while a frying-pan, a tin-cup, a canteen, and a haversack of hardtack clattered and knocked about on his other side. There were possibly a hundred rounds of ammunition in his cartridge-belt, which took away all the symmetry that his waist might otherwise have had. If the company commander was not too strict, a short butcher-knife, thrust into a home-made leather case kept company with the pistol. It was not a murderous weapon, but was used to cut up game or slice off bacon, which, sputtering in the skillet at evening camp-fire, was the main feature of the soldier’s supper. The tin utensils, the carbine and the sabre [sic], kept up a continual din, as the horses seemingly crept over the trail at the rate of three to four miles an hour. In addition to the cumbersome load, there were sometimes lariats and iron pichet-pins slung on one side of the saddle, to tether the animals when they grazed at night. There was nothing picturesque about this lumbering cavalryman, and, besides, our men did not then sit their horses with the serenity that they eventually attained... If the beast shied or kicked--for the poor thing was itself learning to do soldiering, and occasionally flung out his heels, so snatched the bit in his mouth in protest--it was a question whether the newly made Mars would land on the crupper or hang helplessly among the domestic utensils suspended to his saddle.”**<sup>45</sup>

Pony Soldiers developed the philosophy:

“first shoot your horse for cover; then save the last bullet for yourself”

Plains Indians were excellent horsemen

they used no saddle and were quick moving when on the march or on the hunt

their life-long knowledge of terrain and trails expedited travel

soon repeating rifles added to the advantage they enjoyed over the pony soldiers

who remained armed with only single-shot weapons

Frontier soldiers, perhaps overly equipped, were poorly trained

fine points of marksmanship were not taught -- shooting at moving targets was unheard of

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<sup>45</sup> Elizabeth Bacon Custer, *Tenting on the Plains: Or, General Custer in Kansas and Texas*, P. 301-302.

individual shooting skill was unimportant -- commanders preferred volley fire and saber charges  
even if the Indians refused to get close enough to cooperate  
soldiers did not know what to expect from the Indians and came to fear what they did not know  
Battle record of the pony soldiers was not outstanding

in one instance, Army scout Ben Arnold said: “...**a few of our rear guard were having a little brush with the Indians--when one of the soldiers fell from his horse. An Indian not far off rode over to him and the soldier handed up his gun to the Indian who was still on his horse. Whereupon the Indian threw open the breech block, saw the gun was loaded, closed it and shot the soldier through the head, jumped off, cut the cartridge belt from his victim, mounted and was away almost before we could realize what was taking place.**”<sup>46</sup>

Hand-to-hand close quarter combat as practiced by the natives  
proved to be fearful encounters for soldiers who developed the philosophy:  
“first shoot your horse for cover; then save the last bullet for yourself”  
many followed this philosophy

#### U.S. INFANTRY -- FOOT SOLDIERS WERE MORE PLENTIFUL IN THE WEST

Infantrymen replaced the Calvary (horse soldiers) in most outposts  
each man carried a knapsack, bed roll, poncho, ammunition, ammunition belt and rifle  
he was assigned to attempt to capture Indians on horseback  
fine points of marksmanship were not taught -- individual shooting skill was unimportant  
it was unheard of to attempt to shoot at moving targets  
field commanders liked volley fire and saber charges  
however, the Indians refused to get close enough to cooperate

#### KOOTENAI DISTRICT SUFFERS FROM SURROUNDING GOLD STRIKES

Wildhorse Creek had only about 700 men working claims there -- 1866  
half of these were Chinese miners  
Practically all trading for supplies was conducted with Lewiston and Walla Walla

#### STEAMER *FORTY-NINE* MAKES A SECOND ATTEMPT TO REACH CANADIAN GOLD FIELDS

Steamboat under Captain Leonard White was scheduled to depart from Colville  
to cross the international border (forty-ninth parallel) into the British Columbia gold fields  
to penetrate upper reaches of the Columbia River Big Bend District -- spring 1866  
unseasonable weather which was particularly uncooperative delayed the journey  
Once the danger of thick ice on the upper Columbia River had cleared  
Captain Leonard White once again set out from Fort Colville -- April 16, 1866  
with eighty-five passengers but little freight

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<sup>46</sup> Lewis F. Crawford, *The Exploits of Ben Arnold: Indian Fighter, Gold Miner, Cowboy, Hunter, & Army Scout*, P. 264.

one-way fare was \$25 per person, and freight was \$200 per ton

#### OREGON STEAM NAVIGATION COMPANY SNAKE RIVER STEAMBOAT RUNS INTO DELAYS

Winter storms stopped the hauling process over the Blue Mountains

Captain John Gates arrived at the Riverside Ferry shipyard to act as construction superintendent

he had the reputation of being the best boat builder on the Columbia River

Gates went to work with a twenty-man crew building a 136-foot sternwheeler

this boat had a shallow draft of only twenty inches

it weighed about 300 tons and could haul about 175 tons of freight

An early thaw made the roads once again impassable

hauling of boat building equipment was again stopped to wait for the roads to dry

Even with these delays, construction was completed -- April 1866

OSN christened their new steamboat the *Shoshone*

she was not cheap to build -- lumber and cord wood to burn cost \$19,000

hauling machinery and equipment from Umatilla to the Riverside Ferry shipyard

also was expensive

OSN could have built three similar vessels on the Columbia for the cost of this boat on the Snake

#### ASA MERCER AND HIS BELLES REACH SAN FRANCISCO

After a voyage of three months around Cape Horn, the *Continental* reached port -- April 25, 1866

Holladay's captain ordered everyone ashore -- this was as far as he was going

Mercer argued and lost

When Mercer reached shore he rushed to the telegraph office and wired Governor Pickering:

Send two thousand dollars quick to get party to Seattle

Pickering wired back his best wishes -- collect

Thirteen of the girls decided to stay in San Francisco

no one could blame them -- Mercer must have been tempted to stay himself

Now a desperate Mercer appealed to the skippers of the lumber schooners

that plied between Seattle and San Francisco

these gentlemen, pleased at the prospect of feminine companionship

on what was usually a dull voyage, took them aboard five separate ships without charge

#### STEAMER\_FORTY-NINE REACHED THE BIG BEND OF THE COLUMBIA RIVER

For ten days Captain White churned the *Forty-Nine* upriver through the remnants of ice

this time he reached Downie Creek (above present-day Revelstoke, B.C.) -- April 26, 1866

Captain White had opened the era of the steamboat on the upper Columbia River

(this transportation route continued on the upper Columbia [until 1914])

## BUSINESS BOOMS IN THE BIG BEND DISTRICT

Quite a number of American business houses opened trade with the miners there  
at Dalles des Morts (Death Rapids) -- the head of steamer navigation on the Columbia River  
near the mouth of Gold River the town of Kirbyville was started,  
Romano's lumber mill began turning out lumber [May 1866] at \$125 a thousand feet  
offering materials for both mining and building operations

Advantages of the Big Bend mines centered on the fact they were that they were easily reached  
and at first easily worked as the gold was widely scattered  
provisions were cheap -- a miner could live on \$8 a week

Dupuy's Hill claim on French Creek was reported to have yielded \$2,500 in a week,  
Discovery claim yielded 60 ounces of gold in one day  
Shep Bailey operation showed \$1,500 for a few days' work

Population of the Big Bend District was estimated into the thousands

## TIRED, DISCOURAGED AND BROKE ASA MERCER ARRIVES IN SEATTLE

Mercer had spent every cent that had been given to him by frenzied bachelors -- May 23, 1866  
he had sought 500 willing brides for the single men west of the Cascades -- he brought thirty-four  
and those were two months late  
in this group were the mother, brother, and younger sister of Josie and Georgia Pearson  
who had taken the previous trip with their father

Mercer must have known his political future was in grave doubt after this performance  
in fact, town up in arms -- Mercer had spent all of the contributions  
he was two months late and 450 brides short  
(even so, these young women were welcomed in Seattle  
they became teachers, as well as wives, mothers, and grandmothers  
they were the co-founders of many of today's Puget Sound families)

## U.S.-CANADA INTERNATIONAL BOUNDARY IS FORMALLY ESTABLISHED

When the boundary survey was completed, members of the British Commission returned to England  
on the way British Boundary Commissioner Colonel John Summerfield Hawkins [1862]  
made a detour to confer with U.S Boundary Commission head Archibald Campbell  
Hawkins urged Campbell to gather his finding promptly  
so the results could be compared and adjusted where necessary

American Archibald Campbell was in no hurry to submit his draft of the boundary survey  
but a report was agreed to by Hawkins and signed -- May 7, 1866

When American and British Government officials finally formalized the Commission's findings  
original records of both nations had been misplaced  
(these papers, dated May 7, were later found and published [1899])

(Publications revealed that at when Campbell and Hawkins had infrequently met to compare notes minor variations they discovered could have been easily adjusted on the spot by taking new and accurate readings -- but this was not done rather they chose a friendlier, but grossly improper, method of adjustment they struck an average between the two lines as the official Boundary thus perpetuating whatever errors existed in their survey efforts

#### LAKE SUPERIOR AND MISSISSIPPI RAILROAD BEGINS CONSTRUCTION ANEW

After the initial construction effort of the Lake Superior and Mississippi Railroad (LS&M) ended due to lack of money [1863]

one of the LS&M's directors, William Banning, contacted Philadelphia banker Jay Cooke who was America's leading financier at that time

after some convincing Cooke eventually agreed to finance

the building of the rest of the LS&M line provided the road's organizers

came up with their own funding to build the first thirty miles of track

with Cooke's promise in hand it did not take long for investors to line up, cash in hand,

so the first thirty miles of track quickly reached as far as Wyoming, Minnesota

Jay Cooke himself visited the Head of the Lakes [1866 -- some say 1868]

he decided to terminate his railroad line in Duluth, Minnesota

(fifty miles of additional track reached as far as Hinckley, Minnesota [by January 1, 1870])

final seventy-five-mile-long piece from Hinckley to Duluth was completed

with a ceremonial spike driven at Thompson, Minnesota [August 1, 1870])

#### BRITISH ROYAL GOVERNOR SIR JAMES DOUGLAS RETIRES

After serving two terms in that capacity, Governor Douglas refused reappointment

he moved with his mixed-blood wife into a mansion near Victoria

built above the city he had founded as a trading post only twenty years before

Hudson's Bay Company, the company he had dedicated his life to directing, also was about to retire

to the east, Canada was working through organizing a confederation of provinces

British Columbia was invited to participate -- she hesitated

her commercial ties were with Puget Sound, Portland and San Francisco

not Montreal and Toronto

gigantic Rocky Mountains separated the Pacific from Hudson's Bay

Rupert's Land, a vast region, was still held by Hudson's Bay Company

#### OSN STEAMBOAT *SHOSHONE* CHURNS OUT OF RIVERSIDE FERRY SHIPYARD

Maiden voyage under Captain Joshiah Myrick took place -- May 16, 1866

voyage to Salmon Falls was a failure as the *Shoshone* could not navigate



above the mouth of the Bruneau River, a little over halfway  
*Shoshone* lost money from the beginning  
cargoes were scarce and the boat cost more to run than anticipated  
original 400 cords of wood were quickly consumed  
coal deposits near the river proved too low grade to be used as fuel  
(After three years of sporadic service on the upper Snake River  
routes were abandoned and the *Shoshone* left high, dry, and idle  
was docked at Owyhee Ferry [1869])

#### ASA MERCER COMES UNDER ATTACK

Rumors wild and ugly spread about Mercer and his failed plan  
only a few days after the arrival of Mercer's belles

*Puget Sound Daily* ran a front-page story saying: "**Honorable A.S. Mercer will address the citizens of Seattle and vicinity, at Yeslers Hall this evening, for the purpose of refuting the numerous stories that have been circulated in regard to himself, in connection with his immigration enterprise. Turn out, everybody, and hear the other side of the question.**"<sup>47</sup>

Meeting was called to order by Rev. Daniel Bagley who stated the object of the meeting  
was to hear a report by Mr. A.S. Mercer regarding his experience  
conducting his famous venture immigration enterprise while in the East

Asa Mercer addressed the very attentive audience

composed, in part, of the fair immigrants so recently arrived

their presence went a long way in restoring Mercer's reputation

as it demonstrated the young ladies had placed the utmost confidence in him

Mercer was, in fact, frequently applauded

Mercer's clarifying remarks came to an end and the meeting adjourned

apparently with the best of good will toward Mr. Mercer and all concerned

Following the night after Asa Mercer's speech the same hall saw a performance by a traveling troupe

*Marvelous Magical Entertainment* received rave reviews by locals and the press

however, it could hardly have been as remarkable as Mercer's performance

pacifying with words angry men who had waited almost a year for women they had ordered

most found themselves without brides and minus three hundred dollars

To add further insult to the financial injury,

Asa Mercer a few weeks later married one of his imports -- Annie Stephens

Mercer and his bride were invited by Seattleites to honeymoon in the Rocky Mountains

this marriage appears to have been unfortunate for everyone

divorce was granted by the territorial legislature even before his rapid departure

(Mercer moved the Rocky Mountains area where Asa decided to live out his days as a rancher

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<sup>47</sup> Murray Morgan, *Mercer's Maidens*, Northwest Room, Tacoma Public Library.

as far from Seattle bachelors and eager brides as he could go)

#### BEN SNIPES DIVERSIFIES

Ben using a loan and a mortgage Snipes bought the Wasco Woolen Mill at The Dalles -- 1866  
which he operated for a time until he determined there was no profit in the business  
he then sold the machinery but kept the building  
His bank accounts continued to steadily grow as he financed others  
when he needed financial help he was always mindful of the lessons of the past

#### BIG BEND DISTRICT ON THE COLUMBIA RIVER BEGINS TO PLAY OUT

Main lead had been tapped out from town along French Creek  
for a distance of one-and-a-quarter miles -- by the middle of June  
it became apparent the better diggings were not shallow as had been assumed  
and would require extensive equipment and work  
This realization began a huge exodus from the Big Bend District  
provisions became scarce and the whole camp lived for week on a little flour and a few beans

#### MOTHER JOSEPH CONDUCTS ANOTHER BEGGING TOUR

One begging tour was described by the Sisters of Providence -- June 1866  
Mother Joseph and Sister Catherine traveled by boat to Wallula then by stagecoach to Walla Walla  
and on to Idaho City where they were cordially received even by **“infidels and Protestants  
who marveled at [their] daring, and commended [their] perseverance.”**<sup>48</sup>  
they collected three thousand dollars from miners in Idaho City  
encouraged by good fortune in Idaho, the two nuns set out for Montana  
although not as well received, the nuns raised two thousand dollars  
however, during their six-week begging tour in Idaho they met with varied reactions  
often they encountered cold indifference or even abuse

#### BEN HOLLADAY SELLS HIS OVERLAND MAIL AND EXPRESS COMPANY

Two giant companies ruled the field:  
Wells, Fargo & Company  
Holladay Overland Mail and Express Company  
it soon became apparent they could not work together  
Ben Holladay was enough of a businessman to see the coming transcontinental railroad  
would shatter his stage line business  
After jockeying for position, Holladay sold his mail and express company to Wells, Fargo & Co.

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<sup>48</sup> L.E. Bragg, *More than Petticoats*, P. 59.

for \$1,500,000 cash and \$300,000 of Wells Fargo stock and a directorship in the firm -- 1866  
Holladay could now concentrate his massive wealth on other ventures  
Greatly expanded Wells Fargo joined other express companies including the Overland Mail Company  
to create the largest stagecoach empire in the world  
providing regular twice-a-week mail service between St. Louis and San Francisco

#### STEAMER *FORTY-NINE* MAKES ANOTHER RUN UP THE COLUMBIA RIVER

Captain Leonard White and the *Forty-Nine* set out despite the dramatic conditions -- July 1866  
an untimely deluge was followed by cloudbursts and incessant precipitation  
this anticipated four day outing extended into three weeks  
but for the arrival of the *Forty-Nine* the prospectors of the Big Bend District would have perished  
Captain White gave free passage out of the Big Bend area to those who needed it  
For twelve days rain came intermittently -- in the face of the rising river,  
Captain White tied up the vessel and prepared to wait for better weather  
White, resourceful as ever, issued sketch pads and pencils and set up a class in landscape drawing  
hours stretched into days until, at last, creative art lost its appeal  
finally *Forty-Nine* reached Colville  
One last attempt was made to penetrate the upper Columbia River  
on his last southbound run Captain White carried only three passengers  
with the end of the gold rush the *Forty-Nine* was withdrawn for lack of clientele

#### CONSTRUCTION ON THE INTERNATIONAL TELEGRAPH LINE STOPS ABRUPTLY

Nooksack Telegraph overland communication wire  
had been extended more than 800 miles into northern British Columbia  
some construction had even occurred in Russia  
However, Cyrus Field completed laying the first transatlantic telegraph cable -- July 26, 1866  
providing a far more direct link with Europe  
Construction on the Nooksack Telegraph immediately stopped  
tens of thousands of telegraph poles were left behind for native use  
insulators were used for drinking glasses  
wire was used for making nails

#### GEORGE AND WILLIAM HUME HIRE CHINESE LABORERS AT EAGLE CLIFF

Hume brother's Eagle Cliff fish cannery on the north bank of the Columbia River (Wahkiakum County)  
packed 4,000 cases of salmon by hand -- each containing 48 one-pound cans to the case -- 1866  
Assembly line methods had not been established so canning was slow and clumsy  
each salmon was cut to fit the can and each tin can was soldered closed by hand  
then the can was boiled to preserve the fish

George and William Hume were joined by two additional brothers, Joseph and Robert  
(ultimately each of the Hume brothers had his own canneries)

#### BRITISH NEGOTIATIONS ATTEMPTS TO RESOLVE BRITISH PROPERTY OWNERSHIP

International Commission began meeting in Washington City -- 1866  
to deal with the claims of British subjects in Oregon Territory who had lost their property  
also to deal with Puget Sound Agricultural Company claims, which it was decided,  
would receive \$200,000 from the United States government  
and to deal with Hudson's Bay Company which received a settlement of \$450,000  
also from the United States government  
(it took four more years for negotiations to conclude [1870])

#### VIGILANTE COMMITTEES CONTINUE TO AVENGE LAWLESSNESS

When Idaho Territorial Secretary H.C. Gilson absconded with the entire territorial treasury -- 1866

Vigilantes once again took the law in their own hands

Vigilantes went to work with a vengeance

under Idaho Territorial governors Caleb Lyon and David W. Ballard [1866-1870]

Swift punishment did not necessarily assure fair justice

there were instances where Vigilance committees were willing to carry out their duties

although the legal civil authorities were able to enforce the laws

there were no legally constituted Vigilante trials

to assure the rights of the accused or even to assure guilt

Highway robberies, murders, and lynchings continued widespread

two notorious still active outlaw organizations were the Updyke and Dixon gangs

In Idaho David Updyke, the leader of a gang of horse thieves and highwaymen,

also doubled as sheriff

for a period of about three years he and his fellow criminals robbed at will in and around Boise

outlaw leader Dave Updyke was strung up -- 1866

his body was found in an old shed bearing a sign which read:

**Dave Updyke, the aider of murderers and horse thieves.<sup>49</sup>**

James Dixon was next Vigilante victim

on his lifeless body was pinned a list of crimes attributed to him

Vigilante mob rule lasted in Montana for twenty years

**Many a man was found hanging by the neck with a sign attached to his body announcing the crime he was said to have committed.<sup>50</sup>**

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<sup>49</sup> Oscar Osburn Winther, *The Great Northwest*. P. 246.

<sup>50</sup> William E. Scofield, *Northwest Heritage*. P. 128.

## MOTHER JOSEPH AND SISTER CATHERINE VISIT SAINT IGNATIUS MISSION

Mother Joseph and Sister Catherine continued their begging tour of Idaho and Montana  
they visited with the four lonely Sisters of Providence at the Saint Ignatius Mission  
forty miles north of Missoula

Mother Joseph and Sister Catherine set off for home on horseback to return to Vancouver  
Sisters of Ignatius loaned them saddles and riding habits -- Jesuit Fathers provided the horses  
only on horseback could they pass through the forests that lay between them  
and the lower Columbia River country

## MOTHER JOSEPH AND SISTER CATHERINE CONTINUE THEIR BEGGING TOUR

Mother Joseph recorded in her chronicles, **“In the last days of September our little caravan set out. It was composed of Father Louis Saint-Onge, an Indians named Sapiel form the mission, Father Joseph Gorrra, S.J., who went with us as fat as Missoula, Sister Catherine and myself.”**<sup>51</sup>

with them were two pack horses with provisions and a tent

They traveled on narrow Indians trails through dark forests and steep, precipitous mountains  
except for some lone miners, they met no one

every evening they looked for a clearing with water and grass for the animals

Father Saint-Onge hunted game animals, Sapiel cared for the horses and collected firewood

the two nuns took charge of cooking crepes and fresh meat

they ate, conversed, sang hymns and prayed before the light of the fire

in preparation for bed, they pitched their tent, wrapped themselves in blankets,

and with saddles for pillows, retired for the night

One day while riding on steep Rocky Mountain trails, a fierce storm broke upon them  
low, dark clouds hung overhead menacingly

rains gave way to a relentless downpour, thunder, and lightening

traveling deep in mud was challenging, as was building a fire in the driving rain

with great difficulty Sapiel was able to set a small fire inside the tent

they lay down for the night in the mud, as near to the fire as possible

Several nights later an enormous tree fell just three feet from the tent  
in which the two nuns were sleeping

Traveling through dense forests over an animal trail

they would often lost sight of each other on the winding path

On the ninth day of travel, the party, overcome with fatigue,

they camped in a ravine between the two mountain ranges

they were jolted awake by a terrifying howl

which, according to Mother Joseph’s account, **“froze the blood in our veins.”**<sup>52</sup>

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<sup>51</sup> Sister Mary (Catherine McCrosson), *The Bell and the River*, P. 191.

<sup>52</sup> L.E. Bragg, *More than Petticoats*, P. 60.

Sapiel quickly cut wood and circled the camp with fire  
because wolves usually do not cross a line of fire  
soon the woods were full of the horrible howls  
the travelers knew wolves which hunt in packs were all around them  
the horses, tethered inside the ring of fire, were lathered to a frenzy  
trees surrounding the area had been dried by a prior fire  
soon the flames meant to protect the party were a serious threat to their safety  
branches and brush around them began to burn  
embers cracked and popped menacingly  
and great limbs burned and crashed to the ground  
whole night was spent battling burning cinders and blinding smoke  
while surrounded by an increasing number of howling wolves  
some provisions were destroyed, the tent had caught fire several times  
saddles were singed

Dawn's light chased away the wolves, ending the night of trauma and prayer  
exhausted, they fell to the ground with fatigue  
suddenly a new sound was heard, that of horses tramping up the trail  
before they could react, a party of Indian warriors with painted faces surrounded the camp  
Indian braves noticed crosses around their necks and recognized Father Saint-Onge  
they immediately offered hand signs of friendship and respect  
Catholics shared a meal with the Indians  
but **“cringed before the scalping knives”**<sup>53</sup> that hung at their sides

#### MOTHER JOSEPH AND SISTER CATHERINE CONTINUE THEIR BEGGING TOUR

During another evening while still in the Coeur d'Alene forests of Idaho  
Father Saint-Onge spotted tracks while raising the tent  
Sapiel identified the tracks as those of a grizzly bear  
known to his people as the most dangerous creature in the forest  
only weapons the men had against the massive beast were a six-shooter and an axe  
Father Saint-Onge and Sapiel did not mention the danger to the others  
and the night passed without incident -- October 1866  
Early the next morning, Sapiel went to check on the horses  
he was horrified to find an enormous grizzly bear attacking one of the horses  
sighting Sapiel the bear jumped the log corral and made straight for him  
Sapiel took off running with the grizzly in close pursuit  
bear's claws swiped at the man several times, and he could hear teeth grinding near his head  
Sapiel somehow managed to elude the creature's great claws

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<sup>53</sup> L.E. Bragg, *More than Petticoats*, P. 32.

suddenly, the bear became distracted by the sound of tinkling bells  
a pack train of mules came into sight  
cries of the Mexicans leading the mules, and those of Father Saint-Onge,  
scared the grizzly off

#### MOTHER JOSEPH AND SISTER CATHERINE COMPLETE THEIR BEGGING TOUR

Mother Joseph wrote in her chronicles, “**One more adventure before the curtain falls on this unforgettable tour of the Rocky Mountains**”<sup>54</sup>

on a quiet night on the trail, Father Saint-Onge, sleeping under the stars,  
was awakened by a sensation of something cold gliding up his trouser leg  
he knew it was a rattlesnake  
with extreme will power he lay perfectly still so that the reptile would go to sleep  
near the warmth of his body  
after several minutes, which must have seemed an eternity  
Father Saint-Onge leaped to his feet so that the serpent slid away from him  
the snake was seen slinking away leaving the poor priest shaken but unscathed

Weary travelers arrived back in Vancouver -- October 16, 1866

#### TREATMENT OF THE MENTALLY ILL BY THE SISTERS OF PROVIDENCE IS STOPPED

Under contract with the Washington Territory government, Mother Joseph’s Sisters of Providence  
had built a spacious house devoted to twenty-five mentally ill patients -- 1866  
territorial government revoked the nun’s contract to care for the insane  
over a dispute resulting from Mother Joseph’s insisting on being paid in gold coin  
rather than “greenbacks”

Saint John of God Asylum became the home of the new Saint Joseph’s Hospital

#### MOTHER JOSEPH CONTINUES HER GOOD WORKS

Over the next twenty-five years she traveled thousands of miles in the service of her ministry  
using horseback, steamer, stagecoach, and rail to establish additional schools and hospitals  
and to beg for the funds to support them

her most extensive begging tours were conducted on behalf of the orphans

Providence Archives housed in Seattle reports Mother Joseph’s leadership skills, physical and spiritual strength and compassion: “**Popular stories about Mother Joseph on the construction sites abound, painting a vivid image of this spirited and gifted woman. One can well imagine her bouncing on wooden beams to test their strength, climbing up to inspect a roof, or working late into the night to rebuild a poorly made chimney. She was a knowledgeable and demanding supervisor, expecting perfection from both herself and those with whom she worked. Building design, property selection,**

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<sup>54</sup> L.E. Bragg, *More than Petticoats*, P. 62.

**negotiating with civic and church leaders, overseeing the laborers—Mother Joseph managed them all. Her finest building, Providence Academy in Vancouver, built in 1873, still stands as a testament to her aesthetic vision and workmanship.**

**“Mother Joseph’s intelligence, political savvy, and compassion could only have been matched by her abiding faith. Despite her active nature, she was remembered by her abiding faith. Despite her active nature, she was remembered by her contemporaries as a deeply spiritual woman. She was devoted to the Sacred Heart of Jesus and worked throughout her life to spread this devotion and reliance on Divine Providence. The heart of each of her buildings was a beautiful chapel, the altar carved, gilded, and adorned with her loving touch.”<sup>55</sup>**

## CONGRESS AUTHORIZES RAILROAD CONSTRUCTION IN CALIFORNIA AND OREGON

Congress passed a bill authorizing the forming of two companies  
to construct a continuous railroad line to run from Portland, Oregon in the north  
to Marysville, California in the south -- 1866  
one company was to operate in California and the other in Oregon  
the Oregon company was to receive seven million acres of public land  
to defray construction costs

This well-intended but poorly worded law led to considerable misunderstanding and ill-will in Oregon  
both sides of the Willamette River were well-populated  
people on both sides demanded the proposed railroad should travel down their side of the river  
to provide access to ship their products to Portland and the world  
because of the dissention, two railroad companies were formed to build the railroad  
through the Willamette Valley  
Joseph Gaston’s California and Oregon Railroad proposed to build on the West Side  
Simon Elliot’s Oregon and California Railroad proposed to build on the East Side  
both demanded government subsidies their efforts in the form of subsidies and land grants

## SIMON ELLIOT IS REMOVED FROM THE OREGON AND CALIFORNIA RAILROAD COMPANY

Simon G. Elliot’s Oregon and California Railroad Company had laid no track  
in disgust, the California partners in the company ejected Simon G. Elliot from the corporation  
apparently undiscouraged, Elliot borrowed two hundred dollars from a friend  
he journeyed north to try his luck in Oregon  
Simon G. Elliot, unsuccessful as a railroad mogul, became a corporate swindler  
who was talented beyond even his own high expectations  
he represented himself as the agent for the construction firm  
of Albert J. Cook and Company of Massachusetts  
to the Oregon governor and Salem legislators

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<sup>55</sup> Providence Archives, Seattle, Washington.



he said he was empowered by the company to sign contracts  
for building the railroad -- in actuality Albert J. Cook and Company did not exist  
it seems the ordinary precaution of checking into Albert J. Cook and Company  
occurred to no one

#### CALIFORNIA AND OREGON RAILROAD BECOMES THE OREGON CENTRAL RAILROAD

Joseph Gaston changed the name of the California and Oregon Company  
to the Oregon Central Railroad Company which he organized in Portland -- October 6, 1866  
(incorporation papers would not be filed until [November 21, 1866])  
members of the proposed board of directors included Joseph Gaston,  
pioneers Jesse Applegate and Joel Palmer,  
Oregon Steam Navigation Company directors Simeon Reed and William S. Ladd  
and fifteen other prominent leaders of Oregon  
most of whom favored building on the west side of the Willamette Valley  
California and Oregon Railroad ceased to exist in Oregon  
(but the company remained active in California)

#### OREGON LEGISLATORS PROVIDE LAND GRANTS TO THE OREGON CENTRAL RAILROAD

Oregon legislators named the Oregon Central Railroad as the company to receive  
3.8 million acres of public land for constructing a railroad line  
along the Willamette River -- October 10, 1866  
even though the company had not yet been legally incorporated  
Oregon Central Railroad Company adopted Joseph Gaston's [1864] route survey  
that followed the west side of the Willamette River

#### TRAVEL IN WASHINGTON TERRITORY IS PRIMITIVE AT BEST

As noted in a letter addressed to Horace Greely's *New York Tribune*  
and written in Monticello, Washington -- December 23, 1866

**"I'm in great luck sure, for I'm here alive.... And if human nature ever gets into a  
condition to appreciate and properly value a soft clean bed, or a clean cloth bountifully spread with  
everything, it is at this end of the stage line from Olympia....At every step of his progress, the  
question arises, how is relief of this intolerable suffering to be obtained....The great want of the  
Territory is the want of roads, and *the road* of all other roads most needed is this from Olympia to  
the Columbia river...."**<sup>56</sup>

#### OREGON STEAM NAVIGATION COMPANY (OSN) CLASHES WITH BEN HOLLADAY

OSN purchased the steamer *Oregonian* for \$403,000 on the east coast

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<sup>56</sup> Oscar Osburn Winther, *The Great Northwest*, P. 201.

she reached San Francisco -- December 25, 1866

preparations were made for her to serve the coastal route

Ben Holladay with \$1.5 million in Wells, Fargo & Company cash and \$300,000 worth of stock

busied himself buying up steamers and franchises along the coast from Alaska to Central America

he informed OSN that if the *Oregonian* attempted to compete

he would send ships up the Columbia River

OSN was in a squeeze since Wells, Fargo & Company provided stagecoach connections

from The Dalles to every mining camp in the West -- and Holladay was a major stockholder

OSN sold the *Oregonian* at a sacrifice price to a South American steamship company

Other attempts at expansion by OSN proved equally expensive

their steamboats churned across northern Idaho's Lake Pend Oreille

and up the Clark Fork River into Montana

these proved unable to compete with St. Louis freight trade moving up the Missouri River

### A THIRD ATTEMPT TO UNIFY CANADA

London Conference begins when London is visited -- December 1866

by sixteen delegates from the Province of Canada, New Brunswick, and Nova Scotia

delegates easily agreed the new country should be called Canada

that Canada East should be renamed Quebec

and Canada West should be renamed Ontario

however, there was heated debate about how the new country should be designated

*kingdom* and *confederation*, among other options, were rejected

ultimately *Dominion of Canada* was selected

delegates completed their draft of the British North America Act [February 1867]

### WASHINGTON TERRITORY HAS NEW OFFICIALS

Democratic President Andrew Johnson appointed Republican Marshall F. Moore

to replace never-confirmed Territorial Governor George E. Cole

(Governor Moore will serve two years 1867-[1869])

Governor Marshall F. Moore was an attorney educated at Yale University

when the Civil War broke out he was quick to volunteer

he saw action at Rich Mountain, Shiloh, Chickamauga, Jonesboro and Missionary Ridge

he rose through the ranks as a Union officer while serving under generals Grant and Sherman

at Jonesboro he was brevetted brigadier general<sup>57</sup>

and ended the war and his military career as a major general

Moore traveled to Washington Territory with his brother-in-law Philemon B. Van Trump

during his term as governor he suffered from poor health attributable to his war wounds

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<sup>57</sup> Brevet rank was an honorary position given for battlefield gallantry or meritorious service much as medals are awarded today.

his leadership was appreciated and he was dedicated to improving territorial prospects  
he was ever the gentleman

Governor Moore died at Olympia [February 26, 1870] shortly after he had ended his term in office  
Territorial Delegate to Congress Alvin Flanders a Republican elected to one term -- 1867-[1869]  
replaced Delegate to Congress Arthur A. Denny  
Divorce became a civil matter to be granted by a court of law  
rather than requiring an affirmative vote of the legislature to grant a divorce

#### SUFFRAGE EXPANDS MALE VOTING RIGHTS

Congress granted right to vote to all males over the age of twenty-one  
in all territories of the United States -- January 31, 1867

#### PURCHASE OF ALASKA

Signing a treaty agreement with Russia to purchase Russian-America was strongly promoted  
by Secretary of State William H. Seward who had long favored expansion  
and by Charles Sumner, chairman of the Senate Foreign Relations Committee  
They argued the nation's strategic interests favored negotiating such a treaty  
Russia had been rivals of the British in the Crimean War (nearly a decade before)  
and had been a valuable Union ally during the Civil War  
while Britain was almost an open enemy  
it seemed wise to help Russia while discomfiting the British  
United States Secretary of State William Seward signed a treaty with Russia -- March 30, 1867  
initiating a payment of \$7,200,000 -- 2¢ an acre  
Alaska celebrates the purchase on Seward's Day the last Monday of March  
Seward's purchase was derided as "Seward's Folly," "Seward's Icebox,"  
and "Andrew Johnson's Polar Bear Garden"  
because it seemed foolhardy to spend so much money on the remote region

No proper governmental body was set up

Alaska Territory was placed under the control of the U.S. Treasury Department  
that department regulated furs and fish -- Alaska's primary resources  
President Andrew Johnson sent in troops to take possession from Russia  
even before Congress ratified the treaty  
all of a sudden Puget Sound seemed much closer to the Potomac River  
(Formal transfer of Alaska from Russia to the United States (October 18, 1867)  
is celebrated as Alaska Day)

Successful purchase of Alaska placed British Columbia between two American territories  
it seemed obvious the United States would next annex Canada's Pacific colony and central plains

## WALLA WALLA BECOMES A TWO NEWSPAPER TOWN

(Democratic influenced newspaper *The Statesman* had begun publication [September 2, 1864])  
this voice of Southern sympathy was offset by the Republican leaning *Walla Walla Union*  
first published -- April 17, 1867

## OREGON CENTRAL RAILROAD SPLITS INTO TWO COMPANIES

A mad scramble for power arose within the Oregon Central Railroad -- 1867

Joseph Gaston went on using personal persuasion to solicit construction money  
from the various counties through which the track would pass

Simon G. Elliot supported by financial backers from California

made an overture to buy the Oregon Central Railroad -- but Joseph Gaston rejected the offer

Undaunted by his failed effort to purchase the Oregon Central Railroad

Simon Elliot next proceeded to cut the Oregon Central Railroad  
from under Gaston's feet by plying on sectional jealousies

influential members of the railroad's board of directors were from Portland

(in its early years) Portland was confined to the west bank of the Willamette River

where it had access to the fertile Tualatin Plains and the Chehalem and Yamhill valleys

Members of the Oregon Central Railroad board of directors split regarding the railroad's route

supporters of Joseph Gaston strongly believed that the rail line should run through  
areas on the west side of the Willamette River

others investors however were from Salem and these men supported Simon Elliot

when he began speaking grandly of a railroad to run from the small settlement at East Portland

down the east side of the Willamette River through Milwaukie, Oregon City,

across French Prairie to Salem continuing on to Albany and Harrisburg

before ending at Eugene City

## TWO OREGON CENTRAL RAILROADS INCORPORATE

In the rivalry between Joseph Gaston and his Portland financial backers

and Simon G. Elliot and his Salem supporters the Oregon Central Railroad split

Simon Elliot incorporated a second railroad -- April 22, 1867

he called his new company the Oregon Central Railroad -- the second railroad with that name

in a blatantly political move Oregon Governor George L. Woods was named as chairman

To avoid as much confusion as much as possible

Oregonians promptly began calling Gaston's original Oregon Central the "West Side Company"

Elliot's offshoot corporation became known as the "East Side Company"

## BOTH OREGON CENTRAL RAILROAD COMPANIES CLAIM THE LAND GRANT

Both Oregon Central railroads attempted to gain the support of public opinion in their quest

to be the legitimate recipient of 3.8 million acres of public land granted by the federal government  
Efforts by Jesse Applegate and others to strike a compromise failed  
both Oregon Central Railroad companies plunged ahead in competition with each other

#### RIVALRY INCREASES BETWEEN THE WEST SIDE AND THE EAST SIDE COMPANIES

Elliot's East Side Company brazenly proclaimed themselves to be the true heirs  
of the original Oregon Central name and hence the rightful recipients of the federal land grant  
as soon as they had completed the necessary twenty-five miles of road  
Seeing increasing risks, Gaston's original financial supporters of the Oregon Central now withdrew  
Applegate, Palmer, the Oregon Steam Navigation company quartet and others removed their funds  
Gaston, his passion overcoming practicality, reorganized the West Side Company without them  
he instituted court suits against the East Siders and flooded every village in Oregon  
with outraged circulars regarding Simon G. Elliot's wickedness

#### SIMON G. ELLIOT IMPLEMENTS HIS ILLEGAL FINANCING SCHEME

Elliot drew up a construction contract for the East Side Company  
with the non-existent Albert J. Cook and Company (i.e., Elliot)  
to build a hundred and fifty miles of railroad which as yet had not even been surveyed  
Oregon Central (East Side) Railroad took out a twenty-year first mortgage at seven per cent interest  
and sold construction bonds worth five million dollar  
these the company issued on the strength of the land grant it hoped to receive  
Cook and Company received a portion of these bonds in advance as a down payment  
and was to receive two million dollars in preferred stock  
With this contract securely in hand, Simon Elliot forged an assignment of Cook's bonds to himself  
he then hurried to San Francisco  
where he peddled several hundred thousand dollars' worth of the spurious paper  
by offering it for sale at a huge discount  
With the cash now raised, Elliot went to Boston and tried to buy railroad equipment  
using the security of the construction contracts -- which he had also assigned to himself  
he managed to obtain four small locomotives and some machinery  
before copies of Joseph Gaston's circulars reached the East coast and chocked off his credit  
Ever resilient, Simon G. Elliot shipped the locomotives around Cape Horn  
by selling two of these to the Central Pacific Railroad he raised enough cash  
to begin grading work on the East Side line  
he apparently intended to keep with the deception until he manufactured a railroad from hot air  
Simon Elliot's strategy, of course, was to acquire the land grant  
by building twenty-five miles of track before Gaston's West Siders could beat him to it  
this resulted in a strictly unofficial race

unofficial because the legislature had not yet said which Oregon Central was the rightful one  
speedy track construction by the East Side company might help persuade the lawmakers

#### LAKE WASHINGTON COAL COMPANY OPENS AT NEWCASTLE

It had long been known locally that coal in some abundance was available in the region

(Hudson's Bay Company Fort Nisqually Factor Dr. William Tolmie

made reports to Chief Factor Dr. John McLoughlin at Fort Vancouver)

Two important coal discoveries were made [1863]

first at Issaquah (or Gilman)

another a few weeks later on Coal Creek near Lake Washington, (near today's Newcastle)

Several Seattle leaders including Rev. George Whitworth, Rev. Daniel Bagley, F.G. Whitworth,  
John Ross, and others

acquired interest in the property and began development

coal was at first carried to Lake Washington on wagons, was barged across the lake

then carried by other wagons into Seattle

Lake Washington Coal Company was founded by these same investors -- 1867

to carry on more extensive development

(two coal mining tunnels were dug at Coal Creek

one 100 feet long and the other sixty feet long [1868]

coal was carried down the Black River to the Duwamish River and on to Elliott Bay

during the year, the company mined 150 tons of coal

barges were first used to haul coal down the rivers but were soon replaced by steamboats)

#### CONGRESS PROVIDES MONEY FOR A PRISON IN WASHINGTON TERRITORY

Territorial legislators had been looking for a site to use to establish a prison since [1855]

political bickering and then the Civil War kept the issue unresolved<sup>58</sup>

Congress authorized \$20,000 for building the necessary facility --1867

when the debate shifted to finding a suitable location

Fort Vancouver to the south was considered and was Port Townsend to the north

Steilacoom, a growing industrious community with a busy seaport, was located in the middle

in a compromise this was chosen by the legislature to be the site for the new prison

but, there was a problem as the Puget Sound Agricultural Company claimed all the land in the area

it refused to grant or sell any for a prison

thus the penitentiary commission began to look at the nearby vacant islands

Debate continued, this time over where rather than if, the prison should be constructed

#### GRANGE MOVEMENT BEGINS

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<sup>58</sup> Daryl C. McClary, Essay 5238 HistoryLink.org, April 17, 2003.

Oliver Hudson Kelley, a Agriculture Department Clerk,  
founded a secret society: *Patrons of Husbandry* -- 1867  
Kelley was distressed by the plight of Southern farmers  
seeing a need to organize cooperation among farmers  
he sought to reform prevailing methods of agriculture  
organization built grange halls or meeting places spread across the nation  
where they found strength in cooperation  
their secret ritual was based upon symbols relevant to the practice of farming  
therefore, they appealed to farmers just as urban dwellers were attracted  
by the rituals of societies such as the Eagles, Elks (B.P.O.E.), Masons,  
Odd Fellows (I.O.O.F.), Knights of Pythias, etc.  
Grange, its full name is the National Grange of Patrons of Husbandry,  
is often considered an agricultural family fraternity

#### OREGON STEAM NAVIGATION COMPANY (OSN) REORGANIZES IT OWNERSHIP

Oregon Steam Navigation Company (OSN) was both successful and ambitious  
company investments grew into a \$5 million corporation  
Factions developed among the company's thirty-three stockholders  
minority shareholders began to grumble about receiving diminishing returns on their investments  
Daniel Bradford led discontented owners in criticizing OSN's business operation  
disgruntled stockholders sold out leaving OSN with just seven owners  
Oregon Steam Navigation Company Partners reorganized  
Captain John C. Ainsworth, Robert R. Thompson, William Ladd and Simeon Reed  
bought control of the company then declared themselves a thirty-six per cent dividend -- 1867  
Oregon Steam Navigation Company (OSN) name was changed  
to the Oregon Railway & Navigation Company (ORN)  
track was extended from The Dalles, Oregon to Wallula, Territory Washington  
and connected Walla Walla, Washington with the Snake River  
Even as they celebrated, the managing partners watched with apprehension  
as another party of surveyors sent from the East by the Northern Pacific Railway arrived

#### DOMINION OF CANADA BEGINS

Queen Victoria was presented the *British North America Act* [February 11, 1867]  
that added Nova Scotia and New Brunswick as new provinces of Canada  
and established a procedure to admit even more provinces  
this proposal was quickly approved by the British House of Lords and House of Commons  
Her Highness Queen Victoria gave her royal assent [March 29, 1867]  
Act of Union which had united Upper Canada and Lower Canada into the Province of Canada [1840]

was replaced by the British North American Act -- July 1, 1867

Ontario, Quebec, Labrador Nova Scotia and New Brunswick

formed the new Dominion of Canada

[Canada Day [formerly Dominion Day] is celebrated July 1]

Confederation of Canada was an enormously large country

its roads were poor and its waterways were frozen for up to five months a year

new Canadian government inspired a railway building mania in Canada

(and led companies and governments to overextend themselves financially)

most ambitious of the Canadian Railroaded building projects was the Grand Trunk Railway (GTR)

this was a bold attempt by Montreal to capture the hinterland of Western Canada

and railroad traffic from American states in the Great Lakes region

## CONTRASTING CONDITIONS ON SAN JUAN ISLAND

After the Pig War standoff

conditions at the U.S. military facility at American Camp grew dreadful

**“...the camp became so run down by 1867 that the camp commander was begging for a new barracks roof. The original had been built with green lumber and .it has now become rotten -- almost uninhabitable, and irreparable. The quarters on officers’ row were shells, battered on the inside, and owing to the exposed position of the garrison, extremely uncomfortable and cold. One commander was, compelled to allow...stable hands (to sleep) in the stables.**

**The Secretary of War denied all requests for improvements.”<sup>59</sup>**

English Camp’s new commander, Captain William A. Delacombe, arrived

he was accompanied by his wife and children -- 1867

with a larger vegetable garden already underway elsewhere in the camp

Delacombe decided to use the original site for a formal garden

in the Gardenesque style developed (in the early 1800s) by John Claudius Loudon,

an English horticulturist and writer on landscape design

this formal garden reminded the captain’s family of their home thousands of miles away

and provided a clear, yet gentle boundary between enlisted and officer territory in the post

## FOUNDING OF ELLENSBURG, WASHINGTON

Origins have been traced to a drifter named Wilson who built a small trading post

hr sold out to A.J. Splawn, a wrangler, who named the post Robber’s Roost -- 1867

(this was located on present-day 3rd Avenue, just west of Main Street near the alley)

Splawn did considerable fur trading with the local Indian population

Splawn sold the store to John Alden Shoudy and his wife Mary Ellen [1872]

after more permanent buildings were constructed, the town was named Ellen’s Burg

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<sup>59</sup> American Camp, A Historic Guided Walk, San Juan Island National Historical Park



Mary Ellen provided the Ellen in the identification

#### PROPOSED WASHINGTON TERRITORY CONSTITUTIONAL CONVENTION

Was submitted to the Territorial voters by the legislature -- 1867-1868  
several trials to form a committee to draw up a state constitution  
showed the voters were indifferent

#### WALLA WALLA WANTS A RAILROAD LINK WITH THE COLUMBIA RIVER

Town of Walla Walla was basically a supply base for miners and mining camps in eastern Washington, Idaho and Montana in the 1860s

As gold mining declined the production of wheat became the main industry in Walla Walla  
wheat flour was shipped on wagons from Walla Walla thirty-two miles to the west  
to Wallula on the Columbia River

wheat was then put on steamships to Portland where it was shipped as far as England

Many people in Walla Walla thought the use of wagons to haul the wheat flour  
from Walla Walla to Wallula was too costly

they wanted to build a railroad to ship the wheat flour and other goods  
local residents formed the Walla Walla and Columbia River Railroad – 1868

#### BOTH OREGON CENTRAL RAILROADS BEGIN TRACK LAYING IN PORTLAND

Joseph Gaston “West Side” Oregon Central Railroad broke ground with due ceremony  
on Portland’s southwest Fourth Street, at the foot of Marquam Hill -- April 15, 1868

Simon G. Elliot’s “East Side” Oregon Central Railroad led a parade to Gideon Tibbet’s farm  
on Portland’s east side (near Southern Pacific's present Brooklyn yards)

to witness Chinese laborers breaking ground for the East Side rail line -- April 16

This was a race for survival between two concerns

each was greatly handicapped by lack of funds

each considered itself to be legitimate successor of the Oregon Central Railroad Company,

and as such the rightful heir to the land grant

both believed their ceremony was evidence of their intent to begin construction

that would further strengthen their claim with state lawmakers

#### GENERAL MORTON MATTHEW McCARVER ARRIVES ON COMMENCEMENT BAY

First promoter of the region was General Morton Matthew McCarver

who made a business of laying out cities in the wilderness,

named nonexistent streets, and sold the whole idea to gullible settlers

had heard of Chebaulip when he was in Portland

immediately saw the advantage of having title to land

the Northern Pacific Railway Company might someday need for a terminus  
McCarver bought Job Carr's homestead and began boosting the town  
changed the name from Commencement City to Tacoma -- April 15, 1868

#### COMMENCEMENT BAY BOOSTER M.M. McCARVER IS A MAN OF VISION

Morton Matthew McCarver was born on a farm near Lexington, Kentucky [1807]

his father died when he was a child

his mother, a stern woman, brought him up utilizing a strict religious philosophy  
that both advocated celibacy and condemned indulgence

she exerted only limited influence as he was a lifelong teetotaler but the father of ten  
McCarver at age fourteen ran away to the Southwest where he arrived without benefit of funds  
with little schooling and no friends, he found himself competing for work with slaves  
that experience left him prejudice the rest of his life

he returned home as he had left, broke, only to have his mother disown him

McCarver drifted west to Illinois where he found a wife but no property

he fought in the Black Hawk War [1832]

he was later appointed commissary general of the Iowa territorial militia

while the pay is insignificant the title "General" he kept for the rest of his life

In debt after attempting farming he decided to travel West over the Oregon Trail [1843]

his title was enough to get him elected to the Council of Nine who superintended the journey  
after attempting farming, prospecting, store keeping and other unsuccessful ventures  
he settled in Portland

Morton Matthew McCarver, real estate developer, arrived on Commencement Bay from Portland

tall, blue-eyed man with sandy-gray hair and a high forehead extended by partial baldness

he sat on horseback on a bluff above Commencement Bay and looked north

this dreamer swept in the beautiful scene

straight ahead an Indian canoe glided across the deep-water bay;

to his right in the near-distance was a small sawmill sitting in a swale of skunk cabbage;

farther out streaks of silt from the river flowed across tide-flats green with sea grasses;

in the distance a high and white mountain loomed against the eastern sky;

to his left a shallow cove was skirted by an all but unbroken forest -- the land undeveloped

his Real Estate developer's imagination created images of a magnificent harbor awaiting ships

he envisioned a city with waiting docks and streets and steamships and locomotives

he saw government buildings, perhaps even a state capitol,

he could almost hear the ripping of lumber in a huge sawmill

and smell fresh cut planks and sawdust and coal smoke

but McCarver saw cities wherever he looked -- he was a Boomer

like many nineteenth-century Americans he was irresistibly drawn to undeveloped land

Never mind wounded Civil War veteran Job Carr had previously filed a claim for Eureka [1864]

## BLENDING DREAMS WITH REALITY

Dreamer Morton Matthew McCarver at sixty-one was a promoter, a salesman, an optimist  
Property owner Job Carr at fifty-five was a man of hope and good will rather than of driving ambition  
he was content to wait for others to recognize the merits of his location  
in the meanwhile he worked at the mill or painted other settlers houses  
McCarver was dissatisfied with his achievements -- he was sure destiny intended him to do more  
he talked to Carr about development of a port city  
of changing the slopes above Commencement Bay into a San Francisco  
steam-powered sawmills could be built and a railroad connection to Portland  
Carr listened to this glorious vision and to the role he could play  
he would not stand in the way of progress  
if McCarver needed the Commencement Bay waterfront to bring in the railroad,  
McCarver could have all of Eureka but the five acres immediately surrounding his cabin  
163-¾ acres for \$1,600 -- \$600 cash; remainder in land McCarver owned in Oregon City  
Job Carr also retained a claim farther west which included Puget Gulch  
Morton M. McCarver rushed back to Portland to consult with his backers before signing any papers

## MORTON MATTHEW McCARVER RETURNED TO COMMENCEMENT BAY

He brought with him Lewis Starr, President of the First National Bank in Portland  
this bank with a solid sounding name had little in assets  
two friends from Oregon City, David Canfield and Thomas Hood, also accompanied McCarver  
Camp was made for a night below the (Stadium Way) cliff (near the foot of Seventh Street)  
beside an Indian burial canoe and a boulder marked with hieroglyphs  
(one of many casually buried years later under debris from the grading of Pacific Avenue)  
Lewis Starr was so impressed he claimed a site in his brother's name  
to avoid antagonizing bank clients back in Portland  
McCarver filed a preemption claim on adjoining land to the west  
(where Stadium High School and Stadium Bowl were later built)  
Tom Hood was first to finish a cabin -- June  
he set up housekeeping (at what is now M and South Ninth)

## CONSTITUTIONAL AMENDMENT XIV DEFINES U.S. CITIZENSHIP

Amendment XIV to the U.S. Constitution was passed by Congress  
and approved by the required three-quarters of the states -- July 9, 1868  
Several broad changes in United States law were enacted:

Section 1, Clause 1 of the amendment stated, “**All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside.**”

- Due Process Clause* applies to all citizens providing:

- substantive due process rights*, such as parental and marriage rights;

- procedural due process rights* requiring that certain steps, such as a hearing, be followed before a person's life, liberty, or property can be taken away

- Equal Protection Clause* requires states to provide equal protection under the law to all people within their jurisdictions

additional sections of the XIV<sup>th</sup> Amendment clarified other issues:

Section 2: directs how congressional representatives would be apportioned

this amendment changed Article One, Section Two, of the U.S. Constitution

Section 3: states how federal elected officials could be disqualification or removed from office

Section 4: authorizes debts incurred for payment of pensions and bounties

for services in suppressing an insurrection or rebellion (i.e., Civil War)

However, the question of citizenship rights of women remained unresolved in the United States

## CONSTRUCTION ON THE SHORE OF COMMENCEMENT BAY

M.M. McCarver hired Anthony Carr (Job Carr's son) to build a log cabin for him

on the curve below the cliff (just east of Stadium High School) and called his place Pin Hook

he brought his wife and their three youngest daughters, Virginia, Bettie, and Naomi

north from Portland -- early August

to the deep gratitude of bachelors as far away as Olympia and Seattle

## SETTLEMENT OF COMMENCEMENT BAY IS LAID OUT

McCarver hired a civil engineer from Olympia to survey the former Job Carr property

where he planned to create a town to be called Commencement City rather than Carr's Eureka

Carr's sons Howard and Anthony ran the survey lines which was completed -- August 13, 1868

On the final morning of survey work fog had rolled in to block the view of the bay

to everyone's shock the sound of a steamer whistle was heard where no steamer had been before

Anthony Carr fired a shot from his rifle in answer to the whistle

steamer *Eliza Anderson* followed the sound through the fog to the shore of Commencement Bay

there the location's first passengers to land from a steamer stepped ashore

Mr. and Mrs. Clinton P. Ferry had come to join the McCarvers

Mrs. Ferry was one of Mrs. McCarver's daughters by her first marriage

Territorial Governor Marshall Moore paid a visit soon afterwards

he asked McCarver to find him some property in Commencement City

McCarver pointed out to Anthony Carr that the governor's presence would benefit the community

Anthony borrowed McCarver's old gray horse and rode off to Olympia  
where he sold Moore forty acres

#### HAPPY RUMORS ABOUND ALONG THE SHORE OF COMMENCEMENT BAY

Northern Pacific Railway was slowly creeping in the direction of Commencement City  
even so, a spur railroad line to Portland was projected to begin construction soon  
It was obvious hundreds or thousands of settlers would arrive by rail,  
businesses would boom, shipping explode and real estate faced a future beyond all expectations

Such talk was mainly a reflection of M.M. McCarver's talent as a promoter of empty land  
he used every trick of the trade to boost his yet-to-be-named town  
he showered friends and newspaper editors with stories (some true) of the town's bounties  
And he put his money and his energy where his mouth was  
he bought another 280 acres from the owners of nearby claims

His success was obvious

all of the land on the south side of Commencement Bay from the waterfront to the crest of the hill  
had been claimed and prices were going up -- late August  
Job Carr had sold for eight dollars an acre for waterfront land  
Howard Carr sold two acres off the water for forty dollars

#### SEARCH FOR MINERALS IN THE SOUTH PUGET SOUND REGION

McCarver started up the Puyallup Valley with Howard Carr and Dan Canfield -- late August  
to prospect for minerals that would add to the economic base of the anticipated railroad  
there had been reports of iron and coal located there  
rumored iron proved to be a deposit of inferior bog ore

McCarver returned to town, but the younger men continued up the Puyallup Valley  
they camped on the North Fork of the Puyallup River -- September 1, 1868  
next day they continued up the mountain for six or eight miles  
where they found a twelve-foot vein of coal along South Prairie Creek  
nothing came of the find at the time, the possible financial benefits were boosted far and wide

#### JOSEPH GASTON'S WEST SIDE RAILROAD GRADES FIVE MILES OF RIGHT-OF-WAY

Joseph Gaston "West Side" Oregon Central Railroad stimulated by contributions of local supporters  
had partially graded five miles of right-of-way -- September 1868  
Simon G. Elliot's "East Side" Oregon Central Railroad Company had run out of money  
their grading operation had ceased

#### SIMON G. ELLIOT'S EAST SIDE OREGON CENTRAL RAILROAD CHANGES THE CONFLICT

Simon G. Elliot's East Side Oregon Central Company changed the battlefield

because the Oregon legislature had been granted 3.8 million acres of public land to Oregon Central Railroad, the issue became which company had the right to use the "Oregon Central Railroad" name and thus obtain the land grants Elliot's East Side railroad sued Gaston's West Side railroad for the right to use the Central Oregon Railroad name Since neither group possessed money enough to do more than start laying track to gain the land grant, any outcome probably would have been mutual exhaustion if San Francisco businessman Ben Holladay had not appeared on the scene

#### LAND DEVELOPER PHILIP RITZ ARRIVED ON COMMENCEMENT BAY

Philip Ritz of Walla Walla traveled to Olympia while he was there he read a humorous account of a visit to Washington Territory [1853] *Canoe and the Saddle* was written by Theodore Winthrop reporting his experiences this literary effort was ignored by publishers until Winthrop became the first Union officer killed in battle during the Civil War then it was published and became immensely popular in his writings Winthrop waxed eloquently regarding the beautiful mountain nearby using the melodic Puyallup Indian name for all snow-covered peaks: Tahoma

Philip Ritz arrived at Commencement City by steamer from Olympia he was a handsome, cultivated man -- a scientific farmer and a man of letters and articles he was the representative of a group of Washington settlers attempting to acquire from Congress a franchise to build a railroad from Portland to Puget Sound it could also well be that he was an agent for the Northern Pacific Railway

After spending a night with M.M. McCarver, Ritz expressed enough enthusiasm that the old real estate boomer tried to sell him one-fourth interest in the entire project on condition that Ritz devote his full attention to promoting Commencement Bay when that proposal failed, Philip Ritz returned to Olympia where Howard Carr later rode to offer to sell him forty acres

Nothing came of either proposal, but all was not lost Philip Ritz offered Tacoma as a better name for the new town than Commencement City although there were, inevitably, various versions of the story with various name claimants McCarver always credited Ritz with the suggestion

#### BEN HOLLADAY VISITS OREGON

Holladay dabbled in many western business ventures constantly expanding his vast financial empire he operated the Pony Express mail service and had made a fortune in overland stages and shipping he had been not only the undisputed Stagecoach King of America, but also was a powerful figure in the Pacific Coast steamship circles

Ben Holladay generously applied his extremely audacious and strong personality to selected projects  
Holladay obtained from his enemies a well-deserved reputation as a villain  
he was merciless in attaining his desired results  
he used and enjoyed the use of lavish entertainment to achieve his ends  
but, if necessary, he could easily resort to bribery and bullying  
In San Francisco one of the purchasers of Simon Elliot's fraudulent bonds  
he sold the paper to Ben Holladay  
Resourceful Ben Holladay arrived in Oregon to check on what he had purchased -- October 1868  
he brought with him his well-deserved reputation for being energetic and ruthless  
he was already greatly disliked and was described as being both crude and semi-literate

#### EAST SIDE CENTRAL OREGON RAILROAD GAINS THE SUPPORT OF BEN HOLLADAY

Ben Holladay instantly saw what Simon Elliot had seen -- a potential 3.8 million acres of public land  
all he had to do was take over both of the Oregon Central Railroad Companies  
and the Oregon state legislature -- neither proved to be difficult  
with ready cash, Holladay formed a partnership with Simon G. Elliot  
and took over management of the East Side company  
placing Simon G. Elliot in the subordinate position of Superintendent of Construction  
proved to be even easier than buying railroads or legislators  
Ben Holladay's overpowering personality could not be easily pushed aside  
to the ruthless Holladay, quibbling as a means of attaining a desired end was a waste of time  
when lavish entertainment, bribery and bullying proved infinitely more expeditious  
Holladay subsidized newspapers to do his bidding  
and to question in print the motives of those who tried to oppose him  
awed Oregon legislators became the recipient of Holladay's generosity  
Salem politicians received more bounty than they had dreamed their jobs could command  
from this point on the question as to which one of the two contesting companies  
was legitimately entitled to official recognition was no longer in doubt

#### BEN HOLLADAY GETS WHAT HE WANTS FROM OREGON LEGISLATORS

In gratitude to Ben Holladay, Oregon legislators found a technicality which enabled them  
to void their declaration that Gaston's West Side Oregon Central would receive the land grant  
Oregon legislators, to no one's surprise, designated the East Side railroad, Holladay's company,  
as the one entitled to receive the federal grant of 3,800,000 acres of public land -- October 1868

#### UNITED STATES ELECTES A NEW PRESIDENT

United States held its presidential first election since the end of the Civil War -- November 3, 1868  
this was the first election in which African Americans could vote in every northern state

and southern states that had agreed to the demands of Reconstruction  
three former Confederate states had not yet be reinstated into the Union and so could not vote  
Texas, Mississippi and Virginia

Incumbent President Andrew Johnson's handling of the Reconstruction of the South  
made him so unpopular that he had been impeached by Congress disabling his presidency

Johnson did not receive the Democratic Party's nomination for president

New York Governor Horatio Seymour was nominated by the Democratic Convention

Republicans nominated victorious Union General Ulysses S. Grant

Grant took no part in the campaign and made no promises

While Grant received almost 73% of the Electoral Votes,

Horatio Seymour polled 2,708,744 popular votes against 3,013,650 for Grant

closeness of the race startled the political elite at the time

#### BEN HOLLADAY TRIES HIS LUCK WITH CONGRESS

Congress, of course, also would have to agree to void

Joseph Gaston's West Side Oregon Central Railroad land grant

just as the Oregon legislature had done

Ben Holladay hurried east to achieve that goal

Joseph Gaston, in hopeful opposition, hurried after him armed with a decision by the Oregon court  
that the East Siders had no right to the Oregon Central name

#### TACOMA GETS ITS NAME

Conversations involving McCarver, the Carrs, Portland partners, Lewis Starr and James Steel

general agreement was reached to call the settlement Tacoma rather than Commencement City

McCarver was in the offices of the First National Bank in Portland -- late October

along with his secretary C. P. Ferry

After a discussion of possible names with his financial backers, McCarver told Ferry

to cross out Commencement City used on the (August) survey map and write in Tacoma

this was done but after his return home McCarver

did not have the plat filed with the Pierce County auditor

#### PORTLAND EXPRESSES FEAR ABOUT THE NEW TOWN ON COMMENCEMENT BAY

Oregon newspaper, the *Portland Commercial* -- November 16, 1868

wrote of the threat the new community on Commencement Bay was to Portland

fear ran high that construction of a Tacoma to Vancouver railroad

would drain the commercial blood out of Portland

#### TACOMA GETS ITS NAME AGAIN



In the meantime, Anthony Carr had decided to create a separate town on his claim  
he appeared in the auditor's office in Steilacoom with a plat for a small community  
which he called Tacoma -- November 30

Three days later General McCarver showed up with his papers  
only to discover that Pierce County already had a Tacoma  
McCarver called his site Tacoma City

(five years later the Northern Pacific Railway platted "New Tacoma" -- eventually they merged)

## WA CHONG COMPANY BEGINS DOING BUSINESS IN SEATTLE <sup>60</sup>

Chinese settler Chun Ching Hock (whose name was sometimes written Chin Chun Hock)  
was born [July 15, 1844] in the Long Mei village of Toisan in Guangdong Province, China  
he sailed to San Francisco at the age of sixteen -- then headed north to Washington Territory  
he began working in Henry Yesler's sawmill cookhouse on the Seattle waterfront [1860]  
Washington Territorial census [of 1860] lists only one Chinese person living in Seattle  
most likely Chun Ching Hock (who is considered to be the city's first Chinese settler  
this same census counted King County's total population at about 300)  
after working a number of years Chun Ching Hock had saved enough to visit family in China  
where he gave money to his mother and brother and then borrowed from an uncle  
to pay for his return to Seattle

Chun Ching Hock opened a general-merchandise store called the Wa Chong Company  
(sometimes spelled "Wa Chung" and occasionally seen as Wa Chong & Company)  
in a wood-frame building on the tideflats just south of the Yesler sawmill -- December 15, 1868  
Wa Chong Company sold Chinese goods, rice, sugar, tea, flour and opium [legal until 1902]  
Chun Ching Hock was a major importer and distributor of fireworks  
Chun Ching Hock took in a partner, Chun Wa, and the Wa Chong Company prospered  
in their central waterfront location as established settlers, newly arrived immigrants  
and local Native Americans all traded at the store

## EDUCATION WAS NOT HELD IN GREAT ESTEEM IN THE TERRITORY

Only twenty-two schools were located in Washington Territory -- 1869  
classes were held only four months out of the year  
and only about half of the children of school age attended

## CHURCH AND STATE MIX IN INDIAN SCHOOLS

According to President Ulysses S. Grant the way to root out corruption and incompetence  
among Indian agents was to appoint them from the ranks of the clergy

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<sup>60</sup> Margaret Riddle, *Chun Ching Hock opens the Wa Chong Company in Seattle on December 15, 1868*, Essay 10800, June 13, 2014.

this policy was implemented by the President -- 1869 [to 1877]  
blending of Indian tradition and Christianity took place especially in Indian schools

#### BLACK PIONEER GEORGE WASHINGTON IS SUCCESSFUL AS A FARMER

For almost twenty years George Washington's farm did consistently well  
he continued to add to his property holdings  
He traveled to Olympia (from today's Centralia) twice a year to get a good price for his grain  
on one his trips he met Mary Jane Cooness from Portland  
she was a Jewish widow with one son  
George, at age fifty-one, married Mary Jane -- 1869  
(this couple lived happily for the next twenty years until her death [1889])

#### SAWMILL BEGINS OPERATION IN SOUTHWEST WASHINGTON TERRITORY

Pioneer San Francisco lumberman Captain Asa Mead Simpson operated a sawmill in South Bend  
located in southwestern Washington Territory beginning in the [late 1860s]  
he supplied the booming San Francisco lumber market and built a second mill  
at Knappton near the mouth of the Columbia River ([1869])

#### TACOMA BOOMS

San Francisco businessmen sent a scout to search for a suitable location for a sawmill on Puget Sound  
after arriving on Commencement Bay the scout reported the location to be what was needed  
Charles Hanson and John W. Ackerman ordered construction to begin -- 1869  
(at today's North 30<sup>th</sup> Street on the waterfront)  
Hanson and Ackerman Mill started Tacoma's drive toward becoming the lumber capital of the world  
hand-powered rip saws were replaced with circular saws operated by steam power  
Hanson and Ackerman maintained their own fleet of lumber schooners to carry dressed lumber  
Tacoma experienced a small-scale Boom  
construction workers were followed by mill hands, mechanics, loggers, laborers, carpenters,  
artisans, shopkeepers and bartenders -- many bringing their wives and families with them  
population quickly reached over two hundred  
so sudden and so great was the increase in business that a shortage of currency occurred  
Hanson and Ackerman Company issued hammered metal discs and rectangles  
to be used locally as coins in the exchange of goods and services  
Tacoma became a regular port of call for the mail steamer, which previously had passed by  
telegraph connections were obtained  
(first electric lights on Puget Sound flickered at the Hanson and Ackerman Mill)

#### LAKE WASHINGTON COAL COMPANY EXPANDS ITS OPERATION

Coal outcropping was found and the first mine begun at Old Newcastle -- 1869  
new mining town of Newcastle was formed by the Lake Washington Coal Company  
coal was sent to Seattle by way of Lake Washington, Black Creek, and the Duwamish River

#### MODOC INDIANS ARE FORCED TO MOVE TO THE RESERVATION

Several unsuccessful attempts had been made over the years to convince Captain Jack  
to move to the reservation

Captain Jack (Keintepoos) met with once again with the peace commission -- 1869

Alfred B. Meacham, Superintendent of Indian Affairs for Oregon;

O. C. Knapp, Agent on the reservation;

Ivan D. Applegate, Sub Agent at Yainax;

W. C. McKay, long-time pioneer who was distrusted by the Indians

This meeting held at Fairchild's ranch accomplished nothing -- February 19, 1869

then soldiers suddenly appeared at the meeting place

Modoc warriors fled, leaving their women and children behind

Meacham put the women and children in wagons and started for the reservation

Queen Mary, Captain Jack's sister, was allowed to go to Captain Jack

to persuade him to move to the reservation -- her efforts were successful

Arriving on the reservation, Jack and his band prepared to make permanent homes at Modoc Point

#### WARREN PACKING COMPANY BEGINS OPERATION IN CATHLAMET

Frank M. Warren, a pioneer in fishing on the Columbia River, founded the Warren Packing Company

a fish canning operation located in Cathlamet, Washington Territory -- 1869

(Warren later built a cannery in Warrendale, Oregon which was also the site

of a state-run fish hatchery in [1889] and [1890])

#### NOBLE AND HOLY ORDER OF THE KNIGHTS OF LABOR IS FORMED AS A LABOR UNION

Many early efforts to organize workers in the United States saw their beginnings in Pennsylvania

(Philadelphia shoemakers joined together to maintain a price structure

and resist cheaper competition -- [early 1790s])

Mechanics Union was formed that attempted to unite the efforts

of more than a single craft -- [in the 1820s]

rise of industrial capitalism with its widening of the gap between rich and poor

caused a transformation within the union movement

most radical of the unionists were the Molly Maguires

these western Pennsylvania anthracite coal miners used intimidation and violence

to achieve their labor goals

Noble and Holy Order of the Knights of Labor was established in Philadelphia -- 1869

labor unions came into being to protect individual wage workers  
from the overwhelming power of business owners  
by representing large groups of workers, a labor union gave the wage workers a fighting chance  
to improve their lives through increased earning power and shorter working hours  
(later health benefits for themselves and their families, vacations, sick leave, holidays,  
safety and pension plans were added to the list of demands by union members)

Knights of Labor offered a more reasoned approach to solving labor problems

they believed that its predecessors had failed because membership was limited

Knights proposed to organize both skilled and unskilled workers in the same union

and opened their doors to blacks and women -- subject to a vote of the local union

Mary Harris Jones helped to help recruit thousands of women into the Knights of Labor

she was feared by factory owners, but loved and respected by union members and workers

for her efforts she was given the nickname "Mother Jones"

Knights of Labor lobbied Congress for such progressive ideals as:

- eight-hour work day;
- an end to child labor;
- replace Chinese workers with union members;
- end of the convict contract labor system;  
their concern was for the competition from a cheap labor source -- not prisoner welfare
- equal pay for equal work;
- replace wages laborers and the excesses of capitalism with cooperatives;  
especially demanding cooperative employer-employee ownership of mines and factories
- public land policy designed to aid settlers and not real estate speculators;
- government ownership of telegraph facilities and the railroads;
- progressive (graduated) income tax;
- postal saving program;

In its early years, the Knights of Labor opposed the use of strikes

however, new members and local leaders gradually radicalized the organization

Noble and Holy Order of the Knights of Labor expanded across the nation

it found strong support for its ideals in Washington Territory

## ULYSSES S. GRANT IS SWORN IN AS PRESIDENT

Victorious Union General Ulysses S. Grant was sworn into office -- March 4, 1869

Reconstruction of the South remained a primary focus of his attention as president

Grant work to reconcile the North and South and bring the Union together

and he attempted to protect the rights of newly freed slaves

while Grant was personally honest some of his associates were corrupt

his administration was tarnished by various scandals

## WASHINGTON TERRITORY APPOINTMENT AND ELECTION

Washington Territorial Delegate to Congress Alvin Flanders decided not to seek reelection  
Republican Ulysses S. Grant in one of his first official acts as President -- March 1869  
appointed Republican Flanders territorial governor -- [1869 -1870]  
Selucius Garfield, who had been the Democratic candidate for the position [1861]  
was elected Congressional Delegate to Congress as a Republican  
Garfield will serve two terms as Washington Territorial Delegate -- [1869-1872]

## SELUCIUS GARFIELD IS NOT A POPULAR CHOICE FOR TERRITORIAL DELEGATE

Garfield's inconstant political views and his flowery oratory alienated many Washingtonians  
they felt he was a political opportunist -- they nicknamed him "Selucius the Babblor"  
Opposition to Garfield's nomination was so strong that incumbent Territorial Delegate  
Alvan Flanders who had been denied re-nomination joined  
Chief Justice of the Washington Territorial Supreme Court Christopher C. Hewitt  
to distribute a circular that declared the Republican Party in the territory was near collapse  
they declared the nomination process was fraudulent  
they wanted the Republican Party reorganized in the territory  
more than fifty prominent Republicans signed the circular  
as a result of the circular the frustrated Republicans suffered a backlash  
they quickly retreated from their positions  
and declined to nominate their own candidate  
however, the damage was done -- Garfield won election over Marshall F. Moore  
by just 149 votes out of more than 5,300 cast

## U.S.-CANADA BOUNDARY

Joint Commission between United States and Great Britain made a final decision -- 1869  
U.S. should pay Hudson's Bay Company for its lost possessions:  
•\$450,000 to Hudson's Bay Company  
•\$200,000 to Puget Sound Agricultural Company

## CANADA BECOMES MORE UNITED

Hudson's Bay Company under pressure from Great Britain  
reluctantly sold most of Rupert's Land to the Canadian government for £300,000 (\$1.5 million)  
sale involved roughly a quarter of the North American continent, a staggering amount of land  
but it failed to take into account the existing residents -- mainly Indians and Metis  
Canada, like its aggressive southern neighbor, stretched uninterrupted from sea to sea -- 1869  
America's intensions toward British Columbia concerned political leaders in Canada

an offer was presented to British Columbia's leadership if she would join the confederation:

- all of the colony's debts would be paid,
- essential services would be maintained by the federal government,
- an annual subsidy would be paid,
- but most importantly a Canadian railroad would be constructed across the Rocky Mountains

British Columbia studiously considered the options available to her

## TRANSCONTINENTAL RAILROAD IS COMPLETED TO SAN FRANCISCO

Amid a crowd of dignitaries and workers a gold spike was hammered home at Promontory Point, Utah with locomotives *No. 119* and *Jupiter* practically touching cowcatchers

Central Pacific and Union Pacific railroads were joined together -- May 10, 1869

Celebration honored the linking of Council Bluffs, Iowa and Omaha, Nebraska through Ogden, Utah and Sacramento, California to Alameda, California (San Francisco)

Council Bluffs, Iowa and Omaha, Nebraska were the western terminus of the railway network stretching across the Eastern United States

thus this railroad connected the Atlantic and Pacific coasts by rail for the first time

Overland trails linked San Francisco with Portland and the Pacific Northwest

however, Ben Holladay's Oregon and California East Siders were busily laying track from Portland to Sacramento in an effort to link with the transcontinental railroad

## TRANSCONTINENTAL RAILROAD SERVICE BEGINS

Transcontinental Railroad passenger and freight train service began from Omaha -- May 15, 1869

one-way trip took take four days, four hours and forty minutes

later transcontinental trip times were lengthened

due to washouts, buffaloes, train robberies and Indians

first class fare cost \$111, second class was \$80 with a few lesser amenities defined and immigrant class ran \$40 with no amenities

## ECONOMIC GROWTH OF WASHINGTON TERRITORY IS LIMITED

Economic development of the territory was largely controlled by transportation facilities

expansion of lumbering, agriculture, fishing and mining depended less

on the abundance of natural resources and the energy of pioneers

than on the ability to ship the product to a market

since there were not enough settlers locally to use all that was grown, cut, or mined

After completion of the transcontinental railroad to San Francisco -- 1869

pioneers still arrived in Washington Territory over the Oregon Trail or by boat from California

things grown or produced in the territory could not be shipped back to U.S. over the Oregon Trail

but were sent by ship to California, China, or to Eastern states

settlement in Washington Territory was limited to the coast line or along the Columbia River

## NORTHERN PACIFIC RAILWAY PROJECT IS STALLED

Charter creating a gigantic land grant northern transcontinental route from Minnesota to Puget Sound  
(had been signed by President Lincoln [July 2, 1864])

Northern Pacific's land grant stipulated the company must complete construction by [July 4, 1876]  
or lose the land grants provided to fund the project

Since its optimistic beginning construction on the Northern Pacific Railway  
remained stalled due to lack of financing

Union Pacific had already completed the country's first transcontinental railroad line  
thus demonstrating the grand idea was possible

While Congress had passed a land grant act to provide a source for funding  
actual financing of construction remained very much in doubt

until wealthy Philadelphia bank tycoon Jay Cooke agreed to take on the financing job -- 1869

## JAY COOKE -- CIVIL WAR FINANCIER

Jay Cooke had financed the Union war effort during the Civil War

which gave Jay Cooke an opportunity to implement his many creative financing ideas

at the close of the Civil War Cooke was again called upon to handle a large issue  
of three-year Treasury notes bearing 7.3 percent interest

he sold more than \$600 million worth in six months

Treasury Secretary Salmon P. Chase had attempted to sell war bonds and notes to finance the war  
public securities were offered at auction through banks -- this effort failed

Great banking house of Jay Cooke & Company was approached by Treasury Secretary Chase  
to undertake financing of the road

## JAY COOKE FINDS A NEW INVESTMENT

Cooke went to Minnesota to look over properties he had acquired

his imagination drew a vivid picture of the potential he saw:

- timber and water power in Minnesota,
- wheat in the Red River Valley (Minnesota, North Dakota and on into Canada),
- mines in the Rocky Mountains,
- harbors on the Pacific Ocean
- all of the Canadian West might even fall to the United States

if rails were to reach across the border and up the Saskatchewan River  
toward the divide into the Cariboo District

Cooke & Company sent two survey parties to investigate the route -- summer 1869

Western survey party visited all of the towns and villages on Puget Sound

next they went up the Columbia River, crossed overland from Wallula to Lake Pend d'Oreille, continued through the Bitter Root and Rocky Mountains then eastward down the Missouri their positive report convinced Cooke & Company of the value of the federal land grant as a basis for establishing credit

Cooke & Company agreed to take on the task of financing the railroad

## EFFORTS TO GAIN THE VOTE AND CITIZENSHIP RIGHTS FOR WOMEN

Washington Territory Legislature had passed a law giving the right to vote to all white citizens above the age of 21 [1867]

passage of the 14<sup>th</sup> Amendment to the U.S. Constitution

defined citizen as being all persons born or naturalized in the United States

early women's suffrage advocates demanded their rights --1869

Mrs. Mary O. Brown offered her vote at the polling precinct in Olympia

when her ballot was refused, Mrs. Brown quoted the 14<sup>th</sup> Amendment to the U.S. Constitution

she was told (with a straight face) the laws of Congress did not extend over Washington Territory

At White River Suffragettes also attempted to vote but their ballots also were rejected

## DOROTHEA LYNDE DIX -- AMERICAN REFORMER

Dorothea was the oldest daughter in a dysfunctional family

her mother suffered from mental illness; her itinerant Methodist preacher father was an alcoholic two younger brothers were cared for by Dorothea

at an early age Dorothea was taught to read and write by her father

after she entered school she developed a passion for reading and teaching

which she shared with her brothers

Conditions in the home deteriorated when the family moved to Worcester, Massachusetts

her mother suffered incurable headaches and her father drank heavily

during times when fighting in her home became out of control she would take refuge

in the Boston home of her wealthy paternal grandmother, Madam Dix

Dorothea, at age twelve, moved in with her seventy-year old grandmother

Madam Dorothy Lynde Dix a Puritan woman from an earlier generation

she was a dignified, precise, inflexibly conscientious and unimaginative

without a trace of emotional warmth or charm

her expectations were very high

she demanded that Dorothea act and have the interests of a wealthy girl

it was a grim and joyless home demanding dedication to the clearest sense of duty

Dorothea rejected these ideas

once her grandmother punished her severely for trying to give food and her new clothes to beggar children standing at their front gate



after two years Dorothea moved in with her great-aunt with whom she stayed for four years  
there she met her second cousin Edward Bangs who was a well-known attorney  
Dorothea told Edward she wanted to be a schoolteacher and he suggested she start a Dame School  
at that time girls were not permitted to attend public school  
however, young girls could be privately taught by other women  
Edward located a store where Dorothea could hold her classes [fall 1816]  
at age fifteen, Dorothea faced her first twenty pupils between the ages of six and eight  
teaching was her passion and her purpose -- she successfully held classes for a year  
For several years after her experiment in teaching she lived with her grandmother  
carrying on her own studies in preparation for opening a school for older pupils  
Boston was changing from the old Puritan belief system  
intellectual curiosity in theology, philosophy, and literature changed the spirit of New England  
no one was a more earnest pupil of this spiritual rebirth than Dorothea Dix  
especially philanthropy -- the desire to improve material, social, and spiritual welfare of all  
She again took up teaching [1821]  
beginning with classes of day-pupils in a little house of her grandmother's  
with success the school grew into a combined boarding and day school in the Dix Mansion  
children of Boston's most prominent citizens attended as well as others from out of town  
Always in fragile health Dorothea contracted tuberculosis  
an infectious disease an infectious disease of the lungs  
she took an extended trip to England [1841]  
she volunteered to teach Sunday School classes to the women inmates of the East Cambridge Jail  
she found conditions there to be despicable  
she observed prostitutes, drunks, criminals, the retarded and the mentally ill  
all housed together in unheated, unfurnished, foul-smelling quarters  
Dorothea returned to Boston where she visited jails and almshouses housing the mentally ill  
she immediately took the matter to the courts and after a series of battles finally proved her case  
Dorothea's views about the treatment of the mentally ill were radical  
it was the common belief that the insane would never be cured  
however she demonstrated that improving their conditions encouraged inmates to show progress  
She lobbied Congress to provide that five million acres be set aside and to be used  
for the care of the mentally ill  
this proposal passed Congress but was vetoed by President Franklin Pierce [1854]  
At the outbreak of the Civil War she became the Superintendent of Union Army Nurses [1861]  
She traveled to other states, again to Europe, and into the American West  
Dorothea Dix was the first advocate of humanitarian reform in American mental institutions  
she had achieved national and international recognition for her work

## DOROTHEA DIX ARRIVES IN THE PACIFIC NORTHWEST

Treatment of the mentally ill got off to a very rocky start in Washington Territory

Miss Dix reached Portland where she continued her advocacy for the mentally ill -- 1869

After investigating treatment conditions in Washington Territory,

she wrote to Governor Alvin Flanders, that care and provisions were inadequate and unsuitable  
she asked the governor to remove patients from their Monticello (modern-day Longview) housing  
and take them to Portland to receive more adequate care

Dorothea Dix wrote to Olympia community leader Elwood Evans

she described conditions at the Monticello institution as barren with cell-like rooms  
sanitation was despicable, sinks were left unwashed and as the bedding

Washington Territory legislature investigated -- November 1869

Lewis County Representative John Tullis presented the findings to a House Select Committee

he declared the system for the care of the insane was completely inadequate  
amounting to an costly failure

he also noted this mistreatment would detract from the rising status of the territory

## BAKER-BOYER BANK IS ESTABLISHED IN WALLA WALLA

Dr. Dorsey Syng Baker and his brother-in-law John F. Boyer

continued to operate their very successful mercantile store in Walla Walla

their mercantile had a large safe in which Baker and Boyer routinely allowed miners  
to store their buckskin pouches of gold

they also provided miners with informal banking service

by allowing gold dust and nuggets to be exchanged for cash

Baker and Boyer developed a reputation for reliably producing the gold at the owners' request  
as much as \$40,000 in gold would be left in the safe for more than a year

and although it was uncommon to give or ask for receipts no losses were ever suffered

Predicting that banking would in the long term prove more profitable than storekeeping,

Baker and Boyer sold the mercantile business to Paine Brothers & Moore and became bankers

Baker and Boyer established first bank in Washington Territory -- November 10, 1869

bank services were moved to the second floor while the store remained on the first

## WASHINGTON STATEHOOD IS ONCE AGAIN PROPOSED

Territorial legislature passed a Bill -- November 29, 1869

calling for a Constitution Convention for statehood

**“If a majority voted in favor, the duty was imposed on the delegates to [convene] such a convention.”**

Legislators also requested roads be constructed as no road across Washington Territory existed  
in a Memorial to Congress they urged two roads be built:

- one from Puget Sound to the Columbia River via the Cowlitz River
- other from Seattle to Wallula

in their Memorial it was pointed out that Oregon Territory  
was granted 1.25 million acres of public land for military roads  
no such grant had been made for Washington Territory

Legislators, assuming the gift of public lands would be forthcoming, proposed two additional routes:

- from Walla Walla to Colville
- from Spokane to Lake Pend O'reille

## JAY COOKE'S SURVEYORS MAKE THEIR REPORT

They returned to the East enthusiastic

construction in the Rocky Mountains would not be as difficult  
as those already faced by the Central Pacific in the Sierra Nevada Mountains  
land was not a arctic wasteland as believed but was rather a fertile paradise

Surveyor Thomas Canfield added the main line should go down the Columbia River  
not on the north bank, where construction above The Dalles would be enormously expensive  
it was seen the south side through the gorge was an easier route

however, this would lead into Oregon, a state, and reduce the land grants for that section  
but it would block any attempt by the Union Pacific to run a spur line from Utah to Portland  
and facilitate building feeder lines into the growing agricultural regions of  
Walla Walla, Grande Ronde, Umatilla, and Deschutes valleys of eastern Oregon  
also it would guarantee the rich trade of the Willamette Valley  
would stay within the realm of the Northern Pacific and not drift south to California

## JAY COOKE AGREES TO FINANCE THE NORTHERN PACIFIC RAILWAY

Swayed by the reports of his surveyors Jay Cooke agreed to help finance the railroad  
great land grant Northern Pacific Railway

chartered to connect Duluth, Minnesota on Lake Superior to Puget Sound  
was the largest investment Cooke managed

He would sell a hundred million dollars' worth of stock and a hundred million dollars' worth of bonds  
his compensation was to be two hundred dollars in Northern Pacific stock

for each thousand dollars' worth of bonds he sold  
also he was to receive bonds at 88% of face value

thus netting for himself whatever they brought above that figure

Cooke turned his practiced financial techniques to manufacturing railroad bonds

he sold participation in railroad loans in the form of bonds to banks and small investors  
at home and in Europe

To raise the huge amounts of cash needed to construct this gigantic project

Cooke introduced two new ideas into banking:

- establishment of banking syndicates as underwriters to handle particular issues
- active participation by bankers in the affairs of the companies they were helping finance

thus Cooke became the banker and fiscal agent of the Northern Pacific --1869

he made short-term loans to the railroad out of his own banking house's resources

#### OREGON CENTRAL RAILROAD LAYS TRACK FROM PORTLAND TO OREGON CITY

Ben Holladay's East Side Oregon Central Railroad began construction out from Portland

Holladay followed Simon G. Elliot's survey route along the East side of the Willamette River from Portland through Oregon City and on Salem toward Roseburg

Ben Holladay completed fifteen miles of railroad track along the east side of the Willamette River from Portland to Oregon City on the way to reaching Roseburg, Oregon -- December 24, 1869  
twenty miles of track was required to claim the 3.8 million acres of public land  
and construction subsidy offered by the federal government