

FREDERICK WEYERHAEUSER ACQUIRES TIMBER LAND IN WASHINGTON STATE

Frederick Weyerhaeuser and James Jerome Hill signed papers transferring 900,000 acres of timber land from the Northern Pacific Railway (NPRY) land grant to Weyerhaeuser

this was one of the largest single land transfers in American history -- January 3, 1900
As part of the agreement, Jim Hill gave Weyerhaeuser eastbound shipping rates for timber that were **“so low that they were unheard of ...”**¹

Commenting on the reason he purchased such an immense amount of timberland, Weyerhaeuser said, **“This is not for us, or for our children, but for our grandchildren.”**

he also noted, **“There is a great lot of it in every conceivable direction.”**²
no one knew how much timber there was
because was so far from a market many thought the purchase was **“exceedingly speculative”**³
(in fact, the purchase turned out to be exceedingly cheap
twelve years later, it was determined that Weyerhaeuser had paid
only ten cents per 1000 board feet [one board foot is 2 inches by 6 inches by 12 inches])

PROPERTY RIGHTS WERE UNIVERSALLY DEFINED THROUGH USAGE

Before the Twentieth century, land sales transferred primarily the rights to develop the land through farming, mining, or otherwise “improving” the land

Undeveloped private land was considered to be public land⁴

which was accessible to all within reasonable limits of good conduct

Tribal negotiators made sure native hunting, fishing, gathering and traveling rights were assured to the native people in perpetuity

Without expanded legal rights the development of agriculture or timberland could not succeed

WEYERHAEUSER TIMBER COMPANY BEGINS OPERATIONS

Frederick Weyerhaeuser and other investors formed the Weyerhaeuser Timber Company and opened his new venture for business -- January 18, 1900

Under the management of tall, somber George S. Long

Weyerhaeuser increased his holdings to 1.3 million acres including land in Washington, Oregon and Idaho

Large timber companies that owned both the sawmill and the land made the biggest profit profit came not only from the sale of lumber but also from increased property values

¹ Albro Martin, *James J. Hill and the Opening of the Northwest*, P. 465.

² Ralph W. Hidy, Frank Ernest Hill, Allan Nevins, *Timber and Men: The Weyerhaeuser Story*, P. 214.

³ Ralph W. Hidy, Frank Ernest Hill, Allan Nevins, *Timber and Men: The Weyerhaeuser Story*, P. 213.

⁴ James Loewen, *Lies My Teacher Told Me*. P. 116.

STONE AND WEBSTER CREATES SEATTLE ELECTRIC COMPANY

Electrical engineering consulting firm Stone & Webster incorporated the Seattle Electric Company all of Stone & Webster's electrical and transportation properties in the Seattle region including the Union Electric Company and Seattle Steam Heat & Power Company were brought under the Seattle Electric Company franchise -- January 19, 1900

BOUNTIFUL SUPPLIES OF TIMBER ATTRACT NATIONAL ATTENTION

Pacific Northwest was the home of the noblest forest in the United States -- and the richest Towering evergreen trees growing in astounding Northwest forests spread across the Rockies then skipped the desert lands of the interior before taking up the march once again in ever-thickening ranks across the Cascades and on to the edge of the Pacific Ocean intertwined mountains of Northern Idaho were home to the largest stand of white pine in America eastern Cascade Mountains with its dry air was the location of ponderosa pine which rose to skyscraper heights that allowed only shafts of sunlight to penetrate to the forest floor moister weather of the west side of the Cascades grew towering Douglas fir, cedar trees and hemlock trees three hundred, almost four hundred feet, high one Douglas fir alone, its vast trunk reaching ninety feet in the air to the first thick branches, provided enough lumber to build four ordinary five-room bungalows these trees grew to become so huge they were beyond the machinery and skills of early settlers except near the water's edge where the first lumber tugs worked to deliver them to sawmills

TIMBER BARONS TURN THEIR ATTENTION TO THE WEST

Reports from "timber cruisers" scouting out trees told of tremendous stands of virgin timber in northern California, Oregon, Washington, Idaho and Montana where the price of land, up to \$6 an acre, was much higher than in the east but the stands of trees were so thick and tall that a healthy profit was assured partnerships like Smith-Powers, Clark-Wilson, Brooks-Scanlon, Shevlin-Hixon and Pope-Talbot went into logging, built sawmills and turned out dressed (finished) lumber Stampede for timber was now on -- timber speculators went wild timber barons such as Frederick Weyerhaeuser, Amos Whitney, Louis (Sol) Simpson, Alex Polson, Delos A. Blodgett, David Clough and Roland Hartley purchased millions of acres of prime timberland and moved west Lumber barons and loggers swarmed in droves through the fir and pine forests of the Northwest in their wake, timber barons and loggers left deserted camps and sawmills in the east they walked away not troubling themselves to remove mattresses from the camp bunks or even to take down the stovepipe machinery was left to rust -- there was better timber out West sawmills went up by the hundreds

Washington's annual harvest of lumber soared from one billion feet to four billion feet
Lake Coeur d'Alene turned into a monster millpond as booms of logs jostled down the rivers
to the whining sawmills on the lake shore

LOGGERS ARE FIERCELY INDEPENDENT MEN

Loggers took pride in the only thing they had: their skills as workers
(lumberjacks existed only east of the Rocky Mountains)
Very few loggers had any family -- fewer still had any family at the logging camp
most did not have any particular ties to one place or area
they frequently moved on whenever it suited them
after a long day in the forest they would sit around the bunkhouse
and discuss a wide variety of topics, from the day's work, to their next trip to town,
to abstract points of economic theory
their transient lifestyle made most loggers unable to vote
with few ties so society and an insecure economic future, these men had little to lose
this motivated many of toward unions or other forms of protest

LOGGING WAS WASTEFUL AND DANGEROUS

Logging was notoriously wasteful
to get above the pitch-filled base of the tree loggers stood on springboards
driven into notches cut in the tree
double-bitted axes were used to cut into the trunk to create a hinge to direct the tree's fall
two-man bucksaw, known locally as a "misery whip," was used to saw from behind the notch
to help with the cutting the saw was kept well lubricated with oil from bottles hung on the tree
Steam donkey engines added to the abuse of the resource
steam donkeys in general were useful only on cleared terrain
and then only high-quality timber was removed and the remainder was left to rot
Loggers were a large immigrant labor force
management felt little responsibility for the welfare of their migrant workers
pay was low and the hours long -- working conditions were deplorable
camp conditions were even worse

One typical day in the life of a logger in the woods was described in a letter:

"At 4 in the morning the iron-headed old boss sticks his mug in the bunkhouse door and yells, 'Daylight in the swamp' and the truth of it is it will be two hours till daylight but the boss isn't to be argued with and we all roll out and get on our frozen boots and mukluks. We gang into the grub house and at 6 o'clock that same boss yells, 'All out for the woods.'

“By daylight we arrive at our picnic ground and log cedar out of the swamp. Along about noon the cook and his crew show up. We brush snow off a flat log and sit down to eat in weather which is mostly around zero....

“At 4 o’clock, which is about dark in the winter, the boss yells, ‘All in.’ We go back to camp about 5 o’clock, as we walk two or three miles, wash up and get into the grub house. That coffee sure goes good. It is so black you could paint a boiler with it. After grub we go back to the bunkhouse and thaw out our boots and take off our shirts and some of us, after lighting up our old corncobs or taking a fresh chew of plug, play cards, some play checkers, some swap lies....

“At 9 o’clock the geezer of a boss comes in and yells, ‘Lights out,’ and then someone blows out the lights of the two smoked-up lantern and we all hit the hay to be ready to begin a bigger day tomorrow.”⁵

DEATH OF A LOGGER

Ed Tice was a logger when the forests resounded to the sharp crack of swing axes
accompanied by the muted swish of misery whips
and earth-shattering thunder as 300-foot plus fir trees crashed to the ground
Ed finished bucking a log into 32-foot lengths when he took a breather
he watched a team of fallers work to drop yet another tree
they threw coal oil on the two-man bucksaw and made music with the misery whip
they stopped to tap in wedges, keeping the kerf (groove) open so the saw did not bind
suddenly the kerf began to open on its own as the wood hinge creaked and groaned
“Timber!” the fallers hollered as they ran
Ed watched the tree top wiggle and start slowly on the long arc that would bring it to the ground
he was beyond the reach of the tree, safe and out of danger
Fallers watched as the big tree picked up speed
before it slammed into the underbrush amid a shower of snapping branches
ground shook like an earthquake as a cloud of dust was kicked up
Then there was a second crash as the falling tree had caused a nearby snag to give way
it fell striking Ed where he sat -- that afternoon the logging crew buried Ed there⁶

STONE & WEBSTER TAKES CONTROL OF SEATTLE’S STREET RAILWAYS

Seattle City Council passed a city ordinance -- March 9, 1900
which granted Jacob Furth and James D. Lowman,
who served as agents for electrical engineering consulting firm Stone & Webster,
a franchise to construct, maintain and operate Seattle street railways in Seattle

⁵ Rick Steber. *Loggers, Volume 7*. Bonanza Publishing, Prineville, Oregon, 1989. P. 11.

⁶ Rick Steber. *Loggers, Volume 7*. Bonanza Publishing, Prineville, Oregon, 1989. P. 14.

loud protests of advocates for municipal ownership of the transportation system succeeded only in having the franchise term reduced from the requested forty years to thirty-five years

SKAGIT COUNTY'S EQUALITY COLONY SHOWS GREAT PROGRESS

Equality was a prosperous settlement⁷ -- 1900

about 100 acres were under cultivation -- crops were abundant and prices were good
there were fifty head of cattle, twelve horses, several hogs and chickens too numerous to mention
shingles sold out quickly and orders for lumber were received faster boards could be manufactured

Equality's social life was equally successful

there was entertainment and dancing, a fairly good library and comfortable reading room

Equality had a fourth-class post office and one member served as postmaster and storekeeper
the store was well-stocked and everything was sold at cost

Equality's school was limited -- neither music nor more challenging subjects were taught

but still education in the colony was a little ahead of the ordinary country school

Equality's government was a democratically elected executive council -- "seven wise men"

which met monthly every first and third Friday

if the council could not reach a consensus,

unresolved questions were referred to the general assembly

One difficulty which hampered the colony's progress was the need for a good road

from Equality to the main county road (today's Chuckanut Drive)

after a great deal of trouble, the Skagit County commissioners finally had a road surveyed
members of the colony build and paid for an excellent link to the county road

(this is today's Colony Road)

transportation for the colony was expected to improve again when the Great Northern Railway
completed its route that passed near the colony on the way to Whatcom (Bellingham)

fifteen miles away

until the construction was finished the nearest railroad point to the colony

was Belfast, Washington six miles away over a poor road

NOME, ALASKA BOOM CONTINUES

Tens of thousands of gold-seekers and accompanying riff-raff raced to the Nome gold fields

as soon as steamships from Seattle and San Francisco carrying supplies and naive gold-seekers
could reach the northern city through the pack ice -- spring 1900

Seattle, as the primary demarcation center and supply station,

⁷ H.W. Halladay, "Equality Colony: A Brief History Showing Our Objects and Present Condition -- Cooperative Colonies Are Not All Failures" Published in *Industrial Freedom* [Equality, WA], New Series no. 9, Nov. 1, 1901, P. 1,4.

experienced yet another financial boom
Tents filled an isolated stretch of tundra to the water's edge
most of the thirty miles between Cape Rodney and Cape Nome
was transformed into a tent-and-log cabin city of 20,000 prospectors, gamblers, claim jumpers,
saloon keepers and prostitutes

SEATTLE CONTINUES TO BENEFIT FROM YUKON AND ALASKA GOLD

Most supplies bound for the Yukon and Alaska were shipped by the all-water route
from Seattle to St. Michael, Alaska
More than 137 stern wheelers, tugs, barges and launches
transported supplies and people up the Yukon River to Dawson City -- between [1897] and 1900
this required an additional journey of 1,800 miles that took from six weeks to two months
on this leg supplies were shipped at a freight rate of \$85 per ton
passengers paid \$125 to \$220 to travel by steamboat from St. Michael to Dawson City

WA CHONG COMPANY REMAINS IN BUSINESS FOR ALMOST 100 YEARS

Chun Ching Hock and Chin Gee Hee, both once owned the Wa Chong Company, became wealthy
Chun Ching Hock returned to live permanently in Canton (Guangzhou), China -- 1900
he remained an owner of the Wa Chong Company which was managed in Seattle by Woo Gen
while living in Canton, Chun occasionally visited Seattle
where he continued to own a large amount of real estate
Chun also expanded the Wa Chong Company's operations to Asia
through the company he began logging operations in Shanghai and Hong Kong
Chin Gee Hee, Chun Ching Hock's partner at one time, also found opportunities in China
turning Seattle management of the Quong Tuck Company over to his son Chin Lem
he returned to China around [1904]
through the company, Chin Gee Hee built the Sun Ning Railway in southern China
raising money from Chinese contributors and using American materials for its construction
Sun Ning Railway was the first major railway in China's Pearl River Delta area
it was destroyed during the Second Sino-Japanese War and dismantled [1938]
despite the threat of boycotts, Chun Ching Hock and Chin Gee Hee worked for open trade
between China and the Puget Sound region
(Wa Chong Company remained in Seattle until [1953]
final location of the Wa Chong Company store, the East Kong Yick Building,
was at 719 S King Street which housed both the Chun Ching Hock's Wa Chong Company
and Chin Gee Hee's Quong Tuck Company
this location became the home of the Wing Luke Museum in [2008])

SEATTLE'S STREET RAIL SYSTEM SEES IMPROVEMENTS

Fred Sander had previously constructed his Yesler Way cable car line [1888]

his second line, the Grant Street Electric Railway, added six miles the interurban track running from Seattle toward Tacoma -- 1900

Sander was also looking to the north for opportunity

in the undeveloped territory between Seattle and Everett

he founded the Everett and Interurban Railway Company but this effort proved more daunting he began work on this system -- 1900

but it took him six years to cover six miles from Ballard to Hall's Lake

(later the company reorganized as the Seattle-Everett Interurban Railway Company

Seattle was added to the company's name to attract investments)

TRANSPORTATION LINKS AMONG SEATTLE, TACOMA AND EVERETT ARE PROPOSED

Management firm of Stone & Webster and its backers wielded enormous control of the local industry

Boston engineering company incorporated the Seattle Electric Company

power company holdings in Seattle and the Puget Sound region were consolidated -- 1900

through an array of interlocking holding and operating companies

rights to small privately-owned Seattle transportation and utility businesses were acquired

Puget Sound Traction, Light & Power Company succeeded Seattle Electric Company

(later this company evolved into Puget Power and today's Washington Energy)

Puget Sound Traction, Light & Power Company was the primary local corporate instrument used to acquire various interurban rail lines including the Madison Street Cable Railway,

Union Trunk Line, and the Third Street & Suburban Railway

transportation took a giant leap forward in Seattle

TACOMA EXPANDS ITS INTERURBAN LINK TO THE SUBURBS

Small, passenger trolley companies sprung up in Tacoma -- 1900

Tacoma Rail and Power included many stops in Lakewood just south of Tacoma

a station was located near what is now Park Lodge School in Lakewood

tracks continued to the Lakewood Colonial Center

other company's tracks shuttled residents around Tacoma and the outlying areas

one route traveled from Tacoma along South Tacoma Way

yet another track darted across the prairie to what is now Mountain View Cemetery

business viability of so many companies operating was short lived

many companies shut down or merged shortly after they opened

WASHINGTON STATE SEES ITS FIRST CARS

First automobile arrived in Seattle -- 1900

it traveled down the street at twelve miles per hour attracting a curious crowd
This same year another car created a similar sensation in Spokane

WEALTHY BUSINESSMAN SAMUEL (SAM) HILL MOVES TO SEATTLE

Sam Hill became a wealthy and accomplished railroad executive, financial manager and investor
there he was active in a wide range of civic groups and fraternal organizations
he was noted for his tireless ambition and energy and for his integrity

Both Sam Hill and his father-in-law James Jerome Hill had a falling out -- about 1900

Sam Hill began to sever his ties with the Great Northern and with Jim Hill's other companies
but their business correspondence continued

UNION MOVEMENT EXPANDS ITS ORGANIZATION OF WORKERS

Waitresses and retail clerks had their own unions -- 1900

American Federation of Labor (AFL) brought together waitresses, clerks
and several other small unions under one umbrella organization across the nation

Seattle displayed a grand organizational effort as union roles showed a total of 8,600 union workers

Lumber workers: 4,000; Iron workers: 650; Brick and Tile workers: 400;

Printing and Publishing: 400; Ship carpenters and caulkers 360; Packers and canners: 300;

Furniture workers: 300; Candle and cracker workers: 250; Brewery workers: 250;

Electric plant workers: 200; Tailors: 200; Evaporating plant workers: 150;

Tent and Awning workers: 150; Power plant operators: 100 Flour mill workers: 100;

Tin and cornice, etc. workers: 100

in addition, several industries employed fewer than 100 union members:

Cigar makers: 75; Shoe and boot makers: 60; Vinegar bottlers and pickle packers, Painters,

Saw sharpeners and Soda water bottlers: 50 each occupation; Jewelry workers: 40;

Spice, baking powder, etc. workers, Hat and cap makers, Gas workers: 30 members each;

Bicycle shops, Cloak and suit tailors, Coopers, Drug stores, Paper box makers: 25 each

STREETCAR ACCIDENT OCCURS IN TACOMA

Tacoma Railway & Motor Company suffered a streetcar crash -- July 4, 1900

when a trolley loaded with passengers roared down the Delin Street Hill

when the motorman failed to dump sand on the tracks as he braked

streetcar fell off the trestle and plunged into a 120-foot deep gulch (now Interstate-5)

forty-three people were killed and fifty-nine others were seriously injured

also killed in the crash was the motorman depriving him of any chance to defend himself

KEYPORT, WASHINGTON GETS ITS NAME

Little village on Dogfish Bay (so named because settlers could harvest the salmon with rakes)

received enough homesteaders to warrant a name -- 1900

Keyport was selected because its location was the key to the bay (now named Liberty Bay)
Keyport area continued attracting homesteaders throughout the early part of the century⁸

ALASKA'S WHITE PASS RAILROAD REACHES WHITEHORSE, YUKON TERRITORY CANADA

While White Pass and Yukon Railroad (WP&YP) construction crews battled their way north
another WP&YP crew came from the north heading south

thirty-five thousand men had worked on the construction of the railroad

some for a day, others for a longer period -- but all shared in the dream and the hardship

\$10 million project was the product of British financing, American engineering
and Canadian contracting

Last spike of the narrow-gauge railroad from Skagway, Alaska Territory to Whitehorse

was driven at Carcross by Samuel H. Graves, the president of the railroad -- July 29, 1900

this "golden" spike was actually a regular iron spike

in fact, a spike of gold was on hand to be used for the ceremony

but the gold was too soft -- instead of being driven it was just hammered out of shape

Railroad service between Skagway and Whitehorse started -- August 1, 1900

this train brought in heavy mining equipment

and hydraulic cannons to wash away tons of gravel a day

however, by then much of the Gold Rush fever had died down

(White Pass and Yukon Railroad is still running on its original narrow-gauge track today

it ferries tourists instead of gold seekers along 67.5 miles of the route

carrying 450,000 passengers from [May] through [September])

Skagway to Whitehorse line was completed -- [August 1, 1900]

this became the primary route to the interior of the Yukon

harsh weather and challenging geography made this railroad an engineering marvel

WP&YP ended service [October 7, 1982]

but the route between Skagway and White reopened as a tourist heritage route [1988])

NOME REMAINS THE LAND OF GOLDEN OPPORTUNITY

Nome was the largest city in Alaska -- August 1900

its population estimate leaped to 20,000 -- (but the U.S. Census of 1900 counted 12,488)

still, that was one-third of all non-Indians recorded in Alaska

St. Michael was replaced as the commercial and population center of northwest Alaska

however, Nome did not replace St. Michael as the transshipment point for the Yukon

shallow-draft steamboats calling at Nome had to make a dangerous run

⁸ Lisa Poole with Dianne Robinson, *Torpedo Town U.S.A.*, P.14.

from the river's mouth along a coast exposed to the open Bering Sea
In Nome, Alexander Pantages found what he was after -- a theater in financial trouble
although the cost of operation was fantastic (a new violin string cost forty dollars)
Pantages was sure the reason for the failure was bad management
he talked some entertainers into staking him and took over management of the enterprise
(Nome, the oldest first-class city in Alaska, was incorporated [1901])
there are still forty-four gold dredges in the Nome area and gold mining continues today)

INDIAN BOARDING SCHOOLS OPERATE IN EASTERN WASHINGTON

U.S. military fort near Spokane was transformed into a boarding school
for Indians of the Spokane, Colville and Coeur D'Alene tribes
Fort Spokane Indian Boarding School was designed to educate up to 600 students at a time
it opened with an enrollment of eighty-three pupils -- 1900
(and grew to 200 [by 1902])

Like other boarding schools Fort Spokane Indian Boarding School was governed by strict discipline
Florence and Lula O'Hara of the Spokane Tribe remembered meal times: **"In the dining hall, they always used white tablecloths and napkins on the tables for the children. The dishes were of white granite with a blue edge. The cups were always stacked in a pyramid shape down at one end of the table, and the plates were placed upside down on the table when the tables were set. There were ten seated at each table. The children sat on stools along the sides and an older girl sat in the chair at each end of the table. Everyone stood behind his place until a bell was rung for them to sit down. There was also a bell for grace and a bell for everyone to turn his plate over at the same time. If anyone misbehaved, at a table, they had to sit all by themselves at a small table at the end of the room for all to see. This was not pleasant, so it worked very well for punishment."**⁹

At the Fort Spokane Indian Boarding School punishment was administered for any number of reasons
speaking your native language rather than English, practicing your native spiritual rights
or disobeying a teacher

Spokane Indian Francis LeBret, a former student at the Fort Spokane Indian Boarding School
remembered **"...punishment often being administered with a large handful of switches laid by the strong arm of our School Superintendent onto bare backs..."**¹⁰

students occasionally would attempt to leave the school without permission to return home
most would be caught before they were able to get far
some would make it back to the reservation before being returned to the school
but for all unexcused absences, the punishment was the same
several days and nights locked in the solitary confinement cell, sleeping on the cold floor,

⁹ National Park Service U.S. Department of the Interior, "Fort Spokane Educator's Guide," December 2012, P. 66-67.

¹⁰ National Park Service U.S. Department of the Interior, "Fort Spokane Educator's Guide," December 2012, P. 67.

in the same guardhouse that housed military prisoners
However, children were still children and there was still room for fun and mischief
during their free time, the children would laugh, sing, play games and tell stories
(in their native language if teachers were not around)
children played baseball, the pocket-knife game of “mumbly peg,” ran in races, played marbles
and had a number of toys to share like spinning tops and dolls
in the winter, children were treated to sleigh rides around the parade ground
some more adventuresome students tied long lines of smaller sleds to horses
and rode around the parade ground like trains
dramatic programs were given during the holidays
the largest productions were reserved for Thanksgiving, Christmas and Easter
even though many of the students did not understand the religious reasons for the holidays,
they were special and relaxing times for the student body to forget about their troubles
and their homesickness
girls used their sewing skills to make elaborate costumes for these productions
everyone pitched in to decorate the auditorium
several talented students would act in the productions

IMPROVEMENTS IN FARM MACHINERY

Many new farm tools and equipment made their appearance -- 1900
improved discs, spring-toothed harrows, corrugators, press drills, mowers, binders,
improved hay stackers and elevators, and threshers
are only a few improvements which opened the West to large-scale farming
Joseph F. Glidden’s discovery of a high-speed method to manufacture barbed wire
made great quantities available at low cost
barbed wire transformed the open range from grazing lands into wheat fields
Scientific research in agricultural methods and soil analysis contributed to widening
and in some places intensifying farming

DRY FARMING IS USED SUCCESSFULLY FOR DECADES

Promotional literature did much to advertise the “dry farming” method of agricultural
semi-arid soil was plowed in the summer to a depth of twelve inches
followed by pulverizing the soil
but from one-third to one-half of the plowed fields were allowed to lie fallow
Summer fallowing of the soil (leaving the ground unplanted) was necessary to build up moisture
seeded fields were regularly alternated with fields left fallow
In the late summer grain (usually wheat) was seeded
to receive sufficient moisture during the autumn and winter rains

IRRIGATION SHOWS GREAT SUCCESS

Small irrigation companies dating from [1867] trenched ditches
in an effort to bring water to very limited acreage in Yakima County
these private efforts ended in failure

(Sunnyside Canal project, the largest of these efforts, had collapsed [1893])
it was reorganized as the Washington Irrigation Company -- 1900
Sunnyside Canal was extended from Sunnyside to Prosser

Proper preparation of desert soil for irrigation called

first for clearing the land of rocks, sagebrush, junipers, and other desert growth
next the land had to be properly surveyed, leveled, plowed, and planted
types of soils, length of growing season, temperature, humidity, use of fertilizers
and other factors had to be considered in determining water requirements

different methods of applying water to the land were used in various regions
wild flooding, strip border flooding, furrows, corrugated ditches and later piping

Spokane Valley Water Company was organized by Cyrus Happy and his partner W.L. Benham
when a four-mile ditch from Liberty Lake brought water to 600 acres -- 1900
(later the ditch was lengthened to twenty-two miles and 10,000 acres were served
and a supplementary system was built around the Fish Lake Canal
putting 5,000 more acres under irrigation)

Walla Walla County was the home of several projects as the Columbia and Snake rivers were tapped
Pasco Reclamation Company brought water from the Snake River by means of turbine pumps
to irrigate several thousand acres in Franklin County

Clarkston, Washington developers in Asotin County put water on hopelessly parched lands
and transformed them into thriving tracts of rich farmland

Irrigation also was begun in the Richland and Prosser areas

No improvements in farming were more breathtaking than the introduction of irrigation
into arid and semi-arid areas of the West -- 1900

irrigation more than doubled the per-acre cost of farming
and demanded refinancing on a much larger scale
which, in turn, required more aggressive methods of marketing

POPULATION OF WASHINGTON STATE SHIFTS FROM RURAL TO URBAN

By the turn of the century the newest mass migration rivaled the era of the covered wagons
however, this movement which lasted three decades,
was from rural areas to the cities -- 1900-[1930]

Improvements in farming methods allowed farmers to care for more land and grow more produce
cities were more convenient and comfortable

Spokane's 36,848 inhabitants represented a hundred-fold leap in growth over twenty years; Seattle with 80,671 residents was twice the size of her neighboring rival, Tacoma

growth of industry in the cities demanded more labor
almost one-half of the people coming to Washington state moved to Seattle, Spokane, or Tacoma
such growth demanded a more conservative approach in the cities
cautious financing, cultural refinements, churches, and ordered homes became the standard

Everett city leaders struggled with continuing economic crisis -- 1900
they decided to concentrate on developing the local resources -- namely the forest
they re-planned their city, mapped residential areas, widened main streets,
improved their docks and made deep-water frontage more inviting to industries

Additional coal mines were opened in King County at Lawson and Ravensdale --1900
mining centers were no longer classified as towns
cities, especially inland cities, depended on mining rushes to Boom their populations
yet these towns inevitably fostered recklessness and irresponsibility
however, not all mining efforts were successful

Roslyn began a slow two-decade decline as individuals continued to move into the area
while a larger number of new arrivals moved into the Yakima Valley
as well as the rapidly expanding urban areas of Seattle, Spokane, and Tacoma

RAILROAD TRANSPORTATION EXPANDS WITH NEW FREIGHT OPPORTUNITIES

Radically transformed farming industry in the Inland Empire -- 1900
opened more and more rangeland that had been used solely for grazing
these became giant checkerboards of alternating fields of golden grain and black fallow soil
most especially in the Washington wheat areas of:

- 1) the Palouse, Spokane and Whitman counties; Columbia and Garfield counties;
east Adams and north Walla Walla counties
- 2) the Big Bend west and southeast of the Columbia River in Lincoln County
and north Adams County; Grant and Douglas counties

Tiny villages that formerly lay across cattle trails now became the basis for dry-farming operations
new wheat town arose in many places along the railroad tracks

TUGBOATS COME INTO THEIR OWN

Demand for more lumber saw an increase in the great windjammer cargo ships
which found their way to Puget Sound to obtain cargoes of green lumber

Large mill companies began operating fleets of big tugboats -- 1900
sawmills had to keep tugs available at all times at Cape Flattery
to tow millions of board feet of logs to the mills and to bring in lumber ships in from the Cape

FISHING INDUSTRY BOOMS

After the turn of the century the fishing industry expanded rapidly
fish canneries ringed Puget Sound and found their way to nearly all of the rivers on the coast
Seattle had the largest fishing base and enormous storage warehouses
Fisherman's Terminal at Salmon Bay was the home of the fishing fleet
it braggged of eighty-four acres of moorage facilities for up to 1,000 vessels
trawlers, trollers, gill netters, and purse seiners tied up during the winter
making repairs, installing new fittings, mending nets getting ready for the new season
Aberdeen, Bellingham and Anacortes also each had expansive fishing interests
Type of fish being caught and their location caused distinctions in fishing methods
which varied in complexity, but all were very expensive
nets cost thousands of dollars as did the heavy equipment needed to lift and set the nets
it was necessary to bring in the nets for expensive repairs at the end of the season
fishing boat itself could range in price from a few thousand dollars to hundreds of thousands

VARIETIES OF SALMON INITIATED THE MOST VALUABLE FISHERY

Least complex method of fishing is trolling with a hook and line
all salmon except sockeye, which will not bite on a hook, may be caught this way
Chinook (King, Tyee, Spring) salmon is the largest
ranges from twenty pounds to 100 pounds -- average about 20 pounds
Chum (dog) salmon runs about ten pounds
Silver (Coho) salmon generally reaches about eight pounds
Sockeye (blueback, red) salmon grows to around five pounds
Humpback (pink) also reaches about five pounds

EQUALITY COLONY NEAR EDISON SUFFERS DECLINE

Over time the members of Equality Colony on Samish Bay in Skagit County
had purchased different kinds of machinery
they could deliver rough or finished lumber, shingles, cereal, coffee, bread, graham flour,
and many other items
However, the first two years of life in the colony was marked by hardship and privation
but most of the Socialists endured as cheerfully as possible
there were no epidemics but several deaths from natural causes claimed members' lives
in addition, five able bodied men met death by accident: two in the mill, one by a falling tree,
one by a fall from a porch on the apartment house, and one was thrown from a wagon
two children were burned to death
Many Equality colonists became discouraged and left, leaving about 125 men, women and children
to carry on the work that had been begun by so many -- 1900

Equality was not close enough to any markets to create a thriving industry
thus insufficient income was produced
it was also hampered by too many unproductive members
number of colonists continued to fall due mainly to poor economic conditions in the colony
and greatly improved economic conditions outside
with promises of higher income elsewhere luring workers away

NEW COLONY OF FREELAND IS ESTABLISHED

When a spin-off group of disgruntled anarchist Equality homesteaders
failed in their effort to transform the colony from a centrally controlled organization
to a collection of small independent voluntary groups
these anarchists established the Utopian colony of Freeland on Whidbey Island -- 1900
they were committed to the concepts of mutual aid and free community cooperation
Freeland received its name based on its origins as a commune
socialist founders believed the land of the town should be free for all people
this colony was best known for its local land development
Freeland soon had sixty members who shared in a community store and a small steamboat
Some of the first settlers were veterans of a prior experiment in socialism at nearby Equality Colony
this provided to be less structured living than in Equality
Records showed that two groups existed within the colony
followers of Theodor Hertzka, who was a Hungarian-Austrian economist and journalist,
espoused the same principals as Edward Bellamy in his futuristic novel, *Looking Backward*
they emphasize cooperative ownership of property
as they believed private ownership was a source of social inequality and injustice
another faction called themselves the "Freeland Body"
they emphasized personal autonomy and the rational nature of human beings
Attempts were made to appease both factions
each was granted some kind of quasi-independence
(Over time Freeland shed most of its socialist orientation
and evolved into an ordinary suburban community)

REPUBLICANS REESTABLISH POLITICAL CONTROL IN THE NATION AND WASHINGTON

Nationally, Progressive Republican New York Governor Theodore Roosevelt
had exposed corrupt New York public officials
he forced passage of New York Civil Service legislation
New York Republican Party bosses wanted to get rid of Teddy Roosevelt
when conservative President William McKinley ran for a second term -- November 6, 1900
they nominated Roosevelt to replace Vice President Garret A. Hobart

Conservative Republicans were in firm control of national politics

President McKinley won reelection and carried Theodore Roosevelt with him
away from the New York governorship

Washington State politics showed that Progressive Republicans were elected to every state-wide office
with the exception of Fusionist Governor John R. Rogers

level-headed, able, budget-conscious, personable, he was an honest administrator
conservative Republicans were sure Populists like Governor Rogers
were planning to overthrow the state government

Progressive efforts to pass second referendum calling for women's suffrage
was defeated by the voters

Populist leader and State Treasurer C.W. Young vanished from the political landscape
in the State Senate Democrats picked up one seat giving them a total of nine senators
while Republicans gained fourteen seats collecting a total of twenty-six senators
results in the State House of Representatives saw Democrats go from zero to twenty-one members
while Republicans dropped from sixty-eight seats to fifty-nine
but this still gave Republicans almost three-quarters of House seats

JIM HILL SEES NEW OPPORTUNITIES

Washington timber industry boomed along with Jim Hill's Great Northern Railway
now Hill had empty cars coming from the east to haul logs

Jim Hill proposed that American cotton and steel could be sold to China and Japan
to be shipped across the continent on railcars previously filled with lumber

Empire Builder Jim Hill formed the Great Northern Steamship Company -- 1900
two steamships, *Minnesota* and *Dakota*, were ordered from the Eastern Shipbuilding Company
at New London, Connecticut

LIFE IS NOT EASY FOR SEATTLE ENTREPRENEUR JOHN CONSIDINE

As the gold rush era began to wane, the "open town" atmosphere of Seattle
once again became a matter of controversy -- 1900

John Considine's former employee, William L. Meredith, had gone with Considine to Spokane
now Meredith returned to Seattle and took up to his former profession as a policeman
Meredith and Considine had slowly become enemies

Meredith became the Seattle police chief and began an anti-vice campaign
which was actually more of an anti-Considine campaign

Seattle Post-Intelligencer lashed out at Meredith for not coming down hard enough on vice
John Wilson, an ambitious politician, started what he called the Law and Order League
he charged Police Chief Meredith and Mayor Thomas D. Humes with a variety of offenses
Seattle Times took up the defense of Meredith and Hume

but the real duel was between Meredith and Considine
when Considine brought forth evidence that Meredith was corrupt,
the *P-I*, in its ongoing effort to add readers, touted the charge for all it was worth and more
Considine-Meredith feud escalated -- 1900
Meredith started to enforce laws against Considine's business
Meredith made accusations of Considine having an affair with Mamie Jenkins
a 17-year-old contortionist who performed at his theater
charges of pregnancy and abortion, almost certainly a slander, overheated the accusations
by this time People's Theater did not even have any closed boxes
but Meredith tried to shut it down under an anti-box-house ordinance
while letting actual box houses continue to operate
Eventually the city council decided to believe reports that Police Chief Meredith was corrupt
his resignation was forced and he turned in his badge

GREAT NORTHERN RAILWAY STEVENS PASS TUNNEL IS COMPLETED

It was constructed slightly north of Stevens Pass to avoid problems caused by heavy winter snowfalls
on the original line which had eight switchbacks
Jim Hill's Chief surveying engineer John F. Stevens opened the 2.63-mile tunnel under Stevens Pass
approximately sixty-five miles east of Everett, Washington -- December 20, 1900
six to eight hundred men had been employed during the three-year effort
in spite of good boardinghouses at each end of the bore,
labor turn-over was high in this isolated location
at a cost of \$2,532,118 this project ended problems caused by heavy snowfalls
on the original line that featured eight Zig Zags (switchbacks) west of the tunnel site
Great Northern Railway's Cascade Tunnel lowered the elevation of the track
from 4,059 feet to 3,382 feet and saved 8.54 miles of track
maximum grade was lowered from 4.7% to 2.2%
in spite of the lack of technology, the east and west end of the tunnels met within half an inch
However, this route was plagued with delays due to heavy snow in the winters

U.S. ASSAY OFFICE IN SEATTLE PROCESSES NORTHERN TERRITORY GOLD

More than \$18 million in Klondike gold was assayed -- 1900
however, most miners made only a bare living
Canadian Yukon yielded another \$95 million to assay offices in that country
Placer gold mines of Central Idaho on the South Fork of the Salmon River
were exhausted soon after 1900

INFLUX OF GOLD HAD A POSITIVE AFFECT ON STATE GOVERNMENT

Legislators approved purchase of the Thurston County Courthouse in downtown Olympia -- 1901
to be used as the state capitol building
(this proposal had been advocated by Governor John R. Rogers beginning in [1897]
architect W. A. Ritchie had designed the castle of stone and construction was completed [1892])
this Romanesque building was originally 150 feet high
it featured a central octagonal clock tower (now gone)
and twelve smaller conical shaped towers (of which two remain)

Generous state expenditures aided the state's cities

Washington's three major cities each received funding for significant building projects
Spokane -- Monroe Street Bridge made of reinforced concrete 281 feet long was built
Tacoma -- improved port facilities at mouth of Puyallup River were completed
Seattle, in addition to a state grant undertook a major project funded by Yukon gold
this became known as the Denny Regrade -- 1901

NEW COMMUNITIES SURROUND THE MAJOR CITIES

Construction projects reached into the suburbs

sewers and water lines were constructed
electric cable cars and improved streets linked suburbs to cities

Towns and cities build up business by using promotion and advertising

floods of pamphlets, tourist pieces, and information brochures touted
palatial hotels and ten-story office buildings being constructed in the region

School buildings were constructed to meet the needs of a growing population

large numbers of well-educated people arrived from older states -- local teaching staff doubled
high schools became separate and distinct from elementary schools and colleges

most colleges were located in smaller towns
strength and support of the school system was dependent on economic and financial considerations
rather than educational programs and campaigns

EQUALITY COLONY SUFFERS FROM A TRAGEDY

By and large, the first group of Socialist colonists was composed of honest, hardworking people
who sincerely believed in the socialistic way of life and labored to make it bear fruit
but it was not to be

G. E. (Ed) Pelton's leadership of the colony ended when he was accidentally killed by a falling tree
Equality's strongest personality and leader was lost -- February 24, 1901

lacking his stabilizing influence and practical ability the colony began to falter
every member had an idea of how to run the organization -- each different from that of the rest
weekly meetings became prolonged squabbles and quarrels
hot debates at the town meetings raged

eventually the disputes became one continuous harangue with meetings every night
Undesirable elements were attracted by the alluringly advertised experiment
some were merely curious and came to see how it worked
some falsely claimed to be socialists and came in penniless
agreeing to work out their membership fees
other proved to have anarchist leanings once they were established in the colony
Progress shifted into reverse -- many reasons have been given for the collapse of the colony
it could have been that their newspaper, *Industrial Freedom*, had been too lavish
in describing the ideal social system and idyllic surroundings of Equality
one group lured west from Ohio took one look at the rude settlement in the stumps and tall timber
they were so shocked that they departed abruptly to settle (in what is now Bellingham)
this proved to be a major blow in already sagging morale
Outsiders grew wary of the "campers" in their midst
freeloaders no doubt contributed heavily to Equality's downfall
they would stay until they had fattened on the excellent food
then after buying all the cheaply priced goods they could at the colony store,
they would depart between two suns

ANARCHIST COLONY OF HOME ATTRACTS UNWANTED ATTENTION

It is somewhat unclear what exactly the goals of those living at Home colony were
(unlike Glennis colony before it which expressed the idea of presenting a model to change society)
founders of Home merely sought to find a place where they could live
according to their own beliefs without any immediate desire to change the fabric of society
it was obvious that although neighbors assisted one another,
communal life was overshadowed by individualist aspirations
Conflicts among residents regarding communal versus individual living became a major sticking point
resident Emma Goldman referred to Home as "the anarchist graveyard"
she criticized those living there for being **"...more interested in vegetables and chickens than
in propaganda."**¹¹

James Morton resided in Home and had taken over Oliver A. Verity's newspaper

Discontent: Mother of Progress -- 1901

Morton wrote a series of articles on the topic of free love in his paper

in fact, publisher James Morton was concerned

only with free love as an expression of women's rights in sexual relations

however, postal authorities became concerned about a continual flurry of suspect articles

¹¹ Richard White, *It's Your Misfortune and None of My Own: A New History of the American West*, P. 434.

SHINGLE WEAVERS AGAIN ORGANIZE A UNION OF THEIR OWN

Effort had been made to resurrect the West Coast Shingle Weavers' Union but to no avail (West Coast Shingle Weavers' Union [1890]) had been destroyed by the [Panic of 1893] however, taking advantage of the good shingle market in 1901 shingle weavers carried on a vigorous agitation for better wages and conditions Shingle Weavers formed the International Shingle Weavers' Union of America -- 1901 locals in various shingle mill towns were chartered by the American Federation of Labor (AFL) but were only loosely associated together through a "grand council" From the beginnings of the organization the International Shingle Weavers' Union of America Union worked and fought hard for their union brother's welfare and rights Shingle Weavers won every struggle they encountered members were organized in large numbers throughout the Pacific Northwest it became one of the largest, most powerful unions in the Pacific Northwest and set the standard for the other unions of the day (and into the future)

STONE & WEBSTER ADDS UTILITY COMPANIES TO ITS SEATTLE ELECTRIC COMPANY

Electrical engineering consulting firm Stone & Webster agents Jacob Furth and James D. Lowman brought nine other utility companies in addition to Union Electric and Seattle Steam companies into the Seattle Electric Company by March 31, 1901
Seattle Traction Company, Green Lake Electric Railway Company,
First Avenue Cable Railway Company, Third Street and Suburban Railway Company,
Union Trunk Line, Grant Street Electric Railway Company,
West Street and North End Railway Company, Madison Street Cable Company
and Burke Block Light Plant
(they still were not done, and over the next six years the Seattle Electric Company also absorbed Seattle City Railway Company [1901], Seattle Central Railway Company [1902], Arcade Electric Company [1903], Electric Department of Seattle Gas & Electric [1905] and West Seattle Municipal Street Railway [1907])¹²

SOCIALIST PARTY OF AMERICA EMERGES

Several socialist splinter groups and the wreckage of the Populist movement converged some former middle-of-the-road Populists remained committed to reform as they sought an alternative progressive agenda in the socialist movement
New Socialist Party of America and the socialist utopias on Puget Sound benefited from the infusion of the Populist spirit

¹² John Caldbick, "William Grambs, acting for utilities conglomerate Stone & Webster in its push to consolidate Seattle electricity producers and street railways, incorporates Seattle Electric Company on January 19, 1900" HistoryLink.org Essay 1657, March 22, 2016.

state of Washington eventually emerged as one of the Socialist movement's strongholds

MUTUAL HOME COLONY ASSOCIATION BEGINS A COLONY OF ITS OWN

Home was the most famous of the Socialist Utopian colonies

settlement was platted on Carr Inlet on Southern Puget Sound near Tacoma -- 1901

This colony became home to anarchists, communists, food faddists, freethinkers, nudists and others who did not fit in with mainstream society

radical feminist Lois Waisbrooker was a resident of Home

at the end of her controversial career -- 1901-[1904]

social revolutionary writer, publisher, artist, and philosopher Elbert Hubbard visited as did anarchist and political activist Emma Goldman

and radical labor organizer and Marxist politician William Z. Foster took up residence

his career included a lengthy stint as General Secretary of the Communist Party, USA

Home was alive with discussions, debates, readings and lectures

BUSINESSMAN SAM HILL IS A GLOBETROTTER

Sam Hill was an inveterate traveler

he visited Japan nine times (between [1897] and [1922]) gathering information on highways

he journeyed across Russia on the then not-quite-completed Trans-Siberian Railway

from Asia to Europe on behalf of French investors -- 1901

(he set up the first chair of the Russian language at the University of Washington)

(Sam Hill was constantly on the go

he made fifty-one trips across the Atlantic Ocean to Europe and circled the globe seven times

he developed various business interests in mining, banking and trans-Pacific trade with Russia

among the friends he made in his travels were King Albert I of Belgium,

who made him a Commander of the Crown

and Honorary Belgian Consul for Oregon, Washington and Idaho

and Queen Marie Alexandra Victoria of Romania who was a British Princess by birth

and the Romanian Queen by marriage

for much of her life she corresponded with Sam Hill)

ONLY BATTLESHIP CONSTRUCTED ON PUGET SOUND IS LAUNCHED

USS Nebraska was built by Moran Brothers Shipyard

(Congress had authorized construction [Spring, 1899])

Moran's bid was the lowest received but was still \$100,000 higher than the Navy had authorized

Robert Moran, former Mayor of Seattle, asked the Chamber of Commerce and civic leaders

for a gift to offset the cost overrun

he received \$135,000 within a few days

Moran Brothers Shipyard was awarded the contract by the Navy -- March 1901

this project was good business for all concerned:

- Moran made a good profit;
- skilled workers had money to buy goods;
- local businesses and contractors did very well

(*USS Nebraska* was launched [October 7, 1904])

BRIEF HISTORY OF THE MILWAUKEE ROAD RAILWAY

Milwaukee Road originated as the Milwaukee and Waukesha Railroad Company

under a Charter granted by Wisconsin Territory [February 11, 1847]

with a plan to provide transportation between Milwaukee and the Mississippi River

but the name of the company was soon changed to the Milwaukee and Mississippi Railroad

After three years the train ran on five miles of track from Milwaukee to Wauwatosa, Wisconsin

first train completed the trip [November 20, 1850]

and the first passenger train ran -- [February 25, 1851]

Critical to the development and financing of the railroad was the acquisition of significant land grants

prominent investors in the corporation included William Rockefeller

brother of financier John D. Rockefeller

Milwaukee and Waukesha Railroad extended all of the way to the Mississippi River [1857]

Milwaukee and Waukesha was purchased by a new company

Milwaukee and Prairie du Chien became the corporate owner [1861]

During the [Panic of 1873] the Milwaukee and Prairie du Chien

acquired its own line from Milwaukee to Chicago

and extended its route to Minneapolis and St. Paul, Minnesota

this became known as the Chicago, Milwaukee and St. Paul Railroad [1874]

Chicago, Milwaukee and St. Paul Railroad had lines running through

Wisconsin, Minnesota, Iowa, South Dakota, and the Upper Peninsula of Michigan [1887]

contrary to its name the railroad had its headquarters in Chicago, Illinois

and not in Milwaukee, Wisconsin

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD FACES A CRISIS

Empire Builder Jim Hill controlled both the Great Northern Railway and Northern Pacific Railroad

these "Hill Lines" jointly purchased the Chicago, Burlington & Quincy Railroad -- 1901

this move effectively neutralized the Milwaukee's gateway to the Minneapolis-St. Paul area

where much of the Milwaukee's traffic was located

Milwaukee's directors were forced to make a decision

either acquiesce to Jim Hill and become another "second-tier" granger railroad,

or take the bold step of building to the West Coast

Milwaukee's directors felt they had to extend the railroad to the Pacific in an effort to remain competitive with the Great Northern and Northern Pacific railroads Board Chairman Roswell Miller wrote a letter to Corporate President Albert J. Earling -- March 29, 1901

Miller expressed his dissatisfaction with E.H. Harriman of the Union Pacific Railroad who was giving favorable treatment to the Northern Pacific Railroad -- his competitor President Earling suggested a major construction effort to be undertaken by the Milwaukee Railroad a survey was conducted that estimated cost to build to the Pacific Northwest at \$45 million -- 1901 Chairman Miller, in a conversation with Harriman, expressed the Milwaukee's discontent he informed Harriman the Milwaukee would be compelled to build to the Pacific coast Harriman arrogantly replied they could begin the next day if they liked Financial combine of Jim Hill and J.P. Morgan showed an interest in the Milwaukee Road as they needed a connection to Chicago for their Great Northern Railway Chairman Miller wrote a concerned letter to Corporate President Earling: **"...if we do not make it [the extension to the Coast] we will be bottled up by a combination between the Union Pacific, the Great Northern, and the Northern Pacific."**¹³

SEATTLE NEWSPAPER *THE REPUBLICAN* LOSES POPULARITY

Black journalist and editor Horace Cayton was twice arrested in Seattle for libel -- 1901 in the more notorious of the two cases

he had mocked Police Chief William L. Meredith and accused him of graft Cayton was arrested at home, carried off to jail and locked in a cell with a hobo Cayton was refused bail and denied communication with his lawyer and friends community uproar surrounding Cayton's mistreatment was considerable

Seattle *Post Intelligencer* noted: **"...no case has attracted more attention from the public than this."**

Horace Cayton's trial ended in a hung jury however, *The Republican* began to lose advertisers this exodus increased after a series of anti-Ku Klux Klan editorials after which revenues dried up completely

UNIONS GROW IN WASHINGTON STATE

Many Seattle and Tacoma unions and locals (affiliates) from other city labor councils joined together united they formed the Washington State Federation of Labor -- 1901 to lobby for state safety and protective legislation (Washington State Federation of Labor became part of the American Federation of Labor [AFL])

¹³ Oscar Osburn Winther, *The Great Northwest*. P. 277.

UTILITIES AND TRANSPORTATION EXPAND IN SEATTLE

Stone and Webster, parent of Seattle Electric Company,
completed their first privately owned hydroelectric power-plant development
new dam and plant were completed on the Puyallup River -- 1901
Stone and Webster acquired the West End & North End Railway and the Seattle Railway -- 1901
very quickly the owned Seattle's twenty-two streetcar lines
Seattle Electric Company assumed responsibility for financing and construction -- 1901
of the Seattle-Tacoma Interurban Railway
a subsidiary, Puget Sound Electric Railway, was formed to control and operate
both the interurban and street railway interests in Seattle

WILLIAM L. MEREDITH- JOHN CONSIDINE FUED TURNS DEADLY

Considine consulted with his lawyers about further action against Meredith for his slanderous assault
Meredith acquired a double-barreled 12-gauge shotgun
Considine dropped by Meredith's lawyer's office -- Tuesday morning June 25, 1901
to inform him that if Meredith would not retract the claim about the 17-year-old contortionist
he was ready to sue for libel
John and his brother Tom walked down from their (and the lawyer's) First Hill neighborhood
John stopped by the courthouse hoping to sort out his business's legal problems
at the courthouse, a friend warned that Meredith was after him, and advised him to arm himself
John Considine went about his day
he shot some pool with his brother and dropped by his office to read his mail
he decided to leave his office early because of a sore throat
forewarned, he picked up a .38 revolver that usually remained at work
Meredith, in the meantime, had expanded his arsenal
besides the shotgun (which he carried wrapped in butcher paper)
he was carrying a .32 Colt in a .45 frame and a .38-caliber short-barreled revolver
he had also placed silver dollars strategically around his vest presumably for armor
he spoke openly of the town "not being big enough" to hold both he and Considine
Meredith waited at the corner of Yesler and Occidental
where he expected the Considines would go to catch the streetcar back up First Hill
he spotted the Considines headed into G.O. Guy's drugstore a block to the east
John had decided to pick up something for his throat
both brothers stood just outside of the store talking with Patrolman Merford
whom Meredith had suspended (according to legend)

“for pocketing part of a protection payment earmarked”¹⁴

for the former police chief himself

Meredith caught up to them took point-blank aim at John Considine with his shotgun, and missed
dazed, Considine staggered into the store

Tom Considine and Merford, were so taken back that they hardly reacted at first

Meredith entered the store pursuing John Considine

Meredith's next shotgun blast hit Considine in the back of the neck

this shot also wounded the arm of a messenger boy drinking a sarsaparilla at the soda fountain
nearly hit, Dr. Guy dived for the floor

Meredith dropped the shotgun and went for the revolver

Considine managed to grab Meredith in a bear hug and drag him toward the entrance

Considine yelling out for help from his brother, who finally realized what was happening

Tom grabbed Meredith's gun and smashed it into the attacker's skull

More police arrived, including Sheriff Edward Cudihee

Tom grabbed one of their guns and drew down on the police to keep them at bay

Meanwhile, John Considine drew his .38 revolver on Meredith, who was clearly already wounded

but the former police chief was still moving and was possibly reaching for another weapon

Considine shot Meredith three times in the chest and neck, killing him

he then handed his gun to Sheriff Cudihee and surrendered

JOHN CONSIDINE GOES ON TRIAL

Police Chief William L. Meredith had always been part of the “open town” crowd

but his death made him a martyr for the “closed town” faction

At the trial the prosecution tried to make the case that the Considines had started the gunfight

however, Meredith's outspoken statements in the twenty-four hours before the fight

helped to clarify any confusion as to who was the instigator

as did the testimony of the best-situated eyewitnesses

Members of the jury took only three hours to reach an acquittal

CARNATION EVAPORATED MILK COMPANY COMES INTO EXISTENCE

Thomas E. Yerxa sold out his share of the Pacific Coast Condensed Milk Company

leaving E.A. Stuart \$105,000 in debt

As sales gradually grew, Stuart looked for a new brand name his company

while passing a tobacco shop window in downtown Seattle,

Stuart saw a display of cigars that circled a sign with the name “Carnation”

he renamed his business “Carnation Evaporated Milk Company”

¹⁴ Murray Morgan, *Skid Road*, P. 137-138.

E.A (Eldridge Amos) Stuart's and Thomas E. Yerxa's Pacific Coast Condensed Milk Company became the Carnation Evaporated Milk Company -- 1901

MAY ARKWRIGHT HUTTON -- BEST-KNOWN WOMAN IN SPOKANE HISTORY

May grew up in Ohio where she was technically not an orphan but was probably illegitimate her mother either died or disappeared when May was very young
in adulthood, she had no memory of either of her parents
her father sent her to keep house for her aged and blind paternal grandfather until she was age ten she cooked his meals and took him to the political meetings that he enjoyed
she absorbed a great deal that was to shape her adult priorities
on one such occasion, she met a young lawyer and future president, William McKinley who expounded his view that women should be granted equal economic and political rights after the meeting, May and her grandfather stayed the night with him
May would later credit her Grandfather Arkwright with encouraging her not to place any limits on her aspirations

After two very brief marriages in Ohio of which little is known

May Arkwright, a big-bone, large-scale woman as plain as she was confident and plainspoken, joined a group of some forty former coal mining families in an [1883] migration to Idaho she first worked long hours as a saloon cook in the mining gulches of the Idaho Panhandle where she became known as the best cook in the Coeur d'Alenes she opened her own boarding house at Wardner Junction (later Kellogg)

May married one of the regular diners

locomotive engineer Levi (Al) W. Hutton whom she met [1887]
they moved to a tiny apartment in Wallace. Idaho

May managed the restaurant of the Wallace Hotel

With their combined earnings, they were able to buy a stake in the unproductive Hercules Mine

Al worked in the mine during spare hours while May kept her job at the Wallace Hotel

Huttons were pro-union and champions of the underdog in struggles between miners and mine owners

May was a more outspoken union activist than was her quiet, genial husband
when the labor unrest became violent [1899],

masked strikers commandeered Al Hutton and his train at gunpoint to haul dynamite
for blowing up some mining equipment

owned by the non-union Bunker Hill and Sullivan Mine

under the martial law that followed, Al was swept up with perpetrators of the sabotage

all were confined in a stockade known as the "bull pen"

May relentlessly badgered the guards and the Idaho governor's on-site representative

finally she was able to secure her husband's release

Al Hutton was never convicted of any crime, but he lost his job with the Northern Pacific Railroad

May wrote a novel describing the incident [1900]:

The Coeur d'Alenes: Or, a Tale of the Modern Inquisition in Idaho

she later suppressed it by buying up the remaining copies

Al's partner in the Hercules Mine, August Paulsen, discovered a rich vein of silver and lead
this find resulted in almost two million dollars for the owners -- 1901

Al and May Hutton were able to move into a much larger house in Wallace, Idaho

MORE LUMBER BARONS ARRIVE IN WASHINGTON STATE

John H. Bloedel and J.J. Donovan formed a partnership -- 1901

enormous Bloedel-Donovan Lumber Mill processed timber along the shores of Lake Whatcom
together they set up one the state's largest industrial complex on Bellingham Bay

four shingle mills, four sawmills, a sash-and-door factory and a box factory

Mark Reed was one of the most important personalities in Northwest timber industry history

Reed was hired as a foreman of one of Sol Simpson's logging camps

Simpson Logging Company put Mason County on a solid economic footing

Simpson Logging was cutting up to 300,000 board feet of timber daily and had 300 employees

however, the company still relied on the Port Blakley Mill Company

for an overwhelming portion of its business

Mark Reed gained Sol Simpson's personal and professional trust

when Mark Reed married Sol's elder daughter, Irene --1901

their successful relationship and the future of Simpson Logging Company was assured

Work force in the timber industry grew to some thirty-five thousand men

who produced four billion board-feet of green lumber a year

TIMBER BARONS RULE IN THE FORESTS OF THE PACIFIC NORTHWEST

Northwest Timber Barons were the elite of the forest industry

Timber Barons were aggressive -- as were the loggers who worked for them

Timber Barons were vitally concerned about profits

pay and working conditions in the forests, logging camps, sawmills and shingle mills

cut into profits and were to be controlled at all costs

when prices for wood products rose, cost were held to a minimum to increase profits

when prices for wood products fell, Timber Barons "settled the score"

for any increase in costs that had been awarded to their employees during good times

PRESIDENT WILLIAM McKINLEY IS SHOT

President McKinley was greeting guests at the American-Pacific Exposition in Buffalo, New York
self-proclaimed archaist Leon Frank Czolgosz stepped forward to face the 25th president

McKinley reached out to take Czolgosz's "bandaged" hand but before he could shake it

Czolgosz pulled the trigger twice -- 4:07 P.M. September 6, 1901
one bullet deflected off the president's ribs, making only a superficial wound
second bullet hit McKinley in the abdomen, passed completely through his stomach,
hit his kidney, damaged his pancreas, and lodged in the muscles of his back
doctors, unable to find the bullet, left it in his body and closed up the wound
Czolgosz stated he was inspired by anarchist agitators
anarchy and hatred were very much alive in America

PRESIDENT MCKINLEY'S ASSASSINATION RESULTS IN MASSIVE ATTACKS ON RADICALS

It was the assassination of President William McKinley by Polish anarchist Leon Frank Czolgosz that permeated the press and whipped public opinion into a frenzy¹⁵
newspaper and magazine writers dealt with the issues raised by the assassination
by deliberately misrepresenting the political ideas of anarchism
and by framing this misrepresentation through the perspective of religious
and native-born inhabitants

Tacoma's newspapers screamed: **"Freedom of Speech has run mad,"**
"Each anarchist should be killed as a wild beast, a mad dog. ...eliminated, tooth and branch."

Tacoma Daily Ledger urged **"Exterminate the Anarchist."**
and reported that an anarchist was **"a type of pervert. He has degenerated to a point at which conscience, the perception of right and wrong has vanished. He is alien, supremely selfish, unspeakably brutal; apart from the decency around him. He is sullen and vicious. He has no faculty of reason. His course is directly the evil prompting of a nature foul and cruel. He has his own literature, such as it is, his own speakers, such as they are."** -- September 7, 1901

Tacoma's religious readers joined in the **fury:**
a Presbyterian minister berated **"filthy dreamers of every land [who] flocked to our shores"**
a Catholic priest declared:
"religion must work with the law makers of the nation to wipe out anarchism."

HOME COLONY BECOMES A TARGET OF THE PRESS¹⁶

Tacoma Evening News called attention to Home colony with the headline:

"Shall Anarchy and Free Love Live in Pierce County?"

this quotation from James Morton who edited the Mutual Home Association newspaper
Discontent: Mother of Progress fanned the flames arousing the people of Pierce County

¹⁵ Kenneth O. Ghormley M.D., "Home Colony, Its Philosophy & Beginnings," The Fortnightly Club of Redlands, California, January 21, 1999.

¹⁶ Kenneth O. Ghormley M.D., "Home Colony, Its Philosophy & Beginnings," The Fortnightly Club of Redlands, California, January 21, 1999.

“almost to a pitch of desperation” with the *Evening News* sensational story

PRESIDENT WILLIAM McKINLEY DIES

President William McKinley initially appeared to be recovering but took a turn for the worse brought down by infection and gangrene, he died -- 2:15 A.M., September 14, 1901

“A man of noble character had been ruthlessly taken from his home and loved ones and from the people of his country, who so much needed his wise counsel -- his life was wiped out by the hand of a traitor to our government, an anarchist.”¹⁷

Tacoma Ledger's black bordered edition editorialized that day: **“Close to Tacoma is the settlement of Home....whose residents are a collection of outlaws.... who defied the decencies of life, flouted virtue, railed at government, and sympathized with the assassin. ...Is this a nest of vipers, this unclean den of infamy, to remain undisturbed.”**

VICE PRESIDENT THEODORE ROOSEVELT IS SWORN INTO OFFICE

Roosevelt was climbing Mount Marcy, the highest point in New York State

he received a telegram from Secretary of War Elihu Root stating the president was dying he immediately began the return trip to his home

Learning of the death of the President McKinley, Roosevelt stopped to take the oath of office at the home of Ansley Wilcox House in Buffalo New York -- 3:30 P.M. September 14, 1901

six weeks before his 43rd birthday -- the youngest ever to hold the office of President Theodore Roosevelt did not use a Bible during his swearing-in

(there is also no record of a Bible being used for this purpose

from the time of George Washington's second inauguration

through to the inauguration of John Quincy Adams

nor was there a record of a Bible being used in John Tyler's swearing in

Franklin Pierce may have affirmed his oath of office on a law book)

ANARCHIST COLONY OF HOME NEWSPAPER EDITOR ANTICIPATES TROUBLE

Washington State residents were not isolated from anti-Anarchist attacks

(before the assassination anarchists living at Home colony

had been able to reside in isolation from society

they were met with little attention from their neighbors or the nearby city of Tacoma)

James Morton expressed his unsympathetic feelings toward assassin Czolgosz's act of murder in his newspaper *Discontent: Mother of Progress*

¹⁷ Laura Belle Downey-Bartlett, *Student's History of the Northwest and the State of Washington*. P. 185.

he further explained in his paper that **“It is a pitiable fact that the unthinking many well look on this deed as a logical outcome of Anarchist teaching and will inaugurate an era of persecution against all who are unsatisfied with existing conditions.”**

his presumption was correct -- the backlash on radicals, and especially Anarchists, was strong

VIGILANTEES PREPARE AN ATTACK HOME COLONY

Tacoma press had whipped up a frenzy directed at the residents of Home Colony

Tacoma Evening News endorsed local vigilante action devoting a large article

to the Civil War veteran’s Grand Old Army’s decision to form the Loyal League of America whose stated purpose was to **“stamp out anarchy in Washington state”** [September 14]

Tacoma Evening News ran another pro-vigilante article again [September 17]

the paper enthusiastically reported that the Loyal League’s object was

to **“accomplish the utter annihilation of anarchists and anarchist teachings within the borders of North America.”**

Loyal League of America vigilantes vowed to charter a steamboat,

collect firearms and incendiary material and sail, 300 strong, to Home Colony

their object was to invade the colony and “put it to the torch”

murder and mayhem at Home were a distinct possibility

Home Colony was spared when the steamboat owner refused to transport them

POLITICAL REFORMERS ARE ENCOURAGED BY PRESIDENT THEODORE ROOSEBELT

Progressives were committed to resolving a variety of social, economic, political, and moral ills

these activists came from a considerable variety of political backgrounds

most were active in the reform wing of the Republican Party

but support was also provided by some Democratic officeholders

Washington State’s Progressive Party included leaders of both labor and farmer groups

such as the Washington State Grange, the Farmers’ Union, and the State Federation of Labor

GROWTH IN THE WENATCHEE APPLE INDUSTRY

Philip Miller shipped the first railcar load of apples from Wenatchee -- autumn 1901

thirteen varieties of apples filled 763 that boxes went to the Gordan and Company of Seattle

EMPIRE BUILDER JIM HILL TAKES OVER THE NORTHERN PACIFIC RAILWAY (NPRY)

Financial manager J.P. Morgan had a great of respect for Jim Hill’s management abilities

with the death of Northern Pacific Railway’s General Manager Charles H. Coster

Jim Hill took the opportunity to exert his authority

Morgan group relinquished working control of the Northern Pacific Railway to the Hill faction

who immediately implemented the de facto amalgamation of the lines

through personal ownership of stock and company cooperation
Jim Hill completed the merger -- November 12 ,1901
creating a holding company known as Northern Securities, and capitalized at \$400 million

NORTHERN SECURITIES COMPANY IS FORMED

Northern Pacific Railroad entered into a fare-war with Edward H. Harriman
who was President of Union Pacific and Southern Pacific Railroads
bankruptcy of the Northern Pacific meant reorganization of the Northern Pacific Railroad
Edward H. Harriman, James J. Hill, John P. Morgan, John D. Rockefeller, and their associates
met to re-organize competing railroad companies
Northern Pacific Railway, Great Northern Railway, Chicago, Burlington & Quincy Railroad,
and other associated lines were melted into a holding company:
Northern Securities Company which was formed -- November 13, 1901
banker J.P. Morgan was placed in charge
in this frenzied stock manipulation that almost shook Wall Street apart,
Harriman and his bankers just missed seizing control of the Northern Pacific Railroad

WASHINGTON GOVERNOR JOHN R. ROGERS DIES IN OFFICE

During his first term as governor Rogers championed Populist causes
he continued to push for school reform and advocated for a strong central government
he was re-elected to a second term 1900] bucking a strong statewide Republican electoral tide
he served less than a year before dying in office on December 26, 1901
after a short bout with lobar pneumonia
Governor Rogers died in office after suffering a week-long bout with pneumonia -- December 26, 1901
leader of the progressive Fusionist Party was gone
In his lifetime John R. Roger published many books and articles -- all with a Populist theme
among these are:

- The Irrepressible Conflict; or An American System of Money* [1892];
this outstanding literary work attracted much attention especially in political circles
- The Rights of Man and The Wrongs of Man* [1893];
- Politics: An Argument in Favor of the Inalienable Rights of Man* [1894];
- Homes for the Homeless* [1895];
- Free Land: The Remedy for Involuntary Poverty . . .* [1897];
- Looking Forward, or The Story of an American Farm* [1898];
- Life* [1899];
- The Inalienable Rights of Man* [1900]

Republican Lieutenant-Governor Henry McBride became the fourth state governor
he gave the citizens of the state an efficient administration

he focused on keeping education from becoming the victim of political debate
he advocated reform within the Republican Party
and made enemies of the conservative wing of the party
(which declined to nominate him for the office of governor [1904])
School children later contributed their pennies to build a statue of Governor Rogers
in Olympia's Sylvester Park -- he is the only Washington governor so honored
engraved at its base is a quote that encapsulates his Populist creed: **"I would make it impossible for the covetous and avaricious to utterly impoverish the poor. The rich can take care of themselves."**

MOTHER JOSEPH LIVED A VERY FULL LIFE

Mother Joseph of the Sacred Heart, Mother Superior of the Sisters of Provident
died of a brain tumor at age 79-- January 19, 1902

this great lady was many things to different people:

intense, resourceful, prayerful, strong willed, artistic, demanding and skillful

but to the orphan children who came under her care

she was an unfailingly tender and protective mother

mostly, she just loved being with the children, praying with them, sharing pancake suppers
and providing little treats -- all while teaching the ways of family, work and church

Chronicles recorded her last words to the Sisters of Providence gathered around her bed: **"My dear sisters, allow me to recommend to you the care of the poor in our houses, as well as those without. Take good care of them; have no fear of them; assist them and receive them. Then, you will have no regrets. Do not say: ah! This does not concern me, let others see to them. My sisters, whatever concerns the poor is always our affair."**¹⁸

Under her leadership directing the work of the Sisters of Providence in the Pacific Northwest
she had planned and built some of the region's first permanent institutions of humanitarian service
eleven hospitals, seven academies, five Indian schools and two orphanages
were opened in Washington, Oregon, Idaho, Montana, and southern British Columbia

MOTHER JOSEPH'S LEGACY REMAINS ACTIVE IN THE PACIFIC NORTHWEST

Mother Joseph of the Sacred Heart was a distinctive figure in Northwest history

she was a woman of extraordinary compassion and vision

blessed with a keen mind and a complex personality, she strove for perfection in all things
while embracing the challenges of an all-too-imperfect world

Mother Joseph's contribution to education, health care, and social services continue to be recognized
Providence Health and Services, serving Washington, Oregon, California, Alaska and Montana

¹⁸ Providence Archives, Seattle, Washington.

carry on the caring traditions established by the pioneer nun and her colleagues
(Mother Joseph gained posthumous recognition when the U.S. Senate accepted her statue [1980]
this gift from Washington state is included in the National Statuary Hall Collection
in the United States Capitol building
joining Washington's other honored citizen -- Dr. Marcus Whitman
an inscription at the base of the statue reads: **"She made monumental contributions to health care, education, and social work throughout the Northwest."**
Mother Joseph also was inducted into the National Cowgirl Hall of Fame [1981]
at the request of a group of Vancouver sixth-grade students the legislature passed a bill ([1999])
declaring her birthday, April 16, as Mother Joseph Day in Washington State)

WASHINGTON IRRIGATION COMPANY EXPANDS THE AREA UNDER IRRIGATION

Old Sunnyside Canal project was composed of seven hundred miles of main ditch
and laterals that watered thirty-six thousand acres -- 1902
Other privately owned irrigation companies expanded with equal fervor
until the fertile Yakima Valley claimed that four-fifths of all the irrigated acres in the state
were located here

JOHN CONSIDINE GOES LEGITIMATE

Theater owner John Considine reinvented himself as a respectable theatrical producer
as he sponsored productions north of the Yesler Way "Deadline"
he became a partner in Edison's Unique Theater (established in [1897])
Seattle's first well-appointed movie theater
when he joined with the local distributor of Edison phonograph records -- 1902
this was Seattle's first establishment to combine variety entertainment with movies
and was Considine's first "dry" (no liquor) establishment
To lure customers away from his rivals, Considine promoted fancier and fancier entertainment
he charged a basic ten-cent admission fee and made up the difference with his bar
Difficulty in obtaining first-rate acts to play a city so distant from the major American population
led Considine to establish one of the first vaudeville circuits (quite possibly the very first)
with theaters in Victoria, Vancouver, Portland, Bellingham, Everett, Yakima, and Spokane
this was the world's first popularly priced vaudeville chain
featuring ten- and twenty-cent admissions
Considine drew such artists as Sarah Bernhard, Ethel Barrymore, Mary Garder, Nellie Melba,
John Drew, and Mark Twain

ALEXANDER PANTAGES MOVES TO SEATTLE

Pantages left Dawson City and moved to Seattle where he opened the Crystal Theater -- 1902

this was an 18-foot by 75-foot storefront fitted-out with hard benches on Second Street
he immediately became a rival of Seattle entertainment entrepreneur John Considine
Pantages served as his own manager, booking agent, ticket taker and janitor
he bought a movie projector and some film, and hired a vaudeville act
he charged a ten-cents admission
Variety and vaudeville acts had become popular well-established forms of commercial entertainment
travelling entertainers played established theatres usually connected with saloons
Crystal Theater enjoyed considerable success, and the “King Greek” became an important figure
in Seattle’s vaudeville scene
Alexander Pantages married a musician, Lois Mendenhall
his former girlfriend, Klondike Kate, filed a breach-of-promise-to-marry lawsuit against him
(which was later settled out of court)
she also wrote to newspapers stating that he stole money from her
to purchase the Crystal Theater
Throughout their competitive struggle Alexander Pantages and John Considine remained amiable
(some years after Pantages had driven his rival to the brink of financial disaster
his daughter Carmen, who was born in Seattle, married John Considine, Jr. in Los Angeles)

NORTHWESTERN IMPROVEMENT COMPANY EXPANDS RAILROAD OPERATIONS

This corporation was a subsidiary of the Northern Pacific Railroad
which carried out businesses in coal mines, irrigation works and investments in land
Northwestern Improvement Company purchased the remains of a Union Pacific Railroad effort
to lay track north from Portland to Vancouver and on to Puget Sound[(begun in the 1890’s)
including sections of graded right of way, and a stone pier in the middle of the Columbia River
that had been constructed as the foundation for a bridge

FUTILE EFFORT TO COMPETE WITH THE NORTHERN IMPROVEMENT COMPANY

Rival Portland & Puget Sound Railroad began construction of another line from Vancouver to Kalama
this company was taken over by the Washington & Oregon Railway Company
line was completed via the Washington Side and then was taken over
by the Washington Railway & Navigation Company which was, in turn,
sold to the Northern Pacific to become a non-operating subsidiary of the Northern Pacific

TRANSPORTATION AND UTILITY COMPANIES EXPAND IN WASHINGTON STATE

Stone & Webster added Seattle Central Railway to their privately owned
transportation and utility holdings in Seattle -- 1902
Stone & Webster subsidiary, Whatcom County Railway & Light Company,
dominated public transportation and power systems in the City of Bellingham -- 1902

Whatcom-Fairhaven Gas and Northern Railway & Improvement Companies were also acquired
these companies were comprised of earlier consolidations of local rail and utility services:

- Fairhaven Street Railway Company, Lake Whatcom Electric Street Railway Company;
- Fairhaven & New Whatcom Railway Company, Bellingham Bay Electric Street Railway;
- Fairhaven Electric Light, Power & Motor Company, and Bellingham Bay Gas Company

REFORMERS TAKE AIM AT THE INTERURBAN SYSTEM

Concentration of so much in private control of the vital urban transportation system
in the hand of Stone & Webster alarmed local reformers and progressives -- 1902
they forced approval of a restrictive streetcar franchise including nickel fares
Seattle voters approved bonds allowing construction of a municipal hydroelectric plant -- 1902
power generation on the Cedar River led to creation of Seattle City Light
and a long power struggle between public and private utilities

ADDITIONAL TIMBER BARONS ARRIVE IN THE PACIFIC NORTHWEST

Frederick Weyerhaeuser bought his first mill in the Northwest
an old sawmill on the Everett waterfront --1902
Roland H. Hartley, one of the most successful lumbermen in the state,
founded the Hartley-Lovejoy Lumber Company in Everett -- 1902
this company developed an enormous capacity for producing wooden shingles and siding
R.A. Long was the President of Long-Bell Lumber Company
was active in Kelso, Washington and in California, Arkansas, Louisiana, and Oregon -- 1902

TACOMA LABOR UNIONS AWAKEN FROM A DEPRESSION-INDUCED SLUMBER

Returning prosperity revived the dead construction industry in Tacoma
consumer prices had increased rapidly making higher wages possible
unions of journeymen (trained workers) were again becoming active
defunct labor unions reorganized and received International Charters
shorter work days continued to be a major goal for union members
Tacoma Grain Handlers Union struck for recognition -- 1902
600 railroad cars waited to unload of their wheat
fifteen grain ships also waited in Tacoma's Commencement Bay to receive the wheat
after their strike ended successfully, Grain Handlers Union gained recognition
and preference in hiring union members to load and unload grain
Tacoma Garment Workers Local 201
sent the first female delegate to a Trades Council meeting -- 1902

LABOR UNIONS DEMONSTRATE THEIR STRENGTH

King County Labor Council (organized in 1888 as the Western Central Labor Council)
affiliated with the National American Federation of Labor (AFL)
Construction Carpenters Union gained an eight-hour day -- 1902
wages increased from \$1.20 to \$2.50 per day
Construction Carpenters Union was successful in implementing a union shop agreement
builders could hire only union members to work on construction projects
International Association of Machinists called a nationwide strike -- May 1902
Machinists demanded only ten hours' work for ten hours of pay
over 400 union men in Seattle machine shops were involved in the strike
many strikers were put to work on refurbishing the basement of the labor building
they were paid partly in cash and partly in Labor Temple stock
These strikes were intended not to change the world but only to change conditions at a given plant
strikes were violent and demonstrated the deep bitterness present on both sides

ABERDEEN WAS A NOTORIOUS PORT

It was not just a sailor's occupation that was dangerous
the attraction of unattached, or at least unconstrained, men of all ages
walking off their ships with a weeks or months of pay in their pocket was too much of a lure
neir-do-wells and criminals of all types drifted into port cities to assist in the spending
Aberdeen was one of the most notorious port cities on the Pacific coast and Billy Gohl was why
born in Germany, Gohl stayed for a while in Alaska during the [1897] gold rush
but fled when he was accused of murdering his partner
San Francisco was his next stop -- there he joined the Sailor's Union of the Pacific
he became a recruiter for the union and was known to use dishonest methods to gain members
on one occasion he kidnapped a whole crew and marched them to headquarters to sign up
Aberdeen's 12,000 people seemed ripe for his services and Billy moved there -- 1902
he opened a cigar store at 313½ South F Street -- the location was perfect for his needs
behind the store a short wharf hung over the Wishkah River
all around him were business that opened only during the day except for a nicely placed saloon
Billy became a "crimp" (a thug who shanghaied [kidnapped] men for captains short on crewmen)
Billy would visit a saloon (there were many to choose from) slip a "mickey" (drug) into a drink
and help the victim back to his ship -- or at least some ship that was departing immediately
after relieving the sailor of his cash
Billy also received a nice bonus for his service from the appreciative captain
when the sailor awoke, he was on his way to Shanghai or some other destination

FORT WORDEN IS THE THIRD LEG OF THE TRIANGLE OF FIRE

Fort Worden was the last of three forts which made up the Triangle of Fire

it joined in the defense of Puget Sound with Fort Flagler
Fort Worden served as the command post for the three posts when it was activated -- May 1902
it was composed of 433 acres with lovely parade grounds and extensive Victorian-era structures
Six-gun emplacements occupied the post
Battery Brannan located on Artillery Hill had two plotting rooms for eight 12" Mortars
Battery Powell located next to Battery Brannan contained eight 12" Mortars
Battery Ash located on Artillery Hill contained two 12" barbette guns
Battery Quarles located on Artillery Hill contained three 10" barbette guns
Battery Randol located on Artillery Hill contained two 10" barbette guns
Battery Vicars [1902–1917], located on Point Wilson contained two 5" guns
First detachment consisted of eighty-seven soldiers of the 126th Coast Artillery Company
under the command of Captain Manus McCloskey

SAM HILL BECOMES ESTRANGED FROM HIS FAMILY

Sam Hill settled in Seattle where he had major interests in the Seattle Gas and Electric Company
which was focused mainly in the coal gas business
Sam Hill's personal life was in marked contrast to his business successes and civic ventures
Hill was at least somewhat bipolar which in part explained his manic approach to business
he moved his wife Mary and two children to his new home in Seattle
but Mrs. Hill took the family back to Minneapolis after six months -- 1902
she never lived in Seattle again
Sam Hill began to sever his ties with his father-in-law Empire Builder Jim Hill
and his Great Northern Railway and other companies
Sam Hill bought his wife homes in Minneapolis, Washington, D.C.
and Stockbridge, Massachusetts
Sam Hill took up residence at the Rainier Club, Seattle's premier private gentleman's club

FOREST FIRES ARE THE RESULT OF A MILD WINTER AND ESPECIALLY DRY SPRING

Local spot forest fires began smoldering around the state -- May 1902
(these continued unchecked month after month
as many as eighty fires consumed more than 400,000 acres of timber that summer)
Fire had been considered a friend of the settler
as it easily cleared away the endless forests for growing towns and farms

CAREY ACT FAILS IN ITS EFFORT TO CONTROL WATER RIGHTS IN THE WEST

Carey Act had passed Congress [August 18, 1894] in an attempt to control water rights
however, it resulted in extensive fraud in which the states themselves became involved
(Idaho was one of the act's few successes)

when the Boise, Minidoka and Twin Falls projects were perfected
Wyoming, whose irrigation projects started after World War II, also proved a success)
However, misadventures throughout the West led to insistent demands the federal government
do more than simply give away land to a recipient who could not develop it due to lack of water

NEVADA CONGRESSMAN FRANCIS G. NEWLANDS HELPS WESTERN FARMERS

U.S Representative Newlands became well known for his support of irrigation and land reclamation
Congressman Newlands chaired the National Irrigation Association
as chairman he received numerous proposals for federal support of irrigation projects
which were too large for private companies to attempt on their own
U.S. Representative Francis Newlands framed a bill to reclaim farmland with irrigation
this idea was pushed by conservationists such as President Theodore Roosevelt
who was the nation's first and best known proponent of conservation
Other congressmen, including Wesley L. Jones of Yakima,
met with National Irrigation Association Chairman Francis G. Newlands
together they drafted the Federal Reclamation Act (Newlands Act)
which generated funds from the sale of public lands
to provide the financial means to initiate federal irrigation projects

HARRY TRACY ESCAPES FROM PRISON AGAIN

Tracy had spent six years in the Oregon State Penitentiary at Salem
wearing the Oregon Boot welded to his right foot
Tracy and his brother-in-law David Merrill made their escape -- 7:00 A.M. June 9, 1902
leaving behind them six bodies: three guards and three civilians
This set off the most intense and electrifying manhunt in Pacific Northwest history
Harry Tracy headed north toward Washington but near Gervais, Oregon
just a few miles into their escape, Tracy and Merrill were surrounded by a fifty-man posse
miraculously they escaped to continue their flight from justice
by the time they reached Portland, the Oregon governor had called out 250 militiamen
this time the two desperadoes escaped by forcing a local boatman
to take them across the Columbia River

HARRY TRACY REACHES WASHINGTON

Lewis County Sheriff John Marsh had been alerted and had formed a posse of over sixty men
Deputy Bert Biesecker and volunteer Luther Davidson were positioned along Salmon Creek
about seven miles into Washington state
there just after dusk they spotted the two escapees
after an exchange of gunfire Harry Tracy and David Merrill continued their escape

CONSERVATION OR NEWLANDS RECLAMATION ACT PASSES CONGRESS

Federal Reclamation Act (Newland Act) passed Congress [June 3, 1902]

an enthusiastic President Theodore Roosevelt signed the Bill into law -- June 17, 1902

this was the beginning of putting the Federal Government
into the business of water-power development and irrigation

Newland Act provided for the creation of a Reclamation Fund

95% of all money received from the sale of federal public lands in sixteen western states
including Washington, Oregon, and Idaho

would go into a fund to develop desert land for productive use

reclamation fund was to be built up with the money received from sale of these lands

these were to be used for federal surveys, construction and maintenance of irrigation projects

most projects called for the construction of dams and irrigation canals

National Reclamation Act further provided reclaimed lands were to be opened to homesteaders

settlers could qualify for between forty to 160 acres under the Homestead Act

they would make repayments to the Fund of ten annual interest-free payments

for the cost of constructing the necessary irrigation works

settlers were required to abide by the provisions of the act

and to use at least half of their reclaimed land for agriculture

When the principal costs of the project were returned to the federal government

private owners were given management control of their land

FEDERAL RECALMATION SERVICE COMES INTO EXISTENCE

Newlands Act became the parent of the Reclamation Service (since 1923, the Bureau of Reclamation)

in theory, at least, the service was to make its irrigation and power projects financially possible
through the use of long-term charges against the reclaimed lands

Congressman Newlands was given expert technical expertise

from Chief Engineer of the Reclamation Service Frederick H. Newell

Newell established an important training program for Reclamation Service men

they accomplished pioneering work in the field of water resources and conservation

PRIVATE YAKIMA IRRIGATION COMPANIES FEEL THREATENED

Although private enterprise had succeeded remarkably well in his district,

Yakima's U.S. Representative Jones felt the federal government could do still better

Congressman Jones invited the engineers of the Reclamation Service to conduct a survey of his area

this threatened invasion of their domain by a federal agency caused a frantic scramble

among the private Yakima irrigation companies to appropriate every water right in sight
especially those pertaining to the deep, cold, glacial lakes in the Cascades

where small dams could create large reservoirs

FORT CASEY IS THE THIRD LEG OF THE TRIANGLE OF FIRE

Sitting atop Admiralty Head on Whidbey Island, it 487 acres command a superior a view south
south down Admiralty Inlet, west to the Strait of Juan de Fuca
and southwest to the jagged skyline of the Olympic Mountains
Fort Casey joined already manned Fort Flagler as the third leg of the Triangle of Fire
Three-gun batteries provided protection for Puget Sound
Battery Schenck -- eight 12" Mortars
Battery Seymour -- eight 12" Mortars
Battery Worth -- two 10" Disappearing Carriage guns
First garrison was composed of thirty men
under the command of Lieutenant A.D. Putnam-- June 1902

HARRY TRACY KILLS AGAIN

Tracy and his brother-in-law reached Chehalis where the two outlaws argued violently
Tracy learned that years earlier Merrill had sold him out for a lighter prison sentence
both men agreed to a duel and as they stood back to back
they agreed to step off at ten paces, turn and fire
but after two steps Tracy turned, fired and shot David Merrill in the back -- June 28, 1902
After killing his brother-in-law, Harry Tracy commandeered a fishing boat and crew at South Bay
and set out for Seattle
Now alone, stealing as he went and staying with unsuspecting families along the way,
Tracy continued his getaway while skillfully keeping lawmen at arm's length

HARRY TRACY CONTINUES HIS ESCAPE

Tracy arrived in Seattle then move eastward to Kent and Auburn before turning north
Still on the run, Tracy encountered a sheriff's posse near Bothell
he opened fire and killed Detective Charles Raymond and Deputy John Williams -- July 3, 1902
Tracey took a small boat to Bainbridge Island before returning to Seattle by skiff
Tracey next appeared in the home of a Seattle widow living on Phinney Avenue North
she tipped off a butcher's delivery boy to her plight
when Tracey stepped outside he was met by the law
shots were fired: one police officer and a citizen fell
both had been mortally wounded
Tracy fled to a nearby residence where he stopped to take several hostages
encountering lawmen he killed posse members Cornelius Rowley and Enoch Breece

FEDERAL RECLAMATION SERVICE COMES INTO EXISTENCE

This agency under the U.S. Department of the Interior studied potential water development projects in those western states with federal lands
revenue from the sale of federal lands was the initial source of the program's funding
Even in its infancy the Reclamation Service encountered opposition
some of its proposed developments were blocked by exorbitant costs
other plans were undermined by ranchers who owned the best reservoir basins
or by private irrigation companies who claimed the water flowing in the streams
of these controversies, the most bitter was the one that raged up and down the extremely dry but fertile Yakima Valley in central Washington
(even now arguments are still being heard regarding certain dam sites along the Snake River)

GOLD IS DISCOVERED IN FAIRBANKS, ALASKA

Patient Italian prospector Felix Pedro had spent lonely and isolated years searching for gold in the creeks and valleys of the Tanana River -- all the while experiencing little to no success
Pedro's serene valley was visited by E.T. Barnette, an ambitious trader with a shady past, and his wife, Isabelle -- they hoped to locate a trading post far up the Tanana River
instead they were stranded by low water and an obstinate Captain Charles Adams of the steamer *Lavelle Young* who had turned up a tributary of the Tanana, the Chena River
One night Felix Pedro announced to E.T. Barnette that he had found some good color
Barnette announced he would stay and open a trading post where they were on the Chena River
Pedro hurried back to his diggings where he soon made a big strike -- July 22, 1902
To create a market for his goods, E.T. Barnette sent a runner to Dawson City to announce the find
prospectors looking for new pay-dirt arrived by the hundreds only to be disappointed
rather than an abundance of gold the new arrivals found jobs working for Barnette prospecting gold for him
Fairbanks became a boomtown none-the-less -- both the city and then Mayor Barnette prospered
Barnette became a banker and made great financial strides
(until gold production declined in Fairbanks and his bank collapsed
angry depositors blamed Barnette who quickly departed Alaska [1911] never to return)

HARRY TRACY ESCAPES ACROSS THE CASCADE MOUNTAINS

Fleeing on foot toward Spokane, Tracy passed through Coulee City and Ritzville near Creston in Lincoln County Tracy stopped at a ranch owned by brothers Louis and Gene Eddy
there he spent three days helping the Eddys shingle their roof "to pay for my board"
Tracy's picture had been all over the newspapers
Creston Town Marshall Charles Straub heard stories of Harry Tracy staying in the area
he deputized four wheat farmers who agreed to help find the killer

Maurice Smith, Joe Morrison, Oscar Lillengreen, and Dr. E.C. Lanter
as the posse approached the Eddy farm -- August 5, 1902

Marshall Straub identified himself and called out to Tracy to surrender
Instead of surrendering, the outlaw, armed with a revolver, fired a few shots
before he dashed into a barn for a 30-30 rifle lay hidden behind a haystack
Fleeing the barn, a nearby boulder offered better cover -- Tracey made a dash in a hail of bullets
Tracey discovered the sun was in his eyes so he raced to another boulder
in this dash, Tracey was hit once and crawled into the wheat field which surrounded the farm
the slug shattered his shin bone and severed an artery
after applying a tourniquet, Tracey returned fire while lying on his back

HARRY TRACY DIES

During the night Sheriff Gardner arrived

he, the four wheat farmers and Marshall Straub surrounded the field where Tracy was hiding
In the middle of the night one shot was heard from a handgun
next morning Harry Tracey was found dead of a bullet to the head -- August 6, 1902
he had vowed to never be taken alive

His claim to infamy was assured by the size and scope of the manhunt
and the extensive media coverage that followed his exploits

one newspaper noted: **“In all the criminal lore of the country there is no record equal to that of Harry Tracy for cold-blooded nerve, desperation and thirst for crime. Jesse James, compared with Tracy, is a Sunday school teacher.”**¹⁹

FOREST FIRES DESTROY THOUSANDS OF ACRES OF PRIME TIMBERLAND

By the dry, late-summer more than one hundred forest fires burned out of control across the West
many in Western Washington and Oregon

Dr. Henry Gannett of the U.S. Geological Survey asserted -- 1902

that **“in less than a generation two-fifths of the standing timber has been destroyed in one of the richest timber regions of the continent.... Not less than \$30,000,000 worth has gone up in smoke, a dead loss to the people of the state.”**²⁰

Steadily blowing East winds spread flames across the dry tinder -- September 9, 1902
each fire created its own wind -- dry Douglas fir trees detonated like gunpowder
sounds of explosions could be heard for miles

LARGEST OF THE FOREST FIRES BECOMES KNOWN AS THE YACOLT BURN

¹⁹ *Seattle Daily Times*, July 3, 1902.

²⁰ W. Storrs Lee, *Washington State*, P. 398.

Largest forest fire in recorded Washington state history devastated forests -- September 11-13, 1902
no organized effort tried to stop the conflagration that destroyed 238,920 acres (370 square miles)
valued at \$30 million

an additional twelve billion board feet of trees were killed but not destroyed

much of the timber left to the Weyerhaeuser Company was composed of only salvageable trees

Causes of the Yacolt Burn were never firmly established

its origin was variously recorded as the Wind River Valley, the Washougal River Valley,
along the Lewis River, and at Star Mountain

loggers burning logging slash, logging operations, and farmers burning to clear land
were common causes of forest fires

U.S. Forest Service had a policy of letting fires burn themselves out

Horace Wetherall was the only forest ranger employed in the Mount Rainier Forest Reserve

he took no action to battle the blaze when he spotted the fire

he had recently been reprimanded for employing a fire crew to stop a burn

he was reluctant to be disciplined again

because there was no organized system for wildfire fighting residents and loggers just fled

Dry winds from Eastern Washington carried the fire west and north

as the sky darkened steamboats on the Columbia River had to use a searchlight to navigate

local residents feared an eruption of Mount St. Helens or Mount Rainier

smoke reached Seattle and Astoria

Fire was fanned by unusually dry winds from the east that traveled thirty-six miles in thirty-six hours

flames reached the town of Yacolt and then turned north

homes, churches, barns, and livestock were lost -- at least 146 families were left homeless

troops from Vancouver Barracks helped evacuate residents

It was noted in the Bucoda Newspaper: **“This town was inky darkness until noon today, and people were going around with lanterns. No fire is in sight as this is written but there must be great conflagrations somewhere else in the vicinity.”**²¹

Elma Newspaper reported: **“A courier has just arrived from the Star sawmill which he says has been wiped out. Men there made a brave fight but had to flee for their lives. The fire can be heard here in the village and it is like the sound of the sea as it crossed the bar. Ashes are falling like the skirmish before a snow storm. Wagon loads of refugees and their household effects are arriving it town.”**²²

²¹ James A Crutchfield, *It Happened in Washington*. P. 86.

²² James A Crutchfield, *It Happened in Washington*. P. 86.

Vancouver weekly *Columbian* declared: **“What a week ago was a beautiful valley of the Lewis River is now a hot and silent valley of death, spotted with the blackened bodies of both man and beast.”**²³

Seattle *Daily Times* noted on September 12, 1902 **“Reports from the fire-stricken districts of Lewis River continue to grow worse. The charred and lifeless bodies of thirty-eight people have already been found, and all believe that there will be more to follow. Many settlers and an unknown number of campers from outside points are missing.**

“The burned district was settled by perhaps five hundred people, most of whom were prosperous, while many were well-to-do. Nearly all of the farmers had good buildings, their barns filled with hay, and their pastures well stocked with cattle....

“At one place the irons of a burned wagon, the roasted remains of a team of horses and the dead bodies of nine people tell the tale of an unsuccessful attempt of a party of pleasure seekers to escape. While fleeing from the flames, they were stopped by a big log that had fallen across the road. The team was burned on the spot, and so fierce was the fire that none of the nine persons was able to get more than a few steps from the wagon.

“Many people saved their lives by jumping into the Lewis River, the water of which in some places was warm from the intense heat of the surrounding flames. About sixty people who were camping at Trout Lake, near the base of Mount St. Helens, were saved by taking to the water on improvised rafts of poles and logs.”²⁴

“At Portland and Tacoma black clouds of smoke obscured the sun and both cities are in almost total darkness. Olympia is as badly off. In Seattle at high noon the light was little better than that which prevails an hour after sunset. Lights were burned in all stores and in many offices. By four o’clock lights were universally in use throughout the city.

“Mariners on Puget Sound are faring badly. The Sound is overhung with smoke and many of the steamers are forced to run at half speed. Landmarks, by the aid of which the captains guide their vessels, are entirely hidden by the universal smoke....”²⁵

“Tacoma lies under a heavy blanket of smoke, which hangs high in the heavens, giving no odor, but admitting very little light. ...From five o’clock this morning until seven o’clock the entire sky was blood red, with no signs of sunrise. The smoke is so high that many people refuse to believe that the phenomenon results from forest fires and many of them are congregated on street corners predicting dire disaster....”²⁶

“The origin of the fires is unknown in general. A few brush fires were lost control of...campers in some sections let their fires get away. But to describe the situation as expressed by many who escaped with their lives, the fires seemed to start in almost every part of the burned area at about the same

²³ James A Crutchfield, *It Happened in Washington*. P. 86.

²⁴ W. Storrs Lee, *Washington State*, P. 399.

²⁵ W. Storrs Lee, *Washington State*, P. 400.

²⁶ W. Storrs Lee, *Washington State*, P. 401.

time. It is believed by some that an eruption somewhere between Mounts Hood and St. Helens started the big fires. Fires were known to be burning in scattered spots, but were not deemed sufficient even under a high wind to work the resultant damage. The spread has been phenomenal and the rapidity with which the flames spread over the whole country almost surpasses belief....

“In several instances wild beasts, deer, bear and coyotes took common refuge, together with people and domestic animals, apparently oblivious to one another’s presence in their endeavor to seek protection from the terrific clouds of flames that swept everything in their path. On the Little Washogugal wild rabbits ran unharmed among the domestic animals and dogs unmolested, so great was the danger and fright....

“The burned section extends from Etna on the North Fork of Lewis River to the summit of the Cascades on the east, and embraces nearly all the country between there and the Columbia River, running as far west as Vancouver. But few spots escaped. The great belt of big timber, lying between the North Fork of the Lewis River and the Columbia has been destroyed and its value runs into millions of dollars.... Old timers say the denseness of the smoke at the present time has not been equaled since 1883, when a gloom hung over the country from June to September.”²⁷

(Rain eventually extinguished the Yakolt Burn

but not before thirty-eight people were killed in Clark, Cowlitz, and Skamania counties)

ADDITIONAL FIRES ATTACK WASHINGTON FORESTS

Fires raged from Bellingham to Eugene as ash fell to a depth of ½-inch -- September 12, 1902
smoke was so thick the sky was dark at noon and people carried lanterns in the streets of towns
this became known as the famous “dark day”
Seattle street lights were lit at midday
chickens roosted both day and night
Eleven picnickers in the Mount St. Helens areas died

SEATTLE AND TACOMA IS LINKED BY AN INTERURBAN SYSTEM

Fred Sander’s effort to complete this transportation link was overtaken by Henry Bucey
privately-owned Puget Sound Traction, Light & Power completed thirty-five miles of track
linking Seattle with Tacoma via Kent and Auburn
it also featured was an additional two-mile branch line to Renton
service began -- October 5, 1902

FORESTS OF WASHINGTON AND OREGON ARE DEVASTATED

In all 700,000 acres of forest were lost in Washington and Oregon
along with the obvious additional damage to soil, wildlife and potential future growth

²⁷ W. Storrs Lee, *Washington State*, 402-402.

best estimate of loss of life was set at thirty-eight dead of which thirty-five were identified nature, with help of man, finally extinguished the blazes

An aroused Weyerhaeuser Timber Company Manager George S. Long helped devise and push through the shocked Washington legislature the Northwest's first effective forest-fire legislation

he persuaded neighboring landowners to establish patrols, pooling men and equipment and sharing the cost of fire protection on a proportional basis he turned to Gifford Pinchot's infant United States Forest Service for advice in formulating fire prevention and suppression programs

INTERNATIONAL ASSOCIATION OF MACHINISTS GO ON STRIKE

Boiler makers in King County went on strike -- October 1902

after two weeks the strikers were joined by other crafts who walked out in sympathy -- November 2

this was a joint effort and the agreements made between crafts were mostly verbal they saw the necessity of joining together for their own protection

During the strike the Western Central Labor Council contributed \$8,000 to the strikers and another \$2,000 to \$3,000 was donated from other sources

This successful effort resulted in a 2-cent increase for mechanics and 1-½ cent adjustment for helpers mechanics' prevailing wage rose to 20-cents an hour and the workday was limited to ten hours (Other strikes followed for the next several years)

ELECTION OF NEW MEMBERS OF CONGRESS

Levi Ankeny Republican banker from Walla Walla was elected to office -- November 4, 1902 he joined Addison G. Foster in the U.S. Senate

Ankeny replaced Fusionist Senator George Turner -- (he will serve one term [1903-1909])

Washington's three Congressmen were each Republicans:

Wesley L. Jones was an attorney from North Yakima serving his third term in Congress

Francis W. Cushman was a Tacoma attorney also began his third term

William E. Humphrey, Seattle attorney, was elected to his first Congressional term serving the Third Congressional District

SEATTLE VOTERS SUPPORT CONSTRUCTING A CITY OWNED HYDROELECTRIC PLANT

Seattle was faced with high private company electric power rates like Tacoma had before Tacoma financed its municipal electric company [1893]

Reformers in Seattle pushed for a publicly owned alternative power source

to compete with the city's many privately owned electricity producing companies

City Engineers George Fletcher Cotterill and Reginald "R.H." Thomson convinced city officials

and voters to provide funds for a municipally owned generation system
Seattle would construct an electric power plant at Cedar Falls
in the city's newly acquired Cedar River Watershed to supply power for street lights
and provide competition for the privately-owned Seattle Electric Light Company
Seattle City Council and the city's voters approved building a hydroelectric dam plant
one-half mile below Cedar Lake (renamed Chester Morse Lake) -- November 1902
(prospect of inexpensive municipal power forced Seattle Electric Light to reduce its rates
from twenty cents a kilowatt-hour to only twelve cents [1905])

TACOMA BUILDING LABORERS' INTERNATIONAL PROTECTIVE UNION IS CHARTERED

Tacoma's laborers organized Local Number 6 -- December 1, 1902
they gained a wage increase of 50¢ a day for common labor
wages for eight hours of work ranged from \$2.50 for common laborers
to \$3.50 per day for hod-carriers (brick carriers)

FEDERAL GOVERNMENT WITHDREW SUPPORT FROM YAKIMA'S IRRIGATION PROJECT

Federal engineers unexpectedly concluded the Yakima region was unsuitable for irrigation
they believed competing water claims were insurmountable
besides the Northern Pacific Railway (NPRY) would be prime beneficiary
United States Government indicated it was no longer interested
in developing projects that had been already started by individuals or companies
they stated the government did not wish to compete with private developers
U.S. Government turned its reclamation attention to Okanogan country
which occupied a large part of Colville Indian Reservation

PUGET SOUND ELECTRIC RAILWAY COMPANY BEGINS OPERATION

Stone & Webster acquired Puget Sound Traction, Light & Power
and the interurban route connecting Seattle with Tacoma
Seattle-Tacoma Interurban Railway passed into new management hands -- late 1902
company name was changed to the Puget Sound Electric Railway Company (PSE)
Tacoma's city system became a subsidiary
Seattle system was already a Stone & Webster property
PSE was one of the best interurban lines built [before 1905] and one of the first third-rail lines
it operated on private right-of-way except in the cities
where it shifted to street running and to overhead trolley power lines
traffic potential in the days before the automobile was very substantial
early earnings reports were extremely favorable
this line never had much modern equipment

passenger equipment was the standard wooden arch-window car, some built by Brill -- 1902 usually run in multiple units were capable of high speed
“limiteds” made the run in seventy minutes
although freight was handled, the line’s revenue came primarily from passenger service
(over most of the years, thirty-minute-interval service was provided
newer equipment including open-end observation parlor cars
built by Cincinnati was added [1909]
last extension of the line was a branch into Puyallup [1908])

SHINGLE WEAVERS HOLD A CONVENTION IN EVERETT

International Shingle Weavers’ Union of America held a convention in Everett -- January 1903
locals from Everett, Aberdeen, Arlington, Ballard, Castle Rock, Edmonds, Elma,
Fairhaven (now Bellingham), Hartford, Marysville, Olympia, and Sedro-Woolley
were represented
locals from Blaine, Hoquiam, Seattle, Snohomish and Tacoma
and perhaps seven other shingle mill towns did not attend
American Federation of Labor [founded 1890] sent delegates to the Everett convention-- January 1903
delegates departed from the International Shingle Weavers’ Union convention in a united front
with the American Federation of Labor (AFL)
International Shingle Weavers’ Union of America printed a newspaper in Ballard
first edition of *The Shingle Weaver* was produced -- January 1903
(it moved to Everett and finally was printed in Seattle during the course of the decade
eventually the newspaper’s name was changed to *The Timber Worker* [February 1913])

GREAT CHANGES HAD TAKEN PLACE IN THE NORTHWEST CORNER OF AMERICA

American Journalist and author Ray Stannard Baker wrote for the Muckraking *McClure’s* magazine
which dedicated itself to exposing corruption
he described the vast changes that had recently taken place in the Pacific Northwest --1903

“In the Northwest everything seems to have happened within the last ten years; events which would be of epoch-making importance in any country at any time have here crowded one upon another with wanton prodigality.... Think of this march of events! It was barely eight years ago that the gold fields of the Klondike were brought to the knowledge of the world, causing a rush of Americans to the Northwest.... Following the Klondike excitement, came the various Alaska discoveries and Seattle and Tacoma were and are the natural headquarters for most of the supplies shipped northward....

“Hardly had the gold excitement calmed to the paces of a steady business enterprise when the Spanish War broke out, and these Pacific cities were thrown into the turmoil of visiting battleships and of provisioning and transporting the army of the Philippines.

“Then came the opening trade with the new insular possessions in the Pacific, the Chinese War and its call for equipment and its stir of soldiery and transports, followed by the recent commercial expansion of Japan, with its trade demands. And now an element has just entered into the calculations of the coast -- the construction of the Panama Canal -- which will revolutionize whole departments of the world’s trade and exercise a profound influence for good or evil on the cities of the Northwestern coast.

“While these world events were crowding upon one another, the development of the country tributary to the coast, upon which the solid progress of the cities must ultimately rest, was going forward with unprecedented rapidity....”²⁸

STONE & WEBSTER INCREASES IT PRODUCTION OF ELECTRICITY IN SEATTLE

Seattle Electric Company’s electrical engineering consulting firm Stone & Webster’s acquired the Snoqualmie Falls Power Company and its hydroelectric plant at Snoqualmie Falls -- 1903
Stone & Webster also constructed the Electron hydroelectric plant on the Puyallup River near Kapowsin in Pierce County -- 1903

INTERURBAN TRANSPORTATION DEVELOPS IN EASTERN WASHINGTON

Coeur d’Alene and Spokane Railway (C&SRL) was built by Idaho lumberman F.A. Blackwell this interurban line ran from Spokane, Washington to Coeur d’Alene, Idaho twenty-eight miles away -- 1903

C&SRL linked with the Spokane & Montrose Street Railway in Coeur d’Alene which also connected with the Red Collar Line’s steamboat service on Lake Coeur d’Alene

F.A. Blackwell and his affiliates merged the C&SRL with three other local electric rail lines to form the Spokane & Inland Empire Railway (S&IER)

Blackwell’s intention was to increase freight capacity
expand access to additional tourist sites

(Coeur d’Alene & Spokane Railway later expanded to the south into Palouse country)

CAYTONS BECOME THE MOST PROMINENT AFRICAN AMERICAN COUPLE IN SEATTLE

Horace and Suzie Cayton owned a large house near Volunteer Park -- 1903

theirs was the only black household in the affluent Capitol Hill area
where Seattle’s grandest mansions were located

they had at least two servants, one Swedish and the other Japanese

they participated in various cultural activities and were members of a number of clubs

However, the Caytons were resented

²⁸ W. Storrs Lee. *Washington State*. P. 408-409.

among some members of Seattle's black community, they were considered to be "putting on airs" by living in a white section of the city and keeping servants their neighbors resented their presence, too

(six years after their purchase of the house, a white real estate agent filed a lawsuit claiming that their presence had reduced property values in the neighborhood [1909] Horace and Suzie Cayton mounted a successful legal defense, but had they lost they would have been forced to sell their home)

PACIFIC COAST BASEBALL LEAGUE BEGINS PLAY

Organized baseball got its start on the Pacific Coast when an Oakland, California team joined three teams from San Francisco to form the California League [1887]

Teams from Fresno/Watsonville, San Francisco, San Jose, Santa Cruz, and Stockton joined the Oakland Reliance, Sacramento Gilt Edges, San Francisco Athletics to replace the original league 1898]

California League San Francisco franchise owner Henry Harris visited Portland and Seattle [1902] to see if he could induce owners of ball clubs in those two cities to join his baseball league at the time, organized baseball on the west coast consisted of:

- California League with teams in Los Angeles, Oakland, Sacramento, and San Francisco
- Pacific Northwest League with teams in Seattle, Portland, Tacoma, Spokane, Butte and Helena, Montana

Successful talks were completed and the Pacific Coast League was formed -- 1903 with "A" level minor league status

teams with names such as Los Angeles Angels, Oakland Oaks, Portland Browns, Sacramento Senators, San Francisco Seals and Seattle Siwashes began play

Competition remained at this level as several teams were formed or dropped from the league Tacoma Tigers Fresno Raisin Eaters, Portland Beavers, Sacramento Solons and Vernon, B.C. Tigers competed

(Pacific Coast League was upgraded to "AA" status [1912]

however, the only team representing the Pacific Northwest was the Portland Beavers)

RIVAL TOWNS UNITE TO FORM A NEW CITY

(Three rival villages had sprung up near one another on the shores of Bellingham Bay town of Whatcom [1852], Fairhaven Village [1853], Bellingham [1853] and Sehome [1854] Fairhaven land developers bought the tiny settlement of Bellingham [1890]

Whatcom and Sehome were adjacent villages on Bellingham Bay they merged for form New Whatcom [1890]

efforts to combine Fairhaven and New Whatcom constantly failed

primary dispute centered on an appropriate name as each village insisted on retaining its own

Finally, the name Bellingham was agreed upon as the identity
for the newly combined Fairhaven and New Whatcom, later changed to Whatcom-- 1903
(Whatcom is today's "Old Town" Bellingham)
(Sehome is downtown Bellingham)
(Fairhaven is a commercial district with its own harbor)

WESTERN CENTRAL LABOR COUNCIL EXTENDS ITS REACH

This (forerunner of the King County Labor Council) bought a newspaper: *Union Record* for \$350
which became the official messenger of the Western Central Labor Council -- March 1903
six people were elected to a board of control and Gordon Rice was retained as editor
Frank Rust, a union man of noted integrity and conservative business ability,
was made general manager of the Western Central Labor Council
In an effort to revive the Labor Temple construction project in Seattle
Western Central Labor Council held a carnival -- over \$3,000 was added to the building fund

WENATCHEE RECEIVES IRRIGATION WATER AND ELECTRIC POWER

(Local businessmen and landowners W.T. Clark, Marvin Chase and associates
had attempted to raise money for Wenatchee Canal Company
in addition to the hurdle of raising capital, highly independent landowners had to be convinced
to allow passage of the canal through their land and to commit to paying for water
work on the Highline Canal to run fourteen miles from Dryden down to Wenatchee began [1901])
(Passage of the Reclamation Act (Newlands Act [1902]) provided organization and funding
for irrigation districts using federal government authority to acquire land and issue bonds
this made possible the construction of reservoirs and canals)
water was brought to the parched land and additional permanent settlers arrived
Wenatchee fruit industry experienced dramatic growth
Wenatchee Canal Company and the Highline Canal became the Wenatchee Reclamation District
Irrigation projects needed electric power for pumps
electricity was provided by a number of small power companies
that captured the generating potential of the area's swift-running rivers
Wenatchee got its first electric lights -- 1903
from a water-powered generator on the Squilchuck River
built by druggist and schoolteacher L. V. Wells
Wenatchee Canal Company used the flow from the Highline Canal for its source of power
Soon there was more demand for power than local rivers and streams could supply
(small companies eventually combined under the Puget Sound Power & Light Company
which was a subsidiary of the Boston conglomerate Stone & Webster)

FISH CANNING INDUSTRY EXPERIENCES RAPID GROWTH

First motorized fishing boat on Puget Sound arrived -- 1903

gasoline and diesel engines were introduced into fishing boats

much wider fishing area opened up

it became necessary to preserve the catch aboard the boats on ice

Not all salmon canneries were stationary

first fish canning plants were small and had little machinery

floating canneries brought fish processing close to the fishing grounds

GREAT NORTHERN RAILWAY MAKES ADDITIONAL IMPROVEMENTS TO THEIR ROUTE

Approximately 175 miles of new track was added in Washington and British Columbia

significant changes in the line along the Pacific coast also were completed

In addition to the Stevens Pass Tunnel, Chief Engineer John F. Stevens oversaw other projects

approach to Seattle from the Cascade Mountain tunnel improved service

route between New Westminster and Vancouver, British Columbia was enhanced

John Stevens was a superior engineer and administrator and other offers for his services arrived

he left the Great Northern Railway to become chief engineer, and then a vice-president,

of the Chicago, Rock Island and Pacific Railway Company -- 1903

CATHOLIC MOTHER CABRINI ARRIVES IN SEATTLE

(Francesca Cabrini was one of eleven children born to Agostino Cabrini and Stella Oldini

who were rich cherry tree farmers in Lombardy, Italy [July 15, 1850]

born two months premature she was small and weak as a child

and remained in delicate health throughout her life)

(Francesca Cabrini took her religious vows [1877] and added Xavier to her name

she became the Superior of an orphanage in Italy

where she taught and drew together a small community of women to live a religious life

when the orphanage closed [1880] she and six other Catholic Sisters

founded the Missionary Sisters of the Sacred Heart of Jesus [November 14, 1880]

Sister Francesca Cabrini became Mother Cabrini)

(Mother Cabrini went to the Vatican to seek approval of the Pope to establish missions in China

he instructed her to go to America to help the Italian immigrants flooding into the U.S.

she arrived in New York City with the other six Sisters [March 31, 1889]

she founded an orphanage there -- the first of sixty-seven institutions she established

in New York, Seattle, New Orleans, Los Angeles, Philadelphia,

Chicago and Des Plaines, Illinois; Denver and Golden, Colorado

and in countries throughout South America and Europe)

Mother Cabrini came to Seattle which had a large population of Italian immigrants --1903

she found that many had not attended church in decades
she attempted to remedy the situation by founding Mount Carmel Mission on Beacon Hill
followed by a school which later developed into Our Lady of Mount Virgin school and parish
(while in Seattle Mother Cabrini became a naturalized United States citizen [1909])

UNITED STATES FOREST SERVICE IS NOT VERY EFFECTIVE

Gifford Pinchot's federal agency functioned under the Department of Agriculture
but the forest reserves themselves were administered by the Department of Interior
which had no foresters and was committed to the idea of protecting its timberlands
from everything -- including legitimate use
Pinchot's six clerks and six foresters could do little other than offer advice -- 1903

TACOMA'S BUILDING LABORERS' INTERNATIONAL PROTECTIVE UNION STRIKES

Building Contractors Association representing management demanded an open-shop agreement
which would allow the hiring of non-union workers on the job
Union members went on strike -- October 1903
Building Contractors Association refused to hire Building Trades Council members for six weeks
in the ensuing struggle the strike was lost
Contractor's Association broke up the Building Trades Council
non-union men were hired
American Federation of Labor- affiliated International Hod Carriers and Building Laborers' Union
was organized to challenge the independent Building Laborers Protective Union

MOUNT RAINIER VS. MOUNT TAKHOMA

Competition between Seattle and Tacoma remained active on several fronts -- 1903
journalist Ray Stannard Baker observed: **“Oftentimes the rivalry has its humorous side. While in Seattle I heard much of Mount Rainier.... The people of Seattle are proud of Mount Rainier; they regard it as a special Seattle attraction and have even named a certain brew of beer after the mountain. When I reached Tacoma one of the first things to which my attention was called was Mount Tacoma, rising gloriously in the southeast. It struck me that it bore a singular resemblance to Mount Rainier, and I said as much. ‘It is sometimes called Mount Rainier,’ said my informant; ‘but if you call it anything but Mount Tacoma over here, you can’t get anything to eat.’ And so the mountain is the dear scenic possession, under separate names, of two cities.”**²⁹

EDMUND AUGUSTINE SMITH DEVELOPS A FISH-BUTCHERING MACHINE

(Edmund A. Smith built his first fish-cleaning machine during the winter [1901-1902])

²⁹ W. Storrs Lee. *Washington State*. P. 406.

this device automatically decapitated the fish and removed the tails, fins, and entrails
he filed an application for a patent [May 1902]

his machine was not well-designed but it cleaned fish
Smith and his partners established the Smith Manufacturing Company [1902]
and the inventor continued to make improvements to the equipment
Smith also filed a patent application for a machine
that weighed and sorted cans filled with salmon
Edmund Smith installed his machine known as "Jumbo"
in the United Fish & Packing Company's factory (in today's South Bellingham [fall 1903])
Jumbo was a vertical wheel that carried salmon past knives and cleaning attachments
in spite of the doubts of local cannery men on the first day Smith's machine
cleaned 22,000 fish in nine hours -- about forty fish a minute
Edmund Smith, John Wallace, B.R. Brierly, and F.E. Barlow formed a partnership
they incorporated the Smith Cannery Machines Company -- December 1, 1903
John Wallace was named president of the company
Smith busied himself developing a smaller model of his machine that was rented to six canneries
these were capable of cutting salmon to order -- and could clean 110 fish a minute
each machine replaced fifty-five Chinese who worked at the same rate packing salmon by hand
cost of canning salmon was cut to a fraction of what it once was

SMELT FISHING PROVIDES YET ANOTHER FISHERY

Columbia River and areas to the north bountifully supplied the small, oily fish
smelt runs came early in the year as rivers and streams were almost choked with the little fish
which are easily caught using dip nets

WASHINGTON STATE LEASES OUT INDIAN LAND TO OYSTERMEN

When the State tried to lease out tidelands allotted to Squaxin tribal members, they went to court
Indians won the right to retain ownership and access to their island -- 1903

AUTOMOBILES PROVIDE A NEW THREAT TO PUBLIC SAFETY

Seattle made the first attempt to control cars -- 1904
which were required to be equipped with a warning device -- bell, whistle, or gong
downgrade speed limit on hills was set at four miles per hour
but up to eight miles per hour were allowed going up hill
(Within two years there were 763 autos in the state [1906])

ALEXANDER PANTAGES OPENS A SECOND THEATER

Alexander Pantages made enough money from the Crystal Theater

to open a second, more pretentious establishment -- the first Pantages Theater
this one was located at Second and Seneca -- 1904
tickets still cost a dime and customers still lined up to wait for the next show

FOSS MARITIME TUG BECOMES AN INDUSTRIAL LEADER ON THE WEST COAST

Foss Tug boasted a shipyard, ten launches, a sixty-passenger oil powered boat,
and a small rescue craft to help disabled vessels -- 1904

Stoutly-built wooden-hulled tugs outlived several sets of machinery
several were changed from coal burning to oil burning equipment
and then from steam-powered to diesel-powered engines
Wallowa, for instance, changed her seventeen-year-old engines
to new compound engines -- 1904

GRAYS HARBOR RECEIVES INTERURBAN TRANSPORTATION SERVICE

Grays Harbor Railway and Light Company operated a nine-mile line
from Hoquiam to Cosmopolis via Aberdeen operations began -- March 19, 1904
Despite the short length, this line used wooden equipment built to interurban standards
(a few years later the system was upgraded to employ modern two-truck Birney cars)
(This property was acquired in the late 1920s by Cities Service
passenger service was provided [until 1932]
company remained in operation for freight service until [1941])

SEATTLE AND INTERNATIONAL RAILWAY IS REPLACED

Seattle & International Railway (formerly a portion of the Seattle, Lake Shore & Eastern route)
lost a large portion of its traffic between Seattle and Woodinville
Newly completed Lake Washington Belt Line under the control of the Northern Pacific Railway
acquired much of the Seattle & International Railway freight hauling business
when the new line connecting Renton, Kirkland and Woodinville began operation -- 1904
Seattle, Lake Shore & Eastern Railroad eventually ran passenger trains along its North Bend Branch
this new route added ten miles and one-half hour to a Seattle- Issaquah rail ride
although it skipped Fremont and Kenmore

NORTHERN SECURITIES COMPANY NEARLY MONOLOPIES SHIPPING IN THE WEST

Northern Securities Company maintained virtual control over railroad services
from the Great Lakes to the Pacific Ocean
However, the holding company came under attack from President Theodore Roosevelt
J.P. Morgan sought an informal out-of-court settlement with the federal government
President Theodore Roosevelt was determined to break the trust

NORTHERN SECURITIES COMPANY IS BROKEN UP BY THE FEDERAL GOVERNMENT

U.S. Supreme Court found J.P. Morgan's Northern Securities holding company composed of Northern Pacific Railway, Great Northern Railway, Chicago, Burlington and Quincy Railroad, and other associated lines was sued for violating the Sherman Anti-Trust Act by illegally restraining competition

Supreme Court ruled five-to-four to dissolve the Northern Securities Company -- March 14, 1904
Edward H. Harriman, James J. Hill, J.P. Morgan, John D. Rockefeller and their associates were forced to break up their friendly arrangement

this was the first use of courts in Theodore Roosevelt's effort to bring big business under the law

PRESIDENT THEODORE ROOSEVELT BECOMES KNOWN AS THE "TRUSTBUSTER"

In addition to breaking up J.P. Morgan's Northern Securities Company

President Roosevelt took steps to implement corrective changes to keep order in the American economy:

- Department of Commerce and Labor was initiated to increase federal government control over interstate business and to monitor labor relations;
- Bureau of Corporations was instituted to discover violations of existing antitrust laws;
- Antitrust lawsuits were launched by Attorney General Philander C. Knox to break up such giant corporations as, John D. Rockefeller's Standard Oil trust, and James B. Duke's tobacco trust, DuPont Company and Swift Meat Company in all forty-four suits were brought during Roosevelt's time as president

PACIFIC NORTHWEST TIMBER INDUSTRY IS BIG BUSINESS

Huge corporations dominated by absentee owners changed the logging industry
new inventions speeded up the work and displaced many workers
as their traditional skills became obsolete

new methods of logging established factories in the woods as strings of cables filled the air
donkey engines, pumps, saws, locomotives, log-cars and chains infested the forest
all of these improvements produced fabulous profits for the owners

however, workers in the logging camps and mill towns shared little of this prosperity
At first no charge was made for room and board in the logging camps
even when the men were inactive due to sickness or bad weather
but workers were forced to pay for board while inactive beginning in 1904
which, of course, effectively reduced wages

NEW TECHNOLOGY SPEEDS THE HARVEST OF TREES

Oscar Wirkkala of Naselle, Washington near the Columbia River developed "high lead" logging

as a method of removing logs from the forest -- 1904

huge spools of cable were unwound and strung overhead as rigging

main line or "yarding line" extended out from one winch through a pulley at the "head end"

while a second, usually lighter line, called the "haulback" line extended out

from a second winch to a "tail block" or pulley at the tail (back) end of the logging site

the haulback line passed through the tail block and connected to the main line

"butt rigging" was installed where the two lines joined

logs were hooked to the butt rigging with "chokers"

(short lengths of cable intended to reach around a log and connect it to the yarding line)

when the main line was wound up on the winch the logs were pulled from the forest

when the haulback was wound up the butt rigging was pulled out for more logs

or what loggers called "another turn"

High lead logging was so named because the yarding and haulback lines were elevated

near the head end winch by running the lines through a block (pully) called the "head block"

located at the head end of the operation

it was customary to trim the limbs and "top" a tree making it into a "spar tree" or "spar pole"

that supported the head block

spars were supported by a number of "guy wires" attached to the ground and near the top

logs were lifted off the ground by one end and pulled overhead out of the forest

to loading platforms -- thus avoiding obstructions on the ground

while not an issue at the time, logs thus lifted as they are transported

were less disruptive to the ground (which became an environmental issue)

High-lead logging replaced skidroads as the method of delivering logs to loading platforms

Steam logging trains chugged logs from the loading platforms to large mills

often at great distances from the forest

WESTERN CENTRAL LABOR COUNCIL IS ATTACKED BY SEATTLE CITY GOVERNMENT

Seattle's Western Central Labor Council was affiliated with the American Federation of Labor (AFL)

Western Central Labor Council was forced to sell its building lot

for the proposed Seattle Labor Temple to house affiliated unions -- 1904

because new city fire codes mandated a brick building must be built at that location

Western Central Labor Council took a major step backward

SEATTLE CONSTRUCTS THE FIRST CITY OWNED ELECTRIC PLANT IN THE U.S.

(After Seattle City Council members and Seattle voters had approved building a hydroelectric plant

construction became an immense undertaking

enormous amounts of lumber were needed and timber company bids were very high

Seattle City Engineer R. H. Thomson determined the city could supply its own lumber

by building a sawmill
railroad tracks were extended three miles up the Cedar River Valley
sawmill machinery and equipment were hauled to the site and the mill constructed
about 2,000,000 board feet of lumber cut for the construction project
Thomson hired James "J. D." Ross to oversee
installation of the electrical generating equipment
[Ross would later become the head of Seattle City Light]
Cedar Falls hydroelectric plant began lighting Seattle street lamps for the first time -- October 14, 1904
this was the first municipally owned plant in the United States

TWO PHILOSOPHIES OF UTILITY COMPANY OPERATIONS CLASH: PROFITS VS. SERVICE

Because electricity had become an essential part of daily life
competing philosophies emerged regarding the electrification of Washington State
some felt privately-owned utility companies provided an excellent opportunity for profit
others felt electricity should not become a financial opportunity for a few
rather it should be regarded as a public service, much like roads, schools, or parks
electric companies should be owned by the public
service should be provided at-cost without making any profit
(this clash is still an issue which raises blood pressure throughout the state)

MAY ARKWRIGHT HUTTON BECOMES A SUFFRGETTE

May Arkwright and her husband Levi (Al) W. Hutton lived in a large house in Wallace, Idaho
they enjoyed the wealth they had acquired when their Hercules Mine made them millionaires
May set about educating herself by reading everything she could lay hands on
she joined the Wallace Shakespeare Club
however, May was not accepted into the society of mine owners' wives
large (far in excess of 200 pounds), outspoken, and often flamboyantly dressed
she did not fit the ideal of Victorian womanhood
her lack of formal education and her working-class origins were apparent
May Hutton was viewed as crude, earthy, unrefined and comical
(Idaho women had gained the vote [1896] and May Hutton voted the that year's election)
while living in Idaho, May met the Oregon suffrage leader Abigail Scott Duniway
as well as Emma Smith DeVoe a professional organizer sent from Illinois
to lead the suffrage efforts first in Idaho and then in Washington
May and Al also hosted such distinguished visitors as famous attorney Clarence Darrow
and national suffrage leader Carrie Chapman Catt in their Wallace, Idaho home

EQUALTIY COLONY TRIES A NEW DIRECTION

Socialist colony in Skagit County suffered from lack of leadership after the [1901] death of Ed Pelton although the colony eventually held more than 600 acres of land and raised livestock and crops, they did not serve as the shining example of socialist ideals put into practice as they had intended

Hungarian-born Orthodox Jew Alexander Horr followed the teachings of Hungarian Theodor Hertzka both stressed cooperative ownership of property
socialist Horr led a group of outsiders who believed Equality colony needed to be remade
Horr thought the colony would do better if groups of colonists competed with one another rather than cooperate

Alexander Horr's leadership caused major dissension among the socialist colonists

CHIEF JOSEPH (HINMAHTOOY AHLATKEKHT) DIED

Chief Joseph was sitting alone in front of his tepee fire when he passed away
he was buried on the Colville Indian Reservation at Nespelem, Washington
(sixteen miles West of Grand Coulee Dam)

during the year following his death a granite monument place at the gravesite: **“He led his people in the Nez Perce War of 1877. Age about 60 years. Died September 21, 1904”**

to the end of his life he continued to appeal to federal officials
to return his people to their Wallowa Hills homeland

REFORMERS MAKE GREAT GAINS IN THE 1904 ELECTION

Completing McKinley's term of office, President Theodore Roosevelt was elected in his own right
he won by a landslide -- November 8, 1904

on the night he won election he announced he would not run for reelection in four years

this was a rash action he quickly regretted -- but a promise to the American people he kept
President Roosevelt set out to further his ambitious agenda

he fought for reforms:

- laws to regulate business were proposed and enacted,
- laws to regulate the food industry strengthened protections for consumer safety

he led the conservation movement:

- he set aside forests in federal reserves which encouraged environmentalists,
- he created National Parks assuring the public access to vast acres of pristine public land,
- Roosevelt visited the Yakima Valley to push the National Irrigation Act

Republican Albert E. Mead was elected governor of Washington state -- November 8, 1904

he began a long-standing trend toward progressive legislation

Governor Mead strengthened the administrative branch of state government:

- office of Insurance Commissioner was added to the state Constitution,
- state Railroad Commission was established to oversee railroad operation and rates,

- Public Highway Department was begun to address concern about the new automobile,
 - State Tax Commission was created to implement tax legislation,
 - office of State Bank Examiner was appointed to oversee the industry
- Governor Mead blocked passage of a law to regulate railroad lines
but he was criticized for being under the control of the powerful railroad lobby anyway
(oddly, it was also later charged the railroad lobby blocked his reelection effort
because he favored railroad regulation)

Only one change takes place in Washington's congressional delegation

Seattle City Attorney Samuel H. Piles, Republican, was elected by Washington State Senators to replace Republican Addison G. Foster in the United States Senate
he served one term in office [1905-1911] joining U.S. Senator Levi Ankeny
Congressmen Wesley L. Jones, Francis W. Cushman and William E. Humphrey remained in office

MAY ARKWRIGHT HUTTON RUNS FOR THE IDAHO LEGISLATURE

May Arkwright Hutton decided to run for the Idaho state legislature as a Democrat
she came within eighty votes of her Republican opponent -- November 8, 1904
she attributed her defeat to \$20,000 mine owners had raised in his support
May and her husband Levi (Al) W. Hutton moved to Spokane

MCNEIL ISLAND PENITENTIARY REMAINS A UNITED STATES PRISON

Federal government again offered McNeil Penitentiary to the state -- which once again declined
but this time Washington State offered to sell an additional 61.7 acres to the federal government
if the penitentiary was made a federal prison and adequately maintained
when the deal was struck, McNeil Island was declared an official United States Prison
to house all federal prisoners convicted on the Pacific slope and Alaska -- 1904

GIFFORD PINCHOT IS AN ACTIVE CONSERVATIONIST

Tall, rugged, aristocratic and self-righteous Gifford Pinchot
was a friend and advisor to President Theodore Roosevelt
Pinchot, a dedicated conservationist, served as Chief of U.S. Forest Service from [1898-1910]
he played a considerable role in the protection of forest reserves
he advocated for reduced taxes on timber property and for better protection against forest fires

EDWARD CURTIS BECOME A FAMOUS PHOTOGRAPHER

With an artist's devotion Edward Curtis had undertaken to photograph Native Americans
first he visited the Southwest
from there he traveled the Great Plains and Rocky Mountains
He returned to Seattle with more than one thousand negative plates

depicting Indians life among the Pueblo, Apaches, and Navajos
and many agricultural tribes living along the Colorado River
as well as Sioux, Cheyenne, Blackfeet, Nez Perce, Crow
and other people of the plains and mountains

He held a successful exhibit held in Seattle -- 1904

with his growing renown Curtis was invited to Washington, D.C. to display his work
he was introduced to President Roosevelt who showed great interest in his work
several magazine articles were illustrated with his work

Theodore Roosevelt arranged for Curtis to meet financier J.P. Morgan
who assured the artist he would finance publication of his photographs

Curtis traveled the American West for the next twenty-one years photographing native people

Curtis promised his collection of Native American portraits would be
“...the handsomest ever published.”³⁰ -- this was a promise kept

STATE LEGISLATURE MOVES THE SEAT OF STATE GOVERNMENT

Washington’s legislature had purchased the Thurston County Courthouse building in Olympia
architect W. A. Ritchie’s stone castle was converted into the state’s capitol building

money had been appropriated to remodel and add a second wing

Washington’s new capitol served as the location of all agencies of the state government
state legislators began meeting in their new surroundings -- January 1905

(this building is now known as the “Old Capitol”

became the home to the Office of Superintendent of Public Instruction)

WASHINGTON LEGISLATURE CREATES THE STATE HIGHWAY BOARD

Legislators passed a bill to create the State Highway Board -- 1905

they also appropriated funds to construct, but not maintain, twelve highways
in sparsely settled areas of the state

six of these highways were east-west crossings of the Cascade Mountains
(none of these roads were constructed until much later -- if ever)

main highways serving the populated areas remained under county control

although sometimes they were built with 50% of the financing coming from the state

TWO NEW GENERATORS SUPPLY ELECTRICITY TO SEATTLE

(Seattle’s voters overwhelmingly approved a \$590,000 bond measure
to finance a municipal hydropower plant on the Cedar River [1902])

Two city-owned generators operated at Cedar Falls and Seattle’s street-lighting circuits

³⁰ James Crutchfield, *It Happened in Washington*, P. 86.

had been transferred from the Seattle Electric Company's lines
to those of the city Lighting Department (soon renamed Seattle City Light) -- early 1905

EMPIRE BUILDER JIM HILL ENTERS THE OCEAN TRANSPORT BUSINESS

Hill had amassed a fortune of over \$50 million with his Great Northern Railway and other combines
as a logical extension of his railroad empire

he established the Great Northern Steamship Company linking Seattle
with the ports of Hong Kong and Shanghai, China and Yokohama, Japan

Although Hill was a railroad man, not a shipbuilder, he ordered two huge freighters constructed
Minnesota was finally launched [April 16, 1903] but spent sixteen months at the fitting-out berth
her sister ship, *Dakota* launched [1905] but was wrecked [March 1907]

Minnesota was for many years the largest merchant ship sailing under the U.S. flag
her cargo capacity was said to equal that of 100 trains of twenty-five cars each
she delivered Midwest grains to markets in Asia

and returned to the United States loaded with Chinese silks and other Oriental good

Minnesota sailed from the Great Northern Railway's Smith Cove dock in Seattle
(directly south of today's Magnolia Bridge)

she was to call at Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong
Seattle Post-Intelligencer noted -- January 22, 1905

**"...the steamship *Minnesota* sails for Asia with 300 passengers and the largest cargo ever
yet to cross the Pacific Ocean. Shipments range from a paper of pins to a hoghead of tobacco to a
bale of cotton to the heaviest architectural steel as well as engines and railroad cars."**

value of the 28,000 tons of freight was put at \$1,212,641

(In practice, *Minnesota* was too large for the volume of business available

and she was also extremely uneconomical to operate

she made forty round trip voyages between the U.S. West Coast and the Far East

[between January 1905 and October 1915] but government control of freight rates

combined with merchant marines acquiring rights similar to those of factory workers
ended the career of the *Minnesota*)

NEW BOARDING SCHOOL OPENS ON THE TULALIP RESERVATION

One of the problems Tulalip Indian parents faced regarding the education of the children
was the great distances that many pupils traveled to and from their homes each day
especially in inclement weather

boarding schools were established on other reservations, including the Skokomish and Makah,
but the federal government had closed both of these [1896]

Fifty years after the signing of the Point Elliott Treaty, a new and larger school opened
along the shores of Tulalip Bay when Tulalip Indian Boarding School opened -- January 23, 1905

this also served as the regional Indian Agency headquarters
Charles Milton Buchanan served as the superintendent
Tulalip Indian Boarding School was to serve the Indian children west of the Cascade Mountains
and was planned to accommodate a thousand students
in fact, Tulalip Indian Boarding School had only one dormitory
and in reality it could only house seventy-five pupils
in addition to Tulalip, other boarding schools available to pupils in western Washington
were Puyallup School for Indian Education in Tacoma, St. George's Indian School in Tacoma
and Chemawa Indian School near Salem, Oregon

WESTERN CENTRAL LABOR COUNCIL ESTABLISHES ITS HEADQUARTERS

Western Central Labor Council, a part of the American Federation of Labor (AFL),
purchase a building lot in Seattle at Sixth and University -- January 1905
to house the long dreamed for Labor Temple for its affiliated member unions
(this building later became the home of the King County Labor Council)

BLOODY SUNDAY MASSACRE TAKES PLACE IN RUSSIA

Russian people had long been oppressed by the autocratic government of Tsar (or Czar) Nicholas II
workers led by the radical priest Georgy Apollonovich Gapon
marched in the capitol city of the St. Petersburg to the Tsar's St. Petersburg Winter Palace
to present to the Tsar a petition signed by 150,000 people -- January 22, 1905
marchers were gunned down by the Imperial Guard
"Bloody Sunday" triggered a succession of protests
with chaos in the capitol, a council of workers called the St. Petersburg Soviet was created
to advance the cause of the people
(Russia remained in turmoil until [1917])

INDUSTRIAL WORKERS OF THE WORLD (IWW) LEAD THE RADICAL LABOR MOVEMENT

Since the late Nineteenth Century workers many of them immigrants, had been rising up
against American capitalists -- many joined the labor movement
radical unionists wanted to place all workers into "One Big Union"
instead of separating by trades like the American Federation of Labor (AFL)
Industrial Workers of the World (IWW) members
(called "Wobblies" disparagingly at first -- then defiantly)
were the poorest of wage workers who saw themselves as being exploited by industry
for the benefit of wealthy capitalists -- in fact, this exploitation was very real
loggers, miners and seasonal agricultural workers formed the core of the IWW
their sense of indignation and anger at being exploited turned the struggle for relief

into a class struggle

IWW's organization's constitution read in part: **“The working class and the employing class have nothing in common. There can be no peace so long as hunger and want are found among millions of working people and the few, who make up the employing class have all the good things of life.**

Between these two classes a struggle must go on until the workers of the world organize as a class, take possession of the earth and the machinery of production, and abolish the wage system....

Instead of the conservative motto, ‘A fair day’s wage for a fair day’s work,’ we must inscribe on our banner the revolutionary watchword, ‘Abolition of the wage system’.”³¹

Industrial Workers of the World members believed in world revolution -- they were at war with society

IWW considered craft unions, even the militant shingle weavers’ union,

to be merely creatures of the employers, nursemaids of reaction, traitors to the working class
employment agencies run by management were identified by the Wobblies as “slave markets”

Wobblies became aggressively involved in the labor movement

only the replacement of the capitalist system would meet their demands
IWW members considered themselves the shock troops of the labor movement

engaged in a battle already joined

nothing less than workers controlling the means of production would do
they were practitioners of brutal force

they were brave, unreasonable, ingenious, cantankerous and violent

they created the physical pressure for reform of wages and working conditions

Wobblies attempted to control national and state politics

however, transient workers did not vote in national, state or local elections

WORKERS IN THE TIMBER INDUSTRY FACE DANGEROUS WORKING CONDITIONS

During logging's “cut and run” era loggers faced death every day

protection for timber workers was virtually non-existent

loggers worked into the night until they could not see the trees

logging camp conditions were notorious

bedding infested with fleas, ticks and bedbugs

there was no place to bathe or do laundry

maiming was a fact of life for sawmill workers

missing fingers were a badge of shingle weavers

bosses expected workers to tie rags around gaping wounds

and get back to work or lose a day’s pay

Industrial Workers of the World (IWW) gained strong support in Snohomish County lumber camps

but in Everett, however, a logger joined the at great peril

³¹ James A. Crutchfield, *It Happened in Washington*, P. 93.

IWW members were blacklisted and were thus unable to find work in the mills

PUGET SOUND TIMBER AND SAWMILL WORKERS FORM A UNION OF THEIR OWN

There were a great many unions in the sawmills and timberlands of Western Washington however most of these were small, unsuccessful and short lived

part of the problem for union organizers was an inability to reach workers

timber camps were dispersed over a vast area

and attracted men from an even wider area when work was available

these men scattered in slack periods

making the maintenance of an organization nearly impossible

that the same men did not always return to the same camp made the problem worse

First viable attempt by the American Federation of Labor (AFL) to organize these scattered woodsmen came when more than 1,300 members were recruited

into the International, Brotherhood of Woodsmen and Sawmill Workers -- 1905

but this represented only skilled workers in the industry

which proved to be an ever-decreasing percentage of the total timber working force

quite probably this was an attempt to increase AFL bargaining power and political clout

an also an effort to stop the Industrial Workers of the World (IWW) as well

AFL was not really interested in organizing timber workers

as the national union leadership emphasized that they wanted to avoid strikes

AFL stressed the benefit of cooperative societies to its potential members in the mills and woods

timber workers referred to their industry under the AFL as the "coffin industry"

because unsafe working conditions and losses of benefits were the norm

LOGGING IS VERY WASTEFUL OF THE RESOURCE

Improved methods of transportation provided motivation for growth of the industry

availability of capital expanded operations

logging and lumber industry enjoyed the benefit of expanded markets

population growth increased demand in timber products

construction of new factories and homes expanded both supply and demand

Debris left in the forest from logging was ready kindling

more timber was destroyed by fire than was removed by logging by 1905

settlers sometimes set woods ablaze to celebrate holidays

(After [1905] Washington State ranked first in lumber production every year except one until [1938])

peak production year [1926] turned out seven billion board feet)

SIMON BENSON IS AN INNOVATOR IN THE LOGGING INDUSTRY

(Simon Benson, an immigrant from Norway, got his start at age sixteen

working as a farmhand in Wisconsin

he saved enough to buy six oxen and became an independent bullwhacker driving his ox team eventually Benson moved to Washington and operated a logging enterprise

his sharp mind for business and hard work resulted in the development of a logging enterprise

he employed about ninety men in his sawmill, logging railroad and fifteen logging camps always an innovator, Simon Benson's goal was to produce timber cheaply

to accomplish that result his business was thoroughly systematized

he was the first in the Pacific Northwest to successfully conduct all of his logging operations using donkey engines

Benson increased his timber holdings

he purchased land from homesteaders at what was considered a fabulous price

he extended his logging railroad

Simon Benson built up an export business to supply trees of specific lengths and sizes

and tried shipping Northwest logs to California in ocean-going vessels

(transportation cost ate most of the profits)

Simon Benson was determined to transport logs to California -- 1905

he constructed a cigar-shaped cradle to give the log raft a rigid and streamlined form

then filled the cradle with one and a half million board feet of logs

wrapped in 175 tons of chain

his log raft was pulled 1,100 miles to San Diego in twenty days by a powerful tug

at a savings in freight charges of two dollars a thousand-foot -- without losing a single log

Many more log rafts followed

some up to 1,000 feet in length and carrying six million board feet

rafts provided Benson's sawmill in San Diego with an endless supply of logs³²

(Simon Benson became Portland's wealthiest lumberman [1907])

investing in Portland he constructed the Benson Hotel

he also constructed the Columbia Gorge Hotel for tourists from across the nation

both were known for their high standards of service and were very successful financially

Benson also became the primary promoter, engineer, contractor and financier

of Oregon's highway system along the Columbia River

his humanitarianism and public spirit motivated him to donate to Portland

seven hundred and sixty-eight acres that became known as Benson Park

he contributed one hundred thousand dollars toward the building of Benson Polytechnic School)

MANAGEMENT OF U.S. FOREST RESERVES IS CHANGED

President Theodore Roosevelt persuaded Congress to transfer the national forest reserves

³² Rick Steber. *Loggers, Volume 7*. Bonanza Publishing, Prineville, Oregon, 1989. P. 32.

from the Department of Interior's General Land Office
to the Department of Agriculture's Bureau of Forestry -- 1905
Transfer Act of 1905 was the first forestry law to be passed
it changed the responsibility to oversee more than 63 million acres of forest reserves
which were placed under the direction of Gifford Pinchot

BUREAU OF FORESTRY BECOMES THE UNITED STATES FOREST SERVICE

Bureau of Forestry was re-named the United States Forest Service -- March 1905
Gifford Pinchot was the first Chief Forester of the United States Forest Service
responsible for over 500 employees
Pinchot changed the agency's purpose from a recreational role to more scientific endeavors
he formed national and state conservation committees to mold public opinion

TACOMA SMELTING AND REFINING COMPANY IS SOLD

Daniel Guggenheim purchased Tacoma Smelting and Refining Company from William Rust
while Rust had managed the company, stockholders had received ten per cent profits
and an eleven-to-one split on their investment
when the plant was sold for \$5.5 million Tacoma Smelting and Refining Company -- 1905
name was changed to the American Smelters Securities Company

EDMUND A. SMITH'S FISH-BUTCHERING MACHINE ACHIEVES FINANCIAL SUCCESS

(Although Smith's fish-cleaning machines operated successfully, Smith Cannery Machines Company
had not earned a dime)

Everett B. Deming's Pacific American Fisheries, Inc. cannery in Bellingham
operated with nine canning lines and a large butchering crew
who worked continuously to pack 8,600 cases on the best day [in 1901])

Deming bought three of Smith's machines --1905

Deming made his payment with check number 1 of his new canning company
two automatic butchers supplied seven lines of canning machinery

Deming's cannery packed an average of 9,000 to 10,000 cases of sockeye salmon a day
Additional new machines increased productivity to ever-rising heights
devices for making cans, automatic filling, soldering, steam pressure cooking, and labeling
were brought on line

each innovation increased the number of fish that could be harvested
mechanization required large amounts of capital which required an increased catch
as canneries worked to increase output overproduction quickly glutted the market

Packing Associations were developed by cannery owners to slow the unmerciful competition
marketing became organized through the use of agents and brokers

CONFUSION REIGNS REGARDING YAKIMA RIVER WATER RIGHTS

Private water companies competed with each other for the right to water from the local rivers in their wild jockeying for water rights private companies grew angry with the federal government and with each other
far more water had been claimed than the Yakima River and its tributaries could possibly produce -1905
one group even dynamited a dam another faction had put across the outlet of Lake Cle Elum

STATE RECLAMATION EFFORT IS APPROVED IN THE YAKIMA VALLEY

Senator Wesley Jones prevailed on Reclamation engineers to reconsider the Yakima plan he also began lining up valley support against the private irrigation companies
Washington legislature passed a new irrigation law -- 1905
which gave the U.S. government the right to acquire lands through condemnation for canal and reservoir sites
state legislature further granted the right to acquire water rights necessary for any project

PRIVATE IRRIGATION COMPANIES FEEL THREATENED BY THE FEDERAL GOVERNMENT

Northern Pacific Railway (NPRY) and its Washington Irrigation Company became alarmed they lobbied Washington's legislature to pass a bill to not allow the federal government to store water in the lakes of the Cascade Mountains -- this effort failed
An even greater defeat for private irrigation companies came when the state complied with the advice of the Federal Reclamation Service to set up a commission to adjudicate the conflicting water claims and scale them down to an amount approximating what the Yakima River system could actually produce

BUSINESSMAN SAM HILL REACHES INTO EASTERN WASHINGTON

While living in Seattle much of Sam Hill's attention was devoted to advocating good roads in Washington and Oregon
he also advocated the use of convict labor to build roads
Sam Hill began to examine Klickitat County on the Columbia River for business opportunities -- 1905
Spokane, Portland & Seattle Railroad was slated to run along the north bank of the Columbia River
Hill recognized the agricultural potential of the region
Sam Hill bought property on the river near a small town known as "Columbia" or "Columbus"
he renamed his model community Maryhill Ranch
after his wife and daughter both named Mary -- neither ever actually lived there
he built dams and tapped natural springs for irrigation
he acquired a total of eighteen farms and ranches totaling 7,000 acres

his managers planted orchards and vineyards while Sam Hill continued his other businesses
Sam Hill continued his interest in road building
and the lobbying efforts of the Good Roads Association (that he had founded in [1899])
Hill's hard work paid off as Washington legislators organized a state highway department -- 1905
automobile use increased and the Good Roads Movement gained additional adherents

PLYWOOD BECOMES A NEW FOREST PRODUCT

Process of cementing sheets of peeled wood with the grain of successive pieces running crosswise
had been patented by John K. Mayo of New York City [August 18, 1868]
however, he never developed his patent or the successive improvements he implemented
Portland, Oregon was getting ready to host the 1905 World's Fair which opened -- June 1, 1905
as part of the 100th anniversary celebration of the Lewis and Clark Expedition
this World's Fair included exhibitions from twenty-one nations and sixteen states
as well as numerous branches of the U.S. government, and private organizations
(exposition, ran until [October 15, 1905] -- a four-and-a-half-month span)

Several local businesses were asked to prepare exhibits for the event

Portland Manufacturing Company, a small wooden box factory,

partner and plant manager Gustav Carlson decided to laminate wood panels
from a variety of Pacific Northwest softwoods

Douglas fir was peeled into sheets as thin as 1/10th of an inch

using paint brushes as glue spreaders and house jacks as presses

several panels were laid up for display

sheets glued together made an extremely strong and pliable building material

Carlson's new product, called "3-ply veneer work" created considerable interest

among fairgoers, including several door, cabinet and trunk manufacturers who placed orders

"OREGON PONY," FIRST STEEL LOCOMOTIVE IN OREGON TERRITORY, RETURNS HOME

(Narrow-gauge thirteen-foot-long steam engine had been built in San Francisco [early in 1862])

it was placed into service at The Dalles

along the South side of the Columbia Gorge [May 10, 1862]

it was named the *Oregon Pony* because it replaced mules that pulled a cart

along a wooden rail portage around the Cascade Rapids

this became known as the Oregon Portage Railroad -- Oregon's first railroad

Oregon Pony was later shipped from The Dalles for use on the Celilo portage

When it became obsolete, the little engine was sold to David Hewes

he shipped it back to San Francisco where it was used for leveling sand hills

Oregon Pony was badly damaged in a warehouse fire in San Francisco

Colonel Henry Dosch was working there when he discovered the locomotive's "skeleton"

he proposed to the engine's owner, David Hewes, that the remains be returned to Oregon for display at the Lewis and Clark Exposition
David Hewes not only consented but had the parts which had been destroyed rebuilt as nearly as possible like the original at a cost of \$2,000
he then donated it, through Colonel Dosch, as the permanent property of the State of Oregon
Oregon Pony was put on display -- on its side is a brass plate read:
OREGON'S FIRST LOCOMOTIVE
Presented to the State of Oregon
by David Hewes,
A pioneer of San Francisco, Cal.
Illustrative of the development of commerce up
the Columbia River by the Oregon Steam
Navigation Company.
(After a brief appearance at the Lewis and Clark Exposition the little engine was put on display in Portland before again being moved [1970] to a glass enclosure at its present location in Cascade Locks)

SUNNYSIDE IRRIGATION PROJECT IS DROPPED

Dismayed by lack of cooperation and greed
displayed by the Northern Pacific Railway (NPRY) and its Washington Irrigation Company
Federal Reclamation Service unexpectedly concluded the Sunnyside region was unsuitable for irrigation
Federal Reclamation Service indicated it was no longer interested in developing projects that had been already started by private individuals or companies
they stated the government did not wish to compete with private developers
Federal Reclamation Service withdrew from the Sunnyside irrigation project
Reclamation Service believed competing water claims were insurmountable
besides the Northern Pacific Railway would be prime beneficiary
stubble fields dried out as devastated farmers abandoned their homesteads to the gray desert
jack rabbits, rattlesnakes and the dry whisper of wind across the parched land came back
However, this brought about a political dilemma
Reclamation Service's work was financed by the sale of public lands
by law it was required to spend at least fifty-one per cent of these proceeds in the states where the sales were made
Seeing the trend now favored federal development of the farmland
Yakima merchants raised \$23,000 to buy private irrigation company land
and voluntarily turned over disputed water rights to the federal government
Reclamation Service was legally obligated to spend the money it raised in Washington

proposed construction of the Conconully Reservoir on the Colville Indian reservation begun in the Okanogan [1887] and any other possible project were far too expensive to be considered

Yakima's modest irrigation program was Washington's only project available for federal funding

LABOR RADICALS MEET IN CHICAGO

Western Federation of Miners Union members met in Brand's Hall in Chicago, Illinois to lay down plans for a new revolutionary union of labor advocates -- June 27, 1905

Western Federation of Miners Secretary William D. "Big Bill" Haywood

walked to the front of the gathering, picked up a piece of loose board and hammered on the table to silence the whispers in the crowded room

in the audience were two hundred delegates from organizations all over the country representing socialists, anarchists, miners, industrial unionists and rebel workers

organizer "Big Bill" Haywood, a huge one-eyed miner from Salt Lake City,

addressed the assembly: **"Fellow Workers, this is the Continental Congress of the working-class. We are here to confederate the workers of this country into a working-class movement that shall have for its purpose the emancipation of the working-class from the slave bondage of capitalism. The aims and objects of this organization shall be to put the working-class in possession of the economic power, the means of life, in control of the machinery of production and distribution, without regard to capitalist masters."**³³

Other speakers at the convention included Eugene Debs, leader of the Socialist Party of America, and organizer for the United Mine Workers of America, "Mother" Mary Jones

workers were told any tactic that worked was good

workers were to **"take possession of the earth and machinery of production and abolish the wage system"**³⁴

questions of **"right"** and **"wrong"** proclaimed Big Bill Haywood **"does not concern us"**³⁵

IWW FACES THE CHALLENGES OF ORGANIZING THE TIMBER INDUSTRY

Working conditions in the timber industry were worse than they had ever been

woodsmen were putting in ten to twelve hours a day and millmen ten hours -- 1905

lumber industry was thus an ideal field for the Industrial Workers of the World (IWW)

to rootless men in the forest camps the IWW offered an outlet for their frustrations

Employers insisted that the slim profits of their industry precluded such nonsense

as safety appliances and showers, toilets and clean bunkhouses in the camps

³³ Neil A. Hamilton, *Rebels and Renegades: A Chronology of the Social and Political Dissent in the United States*, P. 158.

³⁴ David Lavender, *Land of Giants*. P. 420.

³⁵ David Lavender, *Land of Giants*, P. 420.

wages that they offered also reflected their demeaning attitude
moreover, the nature of their workers enabled operators to resist demands for improvement
a logger was hardly considered civilized and was generally called a “timber beast” -- a brute
many of the loggers were Scandinavians who were largely inarticulate
most were depicted as restless, reckless, wasteful and irresponsible
some were neighboring farmers who were working for money to finance a homestead
they cared little for the protection of their fellow workers or for the future of the industry
Feeble attempts by the American Federation of Labor (AFL)
demonstrated that the lumber industry was not suited for craft organization
there was a preponderance of unskilled, or at best, semiskilled workers
and even if it been possible to allot each man to a particular craft
organization would have resulted in an impossible litter of separate unions
as the IWW periodical pointed out: **“One set of men fell the trees. Others cut them up into logs. One man acts as hook tender; others set the chokers. A fireman keeps up steam in the boiler, and the engineer runs the donkey. Some load the logs on cars and the railroad crew haul them out of the woods. Some act as riggers, and some as cooks and flunkies.”**³⁶
this industry, in short, included many different trades, each of which, if organized separately,
would have had only one or possibly two or three members in each camp
Troubling also was the fact than the public was apathetic
in part due to excesses committed by a rowdy minority of workers
who on paydays undertook enormous debaucheries on Seattle’s skidroad
and in Erickson’s Saloon in Portland that bragged of a whopping 684-foot-long bar
or in the plentiful red-light dives of Grays Harbor

TIMBER BARONS AND MILL OWNERS WERE OUTRAGED BY IWW EFFORTS

Many owners were sincerely convinced the men in the mills *liked* taking risks and working long hours
they tried to prevent the Industrial Workers of the World (IWW) from organizing their employees
they locked out IWW workers by refusing to hire the union members
they circulated blacklists of suspected Wobblies
to assure the hiring ban was wide-spread and permanent
they fired members and organizers and sometimes forcibly ran Wobblies out of town
Industrial Worker of the World meeting halls were diligently raided by town police
and by other elements of outraged citizenry that the employers organized and armed

CITIZEN’S ALLIANCE RESURFACES TO ATTACK THE LONGSHOREMEN’S UNION

(Originally founded [1901], the anti-union Citizen’s Alliance reconstituted itself [1904])

³⁶ *Textile Manufacturers Journal*, March 18, 1912.

Citizen's Alliance was organized by business leaders to break the Longshore Union -- 1905 which had gained control of general cargo work and lumber handling in Seattle
Citizen's Alliance engaged in an open shop campaign between 1905 (and again in [1912]) supported by the Seattle Chambers of Commerce

WOMEN'S SUFFRAGE MOVEMENT CONTINUES TO PRESS FOR VOTING RIGHTS

National American Woman Suffrage Association held its national convention in Portland, Oregon -- [June 28]-July 5, 1905

one of the attendees was large, loud, uncultured wealthy mine owner May Arkwright Hutton who joined the suffrage movement and became an active member

National American Woman Suffrage Association mounted a campaign in Oregon but Oregon suffrage leader Abigail Scott Duniway resigned from the state organization she played no part in the campaign to achieve voting rights for women instead, she published her second novel, *From the West to the West*

Suffragettes again took up the cause in Washington State

only four states had granted women suffrage by that time

(women had been able to vote in Washington Territory [1883-1888]

when the state constitution was ratified [1889], women lost their franchise)

Mrs. Emma Smith DeVoe, the leading strategist of the movement, arrived in Tacoma to direct the Women's Suffrage campaign in Washington state -- 1905

CHIEF JOSEPH'S FINAL DEATH FEAST HELD

Yellow Bull, a close personal friend, distributed most of Joseph's property -- July 1905 three rifles, three buffalo robes, blankets, 104 horses

and a dozen watches and ceremonial garments

this was all that remained of his earthly estate -- it hardly represented his legacy

YAKIMA BOOMS WITH THE ARRIVAL OF A FEDERAL IRRIGATION PROJECT

Not too far to the west of the Sunnyside irrigation project in almost identical climatic conditions

Yakima bloomed with cash crops using Federal Reclamation Service provided water

One prominent feature of the Yakima business district was known as "Produce Row"

more than a mile long, it was lined with box factories, canneries, refrigerated warehouses, packing houses and dehydrators

narrow, paved streets of the "Row" was separated from the shopping district

by an impressive number of railroad tracks

In the meantime, Ellensburg impatiently waited for water

HISTORY OF THE PANAMA CANAL CONSTRUCTION

After their successful completion of the Suez Canal [1869] the French were inspired to attempt the apparently similar project to connect the Atlantic and Pacific oceans they were confident that this could be carried out with little difficulty an international company was created to undertake the project [1876] two years later the government of Colombia, which then controlled the land, conceded to allow the French to dig a canal across the isthmus actual construction began [January 1, 1882]

Challenges were much greater than had been anticipated

digging a sea-level canal over the spine of mountains running the length of Panama was complex huge death toll from disease made it difficult to retain workers

French company went bankrupt and work was finally suspended [May 15, 1889]

after eight years, the work was about two-fifths completed -- some \$234,795,000 was spent United States formally took control of the French canal property [May 4, 1904]

Americans had inherited the small workforce

and great quantities of buildings, infrastructure and equipment

which had been the victim of fifteen years of neglect in the harsh, humid jungle climate

there were virtually no facilities in place for a large workforce

and the infrastructure was crumbling

ENGINEER JOHN F. STEVENS TAKES ON YET ANOTHER PROJECT

Great Northern Railway's chief engineer became chief engineer on the Panama Canal -- 1905-[1907] (for a brief time he was chairman of the Isthmian Canal Commission)

he arrived on the isthmus -- July 26, 1905

Stevens soon realized a serious investment in infrastructure was necessary:

- he went to work upgrading the railway roadbed,
- he improved sanitation in the cities of Panama and Colon,
- he remodeled all of the old French buildings and built hundreds of new ones to provide housing

Stevens next recruited a huge labor force for the digging of the canal

given the regions unsavory reputation this was a difficult task,

recruiting agents were dispatched to the West Indies, to Italy and to Spain

and a supply of workers was soon arriving at the isthmus

John Stevens found the red tape and political delays imposed by the Colombian government troubling

he decided to press ahead and get approval later

he improved drilling techniques and dirt removal equipment at the Culebra Cut

with great improvements in efficiency as the result

he revised the inadequate methods to dispose of vast quantities of soil to be excavated

EQUALITY COLONY IN SKAGIT COUNTY SUFFERS A FATAL BLOW

Alexander Horr's leadership plan of competition among the colonists was not successful
Equality's land was mortgaged and taxes were delinquent
some of the more affluent colonists had purchased tax certificates
in an effort to obtain deeds to the land they were holding
Equality colony was close to final dissolution -- 1905

BLACK PIONEER GEORGE WASHINGTON DIES IN CENTRALIA

George Washington died at his Centralia home at age eight-eight -- August 26, 1905
(he is buried in the cemetery he had donated to the city of Centralia)
All of his property, worth at that time in excess of \$150,000, was left to his second wife
who had deserted him and his son -- but he had never divorced her

WESTERN CENTRAL LABOR COUNCIL CONSTRUCTS ITS HEADQUARTERS IN SEATTLE

New \$50,000 Labor Temple was constructed at Sixth and University in Seattle -- August 1905
ceremonies on Labor Day began with a parade of 3,000 union people
and ended at the new home for labor -- September 4, 1905
after the building was dedicated more than 8,000 people attended the reception and entertainment
held during the afternoon and evening
Employers met the union upsurge with an aggressive open-shop movement
on the part of corporations, trade associations, chambers of commerce and their political supporters
to weaken the organized labor movement by requiring employees
to work in an open or nonunion workplace
Seattle unions fought back and held their own

GREAT NORTHERN RAILWAY TUNNELS UNDER SEATTLE

Empire Builder Jim Hill dug a one mile long double tracked railway tunnel under downtown Seattle
this was the highest (twenty-eight feet) and widest (thirty feet) tunnel in the United States
at that time -- 1905
southern end is just north of the King Street Station (near the Seattle stadiums today)
northern portal is near the Pike Street Market
(Today the downtown Seattle Transit Tunnel passes four feet below the Great Northern Tunnel
freight and passenger trains still use the tunnel today:
Amtrak routes to Chicago ["Empire Builder"] and to Vancouver, B.C. ["The Cascades"]
as well as Sound Transit's Seattle-Everett ["Sounder"] commuter train)

PORTLAND AND SEATTLE RAILROAD COMPANY IS FORMED

California-based Southern Pacific Railroad (SPRR) owned by Edward H. Harriman
had a monopoly on shipping at the mouth of the Columbia River

neither the Northern Pacific Railway (NPRY) nor the Great Northern Railway (GNRY) had access to that region
Northern Pacific Railroad and Great Northern Railway (GNRY) signed a secret agreement to build a branch line from Spokane to Portland

RAILROAD SHIPPING FARE WAR BEGINS IN THE PACIFIC NORTHWEST

James J. Hill- Edward H. Harriman conducted a freight shipping fare war with little effect
neither Hill's Great Northern Railway nor Harriman's Union Pacific Railroad suffered financially
This fare war brought no joy to the wheat farmers of the Inland Empire who saw no decline in the cost of shipping wheat by rail

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY COMES INTO EXISTENCE

To conquer the Columbia River Gorge that had impeded travel from earliest times, Northern Pacific Railway (NPRY) used Oregon Rail & Navigation Railway (OR&NR) tracks
OR&NR was a subsidiary of the Union Pacific Railroad (UP)
Empire Builder Jim Hill wanted to link Pasco, Washington with Portland, Oregon but he needed to break free of this uncertain dependence on the rival Union Pacific Railroad
James J. Hill negotiated a secret venture between his Great Northern Railway and the Northern Pacific Railway
Jim Hill created a subsidiary -- the Spokane, Portland & Seattle Railway Company (SPS)

CONSRUCTION BEGINS ON THE NORTH BANK ROUTE THROUGH THE COLUMBIA GORGE

Empire Builder Jim Hill's Spokane, Portland & Seattle Railway Company (SPS) began laying track along the Washington side of the Columbia River -- October 1905
North Bank Road ran from Spokane through Pasco to the Columbia River where it followed down the north bank (Washington side) of the Columbia River to Vancouver, Washington
this line also was referred to by several names: "The North Bank Road", "Columbia River Scenic Route", and "The Northwest's Own Railway"
Jim Hill's SPS also began extensive short line construction in Southwest Washington and in the Inland Empire

UNION PACIFIC RAILROAD IS OPPOSED TO JIM HILL'S EXPANSION EFFORTS

Union Pacific Railroad (UP) President Edward H. Harriman was opposed, to the construction of Jim Hill's Spokane, Portland, & Seattle Railway that opposition was sometimes legal and sometimes brutal but it could not stop Hill's success -- 1905
(in the end Hill won -- but he also had to let the Union Pacific into the Puget Sound region)

CELILO CANAL AND LOCK IS CONSTRUCTED BY THE FEDERAL GOVERNMENT

(Inland Empire wheat farmers had previously formed the Open River Association in an effort to bring steamboats back to the Columbia and thus force reductions in freight rates) When railroad shipping rates stayed high during the rate war, the association persuaded the government to build a canal eight miles long around the rapids at the Dalles Construction on what was to become known as Celilo Canal began -- 1905 while work was being done the Open River Association operated boats on the Columbia above the Dalles, they used a state-financed railroad as a portage around the falls below the Dalles they hired the steamers of the Regulator Line which, oddly enough, belonged to James J. Hill Great Northern Railway President Jim Hill did not mind assisting in the canal project since it annoyed Southern Pacific President Edward H. Harriman also he did not believe that water transportation could provide enough competition to be a serious threat -- he was right

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD CONSIDERS EXPANSION

Since Empire Builder Jim Hill's Great Northern Railway and the Northern Pacific Railway controlled the right-of-way into the Minneapolis-St. Paul area Chicago, Milwaukee and St. Paul Railroad (also known as the "Milwaukee Road") Board Chairman Roswell Miller advised Milwaukee Road President Albert J. Earling to proceed with arrangements to begin construction to the Pacific Ocean Milwaukee Road Board of Directors approved expansion of the railroad laying of track to Seattle- Tacoma region at an estimated cost of \$60 million was authorized -- November 28, 1905 since few land grants were available to fund construction, the railroad had to buy most of the land or acquire smaller railroads Pacific Railroad Company was incorporated in Montana, Idaho, and South Dakota to build the extension of track through those states to the Pacific Northwest Milwaukee Road provided money to aid in the construction costs

FEDERAL RECLAMATION ACT APPROVES IRRIGATION IN THE SALMON CREEK REGION

Reclamation Service completed its survey of Okanogan County's Salmon Creek area then announced this proposed irrigation project was feasible Construction of the Okanogan Project was authorized by the Secretary of the Interior -- December 2, 1905 Okanogan Water Users Association was formed, representing some 10,000 acres (name of the Association was later changed to Okanogan Irrigation District)

Construction of 1,000-foot-long and sixty-four-foot-high Conconully Dam
was proposed across Salmon Creek two miles from Conconully, Washington
to provide water for the irrigation projects
Salmon Lake, a tributary of the North Fork of Salmon Creek
was a narrow body of water 3½ miles long
Salmon Lake Reservoir behind Conconully Dam was utilized to store water
(first water reached the land three years later [1908]
when the land between Canadian border and the Okanogan Mountains was irrigated)

FEDERAL GOVERNMENT REINSTATES THE SUNNYSIDE IRRIGATION PROJECT

Federal Reclamation Service reversed its earlier policy of ignoring Sunnyside -- December 12, 1905
if water claims were found to be in excess to river's normal flow
farmers must surrender their water claims to the federal government
Washington Irrigation Company suddenly offered to sell to the Reclamation service
its Sunnyside canals, but not its farmland, for \$640,000

ENGINEER JOHN STEVENS DECIDES ON A CANAL ACROSS PANAMA USING LOCKS

President Theodore Roosevelt sent a team of engineers to Panama -- end of 1905
to investigate the prospects of a sea-level canal versus a system of locks to raise and lowers ships
by a vote of eight to five the engineers decided in favor of a sea-level canal
but Stevens and the Canal Commission which he chaired opposed this scheme
Stevens' report to Roosevelt convinced the president of the merits of a lock system

CATTLE BARON BEN SNIPES DIES IN SEATTLE

Ben Snipes was busy repeating his pattern of a lifetime when he died at age 71 -- January 12, 1906
he was in the process of making his next fortune
through it all he left a legacy for good for those who choose to follow his example
Ben Snipes was a modest man
he never used tobacco or drank, he didn't sport flashy clothes and he never carried a gun
although he once had millions of dollars in reserve, he lived in a simple cabin
until the time of his retirement
(Northwest Cattle King is buried in the I.O.O.F. Cemetery in The Dalles, Oregon
where there is a large headstone marking the Snipes' graves
Snipes Mountain in the Toppenish National Wildlife Refuge is named in his honor)

EZRA MEEKER MARKS THE OREGON TRAIL

Twenty-one-year-old Ezra Meeker first journeyed West on the Oregon Trail [1852]
accompanied by his wife of one year, Eliza Jane Sumner Meeker, and his newborn son Marian

this year travel on the Oregon Trail peaked at about 20,000 people
 Old emigrant trail to Oregon Country (and after [1848] to Oregon Territory) had fallen into disuse
 upon completion of the Central and Union Pacific Railroad's transcontinental line [May 10, 1869]
 after that time, only emigrants who could not scrape together funds to purchase train tickets
 undertook the arduous five-month journey overland
 in the intervening forty years weather, plowing, the construction of roads and railroads
 and spread of farms and towns near and over the trail made it unrecognizable in many places
 Fifty-four years later, after his 76th birthday, Meeker made the first of six round trips
 as he frequently stated, **"I longed to go back over the old Oregon Trail and mark it for all time
 for the children of the pioneers who blazed it, and for the world."**³⁷
 for two years he retraced the route with a covered wagon, team of oxen (Dave and Dandy),
 and driver William Mardon -- 1906-[1908]
 they left from the door-step of his mansion in Puyallup -- January 29, 1906
 and traveled across the continent on a highly publicized West to East journey
 Meeker said **"...the ox team was chosen as a typical reminder of pioneer days."**
 he also admitted that it was a publicity stunt
**"No more effective instrument could have been chosen to attract attention, arouse
 enthusiasm and secure aid in forwarding the work"**³⁸ of preserving the wagon trail
 Ezra Meeker traveled East reviving interest in marking the route of the Oregon Trail
 he recorded his effort in *The Ox Team of the Old Oregon Trail*, written by Meeker [1907]
 (revised and edited by Howard Droker in [1932]): **"This search for the 'lost trail' grew more
 and more fascinating as the work progressed. Almost every day brought the joy of some new
 discovery. Once I remember finding the remnant of the historic highway running under two fences
 that lined a new road; the rest of the old pioneer trail had been wiped out by the grading and
 plowing of the farms. Again I discovered in an undisturbed sandy stretch where the trail by actual
 measurement was fully fifteen feet deep and seventy-five feet wide. Through the sage-covered lands I
 soon learned to recognize the old trail by its countenance, as one might say. The trampling of the
 sage and other rough vegetation had made it take on a slightly different color from the rest of the
 country; the hue was unmistakable when one learned to recognize it. Thus piece by piece the trail of
 the pioneers was found and charted."**³⁹
 Meeker placed markers at significant points on the Oregon Trail and promoted trail preservation
 he arranged for monuments along some 1800 miles from The Dalles, Oregon to Omaha, Nebraska
 he painted inscriptions on landmarks along the trail
 he photographed important points

³⁷ Ezra Meeker, *Ox-team Days on the Oregon Trail*, P. 162.

³⁸ Ezra Meeker, *The Ox Team of the Old Oregon Trail*. P. 167.

³⁹ Ezra Meeker, *The Ox Team of the Old Oregon Trail*. P. 276.

he printed these in his book *Personal Experiences on the Oregon Trail*
Ezra Meeker lectured as he went, sold copies of his books and postcards
in an effort to raise money to mark the Oregon Trail
he liked to talk to school children who gave up pennies and nickels to help erect granite markers
many of the historic markers in place today are due to Ezra Meeker's efforts
in his book he noted: **"I am convinced that this feature of the work is destined to give great results. It is not the financial aid I refer to, but the effect it has upon children's minds to set them to thinking of his subject of patriotic sentiment that will endure in after life."**⁴⁰

Meeker reached the end (or from the pioneer perspective, the beginning)
of his retracing effort of the trail in Omaha, Nebraska
officially (according to the according to the National Trail System Act of [2004])
Independence, Missouri was the beginning of the Oregon Trail
but Meeker's retracing diverged from the trail at Omaha, Nebraska
many pioneers picked up the trail at the point closest to the homes they were leaving
not just from Independence, Missouri

UNITED STATES BUREAU OF RECLAMATION IRRIGATES THE YAKIMA VALLEY

Federal government took over the Sunnyside Irrigation Project
improvements were made and work was begun on two of five proposed reservoirs
this effort greatly stimulated the industrial and commercial growth of Yakima -- early 1906
Yakima planted orchards on irrigated land
90,000 acres were to be irrigated (later this was increased to 450,000 acres to be irrigated)
Other Yakima Valley irrigation projects followed: Kittitas, Tieton, Benton City and Wapato
which assured the rich valley would become productive farmland
these five combined efforts became known as the Yakima Project

EFFORTS TO BRIDGE THE COLUMBIA AND WILLAMETTE RIVERS ARE MADE

Jim Hill's Spokane, Portland & Seattle Railway (SPS) began construction
on bridges across both the Willamette and Columbia rivers
to connect the Northern Pacific Railway (NPRY) line in Oregon to Vancouver, Washington
(this connection was completed at what became known as "Willbridge,"
short for "Willamette River Bridge," just south of (today's Linnton, Oregon)
Columbia River bridge project required an immense double-track bridge
that linked Vancouver, Washington with Portland, Oregon
and a connection with the line running north from Vancouver to Seattle
crews began framing the caissons for the Columbia River bridge -- February 8, 1906

⁴⁰ Ezra Meeker, *Personal Experiences on the Oregon Trail*. P. 66.

(construction took approximately twenty-six months to complete [June 1908])

EQUALITY COLONY SUFFERS FROM A DEVASTATING FIRE

At its peak the colony housed about 300 radical settlers -- dissension reduced that number in traditional anarchist style someone set fire to several buildings in the dead of night

between \$8,000 and \$10,000 worth of property was destroyed

colony's gigantic barn, cows, calves, 105 tons of hay, horses, tools and more were lost

leaving the socialist colonists in an extremely distressed condition

arsonists never were identified

To maintain control of Equality, its more radical members imposed a "Reign of Terror"

more conservative members claimed to be living in fear of their lives

Within a month of the tragic fire, a group of colonists petitioned the Superior Court in Mount Vernon to appoint a receiver for the property of the brotherhood -- February 27, 1906

in their affidavit, they certified: **"That during the year 1905 there came into said association a class of so-called socialists.... [T]hat there is a reign of terror existing in said association, and that the lives of the members are in great danger.... [T]hat certain evil practices have existed so inculcated on the part of some of the members of the association to such an extent as to entirely thwart the purposes and objects of said association."**⁴¹

MUKILTEO LIGHTHOUSE BEGINS OPERATION

Thirty-foot wooden octagonal tower and fog signal building were constructed at Point Elliott its light came on for the first time -- March 1, 1906

Peter Christiansen was the first principal keeper

Mukilteo light serves to assist vessels navigating Saratoga Passage and Possession Sound by marking the entrance to the ports of Mukilteo and Everett

at the location of the historical signing of the Mukilteo Treaty ([January 21, 1855])

COMPETITION GROWS IN SEATTLE'S ELECTRICITY PRODUCING BUSINESS

Privately owned Seattle Electric Company provided electric power for the city's street lights

Stone & Webster, Seattle Electric Company's electrical engineering consulting firm

operated Snoqualmie Falls Power Company's hydroelectric plant at Snoqualmie Falls that powered Seattle's streetcars

In response to the virtual monopoly held over local electrical service and street railways

City of Seattle became interested in municipal electric power development

Seattle Water Department took possession of the private Seattle Electric Company's street lighting system [May 1, 1905]

⁴¹ Charles L. Easton, "Equality as a Cooperative Colony," *Seattle Times*, November 25, 1962

Seattle voters approved an additional \$600,000 in bonds
to expand the street lighting system -- March 6, 1906
but the plan was delayed by lawsuits filed by private utility interests

SAN FRANCISCO EARTHQUAKE AND FIRE CREATES BUSINESS OPPORTUNITIES

Efforts to rebuild San Francisco after the earthquake and fire -- April 18, 1906
created a surge in demand for Puget Sound lumber
Arthur Anderson, President of the Simpson Logging Company, quickly retired the company's debt
acquired by the purchase of stock from descendent of the Port Blakely Mill investors
Now free of their burden of debt Anderson and company manager Mark Reed invested in expansion

TIMBER INDUSTRY EXPERIENCES EXCEPTIONAL GROWTH

Loggers and sawmill workers enjoyed full employment at good pay
San Francisco earthquake and fire assured an expanding market for lumber
shingle mills were very close to being one hundred percent organized
by the International Shingle Weavers' Union -of America -- they felt unbeatable
Shingle mill owners again formed an association (as they had done in [1893])
Shingle Mill Owners' Association intended to control production and prices, boost profits,
cut wages and stop the advancement of the International Shingle Weavers' Union

INTERNATIONAL SHINGLE WEAVERS' UNION GOES ON STRIKE

International Shingle Weavers' Union strike began at the Ballard mill as it had in [1893] -- April 1906
for three months talks between the union and the Shingle Mill Owners' Association
made little progress

SIMPSON LOGGING COMPANY GETS A NEW PRESIDENT

Sol Simpson lived the last years of his life in Seattle and at the age of 63 he died there -- May 9, 1906
Arthur Anderson, Sol Simpson's partner, officially became president of Simpson Logging Company
however, he was occupied with managing his diverse business interests
Simpson's son-in-law, Mark Reed, managed the timber company's day-to-day operations
Mark Reed opened the company headquarters in Shelton, the Mason County seat -- 1906
there he quickly took steps to assure the family's logging and railroad interests were protected
he paid off debts and borrowed money to buy Simpson Logging Company stock
held by descendants of the original Port Blakely Mill investors
as a reward, Arthur Anderson gave Reed four percent interest in the company
remaining ninety-six percent was divided evenly between the Anderson and Simpson families
Mark Reed guided the Simpson Logging Company and Shelton into wood products manufacturing
unlike most lumbermen who only exploited the resource, Mark Reed made his home in Shelton

he took great pains to build the community

EMPIRE BUILDER JIM HILL MARKS THE END OF HIS TRANSCONTINENTAL RAILROAD

Seattle's King Street Station, designed by the architectural team of Reed and Stem, was a two-year building project -- [1904]-1906
Charles A. Reed and Allen H. Stem, who also designed New York City's Grand Central Station, undertook major projects for Great Northern Railway and Northern Pacific Railway
Inside of the new King Street Station there were interior focal points
areas were grand with decorated ceilings and other highly ornate details in the main waiting room
a balcony and a second level arcade greeted new arrivals
these spaces suggested that passengers and their experiences were important to the railroad
this new station was a distinctive civic portal through which visitors and newcomers passed into a great Western city
King Street Station's 242-foot tower was modeled after Venice, Italy's Campanile di San Marco
at the time of its construction this was the tallest building in Seattle
this tower contained four huge mechanical clocks facing the four cardinal directions
From the expansive driveway fronting King Street, horse drawn carriages (later cars) rushed travelers to local hotels and boarding houses from the time of its opening -- May 10, 1906
South Jackson Street was linked with the west entrance by a grand staircase

MILWAUKEE ROAD PLANS TO EXPAND INTO THE PACIFIC NORTHWEST

Chicago, Milwaukee and St. Paul Railroad (Milwaukee Road) feared it could compete with the powerful Union Pacific Railroad and Great Northern-Northern Pacific Railway combination
decided to expand to the Pacific coast and establish a terminal in Tacoma
Chicago, Milwaukee and St. Paul Railroad (Milwaukee Road) became the Chicago, Milwaukee, St. Paul and Pacific Railroad
Contract for the westernmost part of the Chicago, Milwaukee, St. Paul and Pacific Railroad expansion to Tacoma region awarded to Horace Chapin Henry of Seattle
from Chicago to Tacoma the distance was estimated to be 2,305 miles -- 1906
150 miles shorter than the Northern Pacific Railway (NPRY) route
eighty miles shorter than the Great Northern Railway (GNRY) route
two primary mountain ranges, the Rockies and the Cascades, had to be crossed
this required the Milwaukee Road invest in major civil engineering works
and the use of additional locomotive power

GRAYS HARBOR AND PUGET SOUND RAILWAY COMPANY IS CHARTERED

Grays Harbor and Puget Sound Railway Company was incorporated in Washington -- May 31, 1906
it was controlled by the Union Pacific Railroad Company (UP)

Grays Harbor and Puget Sound Railway Company consisted of sections extending from Centralia to Hoquiam and from North River Junction to Primo (these sections were subsequently completed and placed in operation by the successor companies)

MAY ARKWRIGHT HUTTON BECOMES A COMMUNITY LEADER

When May and Levi (Al) Hutton moved to Spokane in 1906, May could no longer vote with thoughts of the National American Woman Suffrage Association still fresh in her mind she set out to remedy the situation

When a woman questioned the need for women's suffrage, May pointed out in a letter that working women were the victims of "**taxation without representation**"⁴²

she also asserted: "**Women should vote because they have the intelligence to vote. They should vote because it gives them responsibilities, and responsibilities better fit women for all conditions of life. Equality before the law gives women a fair chance with men in a question of wages for the same work. In other words, the enfranchisement of women means a square deal for all.**"⁴³

May and her husband built a mansion in Spokane

there Al quietly ran his business interests

May developed into a local celebrity

but in spite of their wealth she was snubbed by Spokane's society

she was short, well over 200 pounds, middle aged and outspoken

she lavished money on expensive and flamboyant clothes

Nonetheless, May Arkwright Hutton remained dedicated to others in need

she worked for almost any cause that favored the poor and working people

she poured money into hospitals, Spokane Children's Home, a meeting hall for organized labor,

and the Florence Crittenden Home for Unwed Mothers

WASHINGTON EQUAL SUFFRAGE ASSOCIATION BECOMES ACTIVE

Washington Equal Suffrage Association elected its officers -- 1906

ladylike and well-dressed Emma Smith DeVoe of Seattle served as its president

rich but unladylike May Arkwright Hutton of Spokane became the first vice-president

Dr. Cora Smith Eaton served as treasurer and was active in the Western Washington campaign

relations between the Eastern and Western Washington suffrage efforts were cordial

Mrs. Emma Smith DeVoe set out to reinvigorate the crusade in Washington

she went everywhere traveling, speaking, meeting friends and influencing people

⁴² Dorothy Powers, "A Voice From the Past: May Arkwright Hutton -- In Her Own Words," *The Spokesman-Review Magazine*, March 28, 1976.

⁴³ Dorothy Powers, "A Voice From the Past: May Arkwright Hutton -- In Her Own Words," *The Spokesman-Review Magazine*, March 28, 1976.

she revitalized interest in the Women's Suffrage Movement
membership leaped from two to two thousand
Emma DeVoe's campaigns were conducted quietly and in good taste
there was no offensive militancy -- noisy suffragettes were not tolerated
Mrs. May Arkwright Hutton, a wealthy Democrat, led the Eastern Washington campaign
she wrote letters, books, pamphlets, newspaper stories, magazine articles
and articulate and persuasive speeches
she exhibited the success of her self-education
she worked among union men to organize support and she buttonholed legislators

INTERNATIONAL SHINGLE WEAVERS' UNION EXPANDS THE BALLARD STRIKE

International Shingle Weavers' Union made the decision to expand the Ballard strike -- July 17, 1906
shingle mills all along Puget Sound were picketed by striking union members
but the Shingle Mill Owners' Association was too strong
and too many strikebreakers were available

CONSTRUCTION ROUTE OF THE MILWAUKEE ROAD EXPANSION IS ANNOUNCED

Chicago, Milwaukee, and St. Paul Railroad construction was very well organized
several divisions of the expansion were constructed at one time -- 1906
When construction to the West coast was well under way, the route was publicly announced
Milwaukee Road was to run from the existing railhead at Glenham, South Dakota
in a northwest direction across the Missouri River and the southwest corner of North Dakota
to a junction with the Yellowstone River at Terry, Montana
it was to proceed up the Yellowstone through Three Forks to Butte, Montana
before advancing down Clark's Fork River
to the Montana-Idaho border near Mullan, Idaho
it would then move through Coeur d'Alene to Spokane, Washington
from Spokane the road would arc to the southwest crossing the Cascade Mountains
via Snoqualmie Pass to Tacoma

INTERNATIONAL SHINGLE WEAVERS' UNION CALLS OFF ITS STRIKE

Shingle weavers ended their strike -- August 1906
Ballard mills were being run by scabs
Bellingham and Grays Harbor were close to being lost to the union
through open shop provisions which allow non-union personnel to work alongside union men
International Shingle Weavers' Union of America realized with the loss of the strike
they had to concentrate their forces on organizing more of the industry
if they were ever going to be able to combat the timber barons

BILLY GOHL BECOMES A NOTORIOUS ABERDEEN FIGURE

Billy Gohl was appointed to a leadership position in the Aberdeen Sailor's Union when the captain of the *Fearless* hired two non-union sailors for his crew
Billy and his thugs rowed out to the ship and demanded the two men be turned over to him
in the ensuing fight one sailor was killed before the captain surrendered the two
Billy returned them to Aberdeen -- much to the delight of the dues-paying union members
Billy controlled the town -- he and his thugs had free reign -- 1906
sailors admired him for his union recruiting boldness
he held their unspent pay in his office safe until they left town
he would defend sailors from the local businessmen who took advantage of them
he especially disliked capitalists and wealthy lumber barons
mill workers feared Billy because at the slightest provocation
he would threaten to burn down the business of anyone who crossed him
occasional fires reinforced the threat
One of Billy Gohl's scams was to place members of his gang aboard ship as skilled sailors
Billy controlled the union's hiring roster so this was easily done
when the crew was asleep or on shore, the gang would sneak around the ship
stealing instruments, money, food or anything of value

FEDERAL GOVERNMENT BEGINS NEW IRRIGATION PROJECTS

At first the U.S. government almost choked on the price asked
by the Washington Irrigation Company just for its canals -- not the farmland: \$640,000
But an agreement was reached opening the way for an elaborate network of canals -- 1906
Federal Reclamation Service purchased the Sunnyside Canal Company
this was the first step toward public financed development of the Yakima Valley
(which today serve nearly half a million acres -- one of the largest projects in the nation)
(more than 700,000 acres of public land was eventually opened for settlement
in Washington, Idaho, Montana)
Across the Columbia River eastward from Yakima lies the enormous region known as the Big Bend
here the river bends boxlike around the land on the north, west and south
from the eastern bank of the river stretched fertile but dry land
from Walla Walla northward through the Palouse Hills to the pine forests near Spokane
then (and now) enormously productive farms were located in the region
immigrants too late to claim the ground of the Palouse Hills region tried the Big Bend
hundreds of thousands of acres of eroded, lava-baked scablands were claimed and fenced
around the villages of Quincy and Ephrata and the shallow water of Moses Lake
at first these farms succeeded because the volcanic soil soaked-up and stored water

(however, after a few seasons of growing wheat the earth was dehydrated
in the Palouse Hills moisture could be restored by letting fields lie fallow for a year or so
but in the Big Bend there was not enough rainfall to replenish the ground
irrigation would be necessary)

North of Yakima at Wenatchee, irrigation systems fostered by Jim Hill's Great Northern Railway
pushed the value of apple lands up toward a thousand dollars an acre

SEATTLE SHOW BUSINESS RIVALRY GOES NATIONWIDE

Alexander Pantages began a serious expansion of his theater operations --1906

he bought a San Francisco six-theater circuit that had lost its principal showplace in the great fire
"Big John" Considine also entered the national entertainment scene --1906

he allied himself with "Big Tim" Sullivan (New York's Tammany Hall political boss)

to form the Sullivan-Considine vaudeville circuit and associated nationwide booking agency
(at its peak, the Sullivan-Considine circuit owned twenty theaters in the Pacific Northwest
and was affiliated with twenty more in California

they also booked numerous theaters in the Midwest)

Considine's rivalry with Seattle-based vaudeville impresario, Alexander Pantages

centered on stealing each other's acts -- or, failing that, literally stealing the acts' equipment
still, they maintained a surprisingly cordial personal relationship

McNEIL ISLAND FEDERAL PENITENTIARY CONTINUES TO SUFFER FROM NEGLECT

Improvements to the federal prison were slow in coming⁴⁴

however a prison hospital was built with a \$5,000 appropriation from Congress

and the help of prison labor -- thirty-one years after the facility had opened -- 1906

U.S. Attorney General also authorized hiring a resident physician for \$128 per month and board

ANOTHER TIMBER BARON ARRIVES -- THIS ONE IN SPOKANE, WASHINGTON

James Patrick McGoldrick moved to Spokane -- 1906

he had acquired the A.M. Fox lumber mill there

and had also relocated Minneapolis-based McGoldrick Lumber Company to Spokane

McGoldrick's sawmill was the most extensive lumber operation in the Spokane area

located immediately south of (today's Gonzaga University) it was the most modern in the region

under McGoldrick's leadership the mill was expanded and its output quadrupled

this was Spokane's largest industrial employer for years

James McGoldrick tirelessly championed the region's economic potential

McGoldrick, a national lumber-industry leader, instituted innovative workplace safety programs

⁴⁴ Daryl C. McClary, HistoryLink.org, Essay 5238, April 17, 2003.

in his milling operations

CHICAGO, MILWAUKEE ST. PAUL RAILROAD CONSTRUCTION RUNS INTO DIFFICULTIES

Problems arose in Montana along the Musselshell River sector of the Milwaukee Road this 800-mile division linked Glenham, South Dakota railhead with Butte, Montana expansion there was very difficult

Richard A. Harlow's unprofitable Montana Railroad operated along the proposed route this line was known locally as the "Jawbone Bone" Railroad

because amount of persuasion necessary to raise needed financing with Jawbone Railroad owner Richard A. Harlow or detour their route

to make matters worse, James J. Hill owned the mortgage on the Montana Railroad

and was not interested in helping the competing Milwaukee Railroad reach the Pacific coast

WHATCOM COUNTY UTILITIES ARE CONSOLIDATED

(Whatcom County Railway & Light acquired the former interests

of the Whatcom-Fairhaven Gas and Northern Railway & Improvement Companies [1902])

these companies were earlier consolidations of local rail and utility services:

Fairhaven Street Railway Company,

Lake Whatcom Electric Street Railway Company,

Fairhaven Electric Light, Power & Motor Company,

Fairhaven & New Whatcom Railway Company,

Bellingham Bay Electric Street Railway,

and Bellingham Bay Gas Company)

Whatcom County Railway & Light Company expanded its operation in Bellingham through acquisition of the city's gas, electricity and lighting services

previously operated by the Columbia Improvement Society -- 1906

Whatcom County Railway & Light Company took control of a forty-year contract to supply power in the city

NORTHERN PACIFIC RAILWAY LINE FROM VANCOUVER TO KALAMA IS UPGRADED

Northern Pacific Railway improved its Vancouver to Kalama track to main line status when a second track was added -- 1907

construction began on a two-year project to add a second track [completed 1909]

UNION PACIFIC RAILROAD BEGINS A CONSTRUCTION PROJECT OF ITS OWN

Union Pacific Railroad (UP) incorporated the Oregon & Washington Railroad (O&W) company to work on construction of a line from Portland to Seattle

Northern Pacific Railway (NPRY) was already operating a line from Vancouver to Tacoma

it was thought the UP could make use of this line for at least part of the way to Puget Sound
Union Pacific abandoned its navigation on the Willamette River south of Oregon City -- around 1907
Negotiations with the NPRY to allow the Union Pacific to operate to Seattle were slow
final agreement forced the UP/O&W to construct new lines in some places
and the NPRY gained additional agreements over the Chicago, Milwaukee, St. Paul and Pacific
(Union Pacific Railroad would not reach Seattle until [1910])

THEODORE ROOSEVELTS VISITS PANAMA

(President Roosevelt went on an inspection tour of the canal building project [November 1906]
this was the first trip outside the United States by a sitting President)

Even yet, no decision had been made regarding who should carry out the actual digging
Engineer John Stevens favored hiring civilian workers to complete the task
President Roosevelt decided to employ the Army Corps of Engineers to do the work
under the direction of John Stevens

Roosevelt's decision had been the last straw -- February 1907

Stevens, already frustrated by the red tape, resigned

he was replaced by Army Corps of Engineers Colonel George W. Goethals

John Stevens returned home

he became vice-president of the New York, New Haven and Hartford Railroad Company

(However, Chief Engineer John Stevens went on to another great task

he was selected to chair a board of prominent U.S. railroad experts sent to Russia
to manage a transportation system that was in disarray

among his tasks was on the management of the Trans-Siberian Railway
after the overthrow of the Russian provisional government by Marxist Vladimir Lenin,
work of the board of U.S. railroad experts ended

Stevens, however, remained in Allied-occupied Manchuria

he headed the Inter-Allied Technical Board charged with the administration and operation
of the Chinese Eastern and Siberian railways [1919]

he finally left when Allied troops withdrew from China [1923]

when he returned to the United States Stevens continued to work as a consulting engineer

John Stevens ended his career in Baltimore, Maryland [in the early 1930s])

SAM HILL FOCUSES HIS ATTENTION ON ROAD BUILDING

Sam Hilled to convince Washington State to build a highway
along the north bank of the Columbia River

but he did convince Oregon officials to build the scenic Columbia River Highway
which linked coastal Astoria, Oregon and The Dalles, Oregon -- 1907

Road-building technology lagged far behind the need

there were no standards for curves and gradients and little knowledge of how to even surface roads
Sam Hill persuaded the University of Washington Board of Regents
to establish a department chair of highway engineering, the first in the nation -- 1907
(soon, 200 students were enrolled)

LABOR AND FARMERS TO PROPOSE POLITICAL REFORMS

In Washington State, organized labor and farm groups cooperated with other reformers
to form the Joint Legislative Committee to lobby the legislature and voters
Joint Legislative Committee deluged the legislature with petitions
for statewide Initiative and Recall Amendments to the state's Constitution
Initiatives allow registered voters to sign petitions proposing laws and changes in law
Recall Initiatives specifically demand the removal of a state-wide office holder
(this effort will take four years before success can be achieved [1911])

WASHINGTON LEGISLATURE PASSES THE "DIRECT PRIMARY" ELECTION ACT

Primary Elections are Political Party elections that allow party members to elect *one person*
from a list of potential political party candidates running for a public office
candidate who received the most votes from that party's voters moves on to the General Election
Primary elections usually fall into two types:

- *Closed Primary* -- voters were required to "declare" their party affiliation
when they register to vote
and they must vote on a ballot that lists only the declared party's candidates;
 - *Open Primary* -- voters were required to "declare" their party affiliation
when they receive their ballot
and they must vote on a ballot that lists only the declared party's candidates
- in both types of Primary Elections, the candidate who receives the most votes
in each political party advances as that party's candidate in the General Election

Voters in Washington State did not declare a party affiliation at the time they registered to vote
Washington did not even have voter registration in all areas of the state
nominees for partisan offices (those chosen by political party)
had been chosen either by a *political party convention* or by *petition*

Washington's legislature established a unique third option -- the *Direct Primary* -- March 15, 1907
in which members of a *major political party* nominated their candidates by Primary Election
major political party was defined as a party that received ten percent of the vote
for a statewide office in previous general election
under the new law separate Primary Election ballots were printed for each political party
voters had to "declare" their party affiliation and received their Primary Election ballot
that listed only the declared party's candidates for various elected positions

voters voted for one of their party's candidates for each elected position
winner of each primary election office was placed on the general election ballot
to run against the candidate selected by the other political party
This method of Primary Election was part of a series of Populist reforms
that was to serve as a remedy to perceived abuses by political party machines
minor political parties continued to nominate their candidates at *party conventions*

SAWMILL OWNERS UNITE TO SET PRICES FOR THEIR WOOD PRODUCTS

Sawmill owners were caught in an economic bind between rising prices for raw materials
and declining prices for finished products due to increased production
Pacific Coast Lumber Manufacturers Association was established
by Puget Sound and Grays Harbor Mill owners to control prices
(this later evolved into the West Coast Lumbermen's Association)
Pacific Coast Lumber Manufacturers Association limited lumber output and regulated prices
they also established a standard grading system for finished lumber

INTERNATIONAL SHINGLE WEAVERS' UNION MAKES GAINS FOR ITS MEMBERS

Attempting to recover from the lost [1906] strike
Shingle weavers negotiated an industry-wide pay raise and membership was on the rise -- 1907
(however, a new economic recession fell on the Pacific Northwest -- shingle prices plummeted
wages in most of the timber industry fell -- but shingle weavers held their pay scale

INDUSTRIAL WORKERS OF THE WORLD (IWW) LEADS A SAWMILL STRIKE

Portland, Oregon Industrial Workers of the World (IWW) organized its first sawmill strike
3,000 sawmill workers attempted to force sawmill owners to agree to a nine-hour workday
down from eleven hours
and to increase wages from \$1.75 to \$2.50 a day -- March 16, 1907
All but one large sawmill was forced to close
Portland sawmill owners organized an association and recruited scabs to break the strike
this strike was finally broken when police threw strike leaders in jail
on charges ranging from disorderly conduct to attempted arson

MILWAUKEE ROAD EXPANSION IS SLOWED BY EMPIRE BUILDER JIM HILL

Richard A. Harlow's unprofitable Montana Railroad was financially backed by Jim Hill
Chicago, Milwaukee, and St. Paul Railroad needed a lease along the at the Musselshell River
to carry out its plans to make Seattle its Western terminus
Hill held up expansion of the Chicago, Milwaukee, St. Paul and Pacific Railroad
but an arrangement was reached to allow the Milwaukee Road to continue construction -- 1907

INDUSTRIAL WORKERS OF THE WORLD (IWW) REACTION TO MANAGEMENT'S EFFORTS

Industrial Workers of the World (IWW) organizational drives were held to unionize both loggers and sawmill workers -- these efforts were carried out industry-wide

Wobblies were not concerned with craft or skill organization they advocated rather for "One Big Union"

Wobbly halls opened in all lumber towns -- Portland, Seattle, Tacoma and Spokane recruiting quickly followed in Hoquiam, Aberdeen and Port Townsend

IWW union leaders changed their focus to the use of force

they became aggressive and militant in the logging camps

they utilized propaganda, wildcat (unauthorized) strikes in isolated camps, sabotage (work slowdowns or inefficiency)

as they shouted: "a poor day's work for a poor day's pay"

Militant aggressiveness of IWW appealed to loggers -- they preferred violence to arbitration

when inefficiency was used to slow production IWW left a symbol to show the effort was intended

"Sab Cat" was a drawing of a spitting black cat sitting in a wooden shoe (sabot) with bared teeth posed for fighting

this symbol was also referred to as "sab kitty," "sabo-tabby," or simply "the cat"

it was meant to strike terror in the hearts of company executives

wooden shoe and snarling cat became symbols of IWW sabotage

strikes became the standard weapon used by labor

IWW even took a leadership role in other union's strikes

COAL MINERS IN BLACK DIAMOND SIGN A UNION CONTRACT

Working conditions and wages were the issues in dispute

Black Diamond coal miners organized Local 6481 of the United Mine Workers of America

When the Union started meeting near the train depot,

Pacific Coast Coal Company would not allow the union to congregate on company property

workers walked outside of the town limits and one of them jumped on a stump to speak to the men

(this stump served as their meeting location for many years

later it was encased in concrete, and it still exists)

Pacific Coast Coal Company finally signed an agreement with Local 6481 -- 1907

TULALIP BOARDING SCHOOL EXPANDS

Both girls' and boys' dormitories were completed at the Tulalip Indian Boarding School

many of these were recruited from the various reservation day schools

it was not uncommon for day school teachers to recommend students for the boarding school

pupils ranged in age from six to eighteen years and came from many different reservations

as well as some off-reservation communities

Tulalip ended at eighth-grade level while Chemawa near Salem, Oregon offered advanced training
some Tulalip students transferred to Chemawa Indian School for more advanced training
a few students went to Haskell Institute in Kansas and to Carlisle Indian School in Pennsylvania
Bureau of Indian Affairs sought to separate church affiliations from schools on Indian reservations

“...little agency towns were usually designed according to the new white settlement patterns, with streets and sometimes a common grazing ground for the horses and cattle. Generally a schoolhouse was the most prominent feature of the new village because of the treaty provisions for the education of Indian children. This schoolhouse would generally have dormitories for children who lived far from the village; on the Tulalip agency, for example, the children of many of the smaller reservations such as the Lummi and Swinomish came to stay and attend school. Each school would have a complete farm as part of its program if at all possible. This farm would include dairy cattle, fruit trees, and numerous smaller sheds and storehouses for supplies and machinery.”⁴⁵

STUDENT LIFE AT TULALIP BOARDING SCHOOL WAS TYPICALLY OPPRESSIVE

Tulalip Indian Boarding School was operated in a military style to suppress the child’s native culture
students experienced brutal treatment

they marched to meals, classes, work assignments and their dormitory

they were punished for speaking their native language and for practicing native customs

many children bore the scars of their boarding school days for the rest of their lives

Genevieve Williams was a student at Tulalip Boarding School

she was interviewed by *Seattle Times* reporter Marsha King regarding her experiences

Genevieve “sees herself as a little girl. Marching everywhere in a line. Scrubbing floors on her hands and knees. Being forced to stand silent for hours in a dark hall. Watching children get strapped for speaking their native language.

“...All things Indian -- dress, language and beliefs -- were forbidden. Affection was rare, punishment often severe. Some students were raped, many tried to run away and unknown numbers died.

“...Lost parenting skills are believed to be a key factor in why the damage endures...”
(*The Seattle Times*, [February 3, 2008])

STONE & WEBSTER EXPANDS SEATTLE ELECTRICAL SERVICE

Electrical engineering consulting firm Stone & Webster

owned Seattle’s twenty-two streetcar lines which were consolidated into a single enterprise

called the Puget Sound International Railway & Power Company -- 1907

Stone & Webster’s Puget Sound International Railway & Power Company name

⁴⁵ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 55-56.

expressed the financiers' vision of an interurban transportation and utility system extending from Olympia, Washington, to Vancouver, British Columbia
However, Stone & Webster's attempt to monopolize electrical generation was less successful⁴⁶

EQUALITY SOCIALIST COLONY IS SOLD TO THE HIGHEST BIDDER

E.W. Ferris was appointed receiver of the bankrupt enterprise by the Skagit County Superior Court
some of the colonists gained title to the land on which their homes stood by paying the back taxes
Ferris sold the Equality Colony land and buildings on the steps of the Skagit County Courthouse to the highest cash bidder

John J. Peth purchased the colony property that was probably worth \$100,000 at one time for \$12,500 -- June 1, 1907

however, a group of diehard colony members challenged the legality of the sale in court

ARGUABLY THE WORLD'S FIRST GAS STATION OPENS IN SEATTLE

Motorists typically purchased gasoline for their cars from a general store or a livery stable in wooden boxes containing two five-gallon cans just as they bought kerosene for their lamps because the size of the refillable cans was known

there was no need for a measuring device on the tank

John McLean, head of sales in Washington for Standard Oil Company of California, purchased property at Seattle's East Marginal Way South and Holgate Street (located adjacent to Standard Oil's main storage depot today)

Engineer Henry Harris constructed a pipe from the main storage tank to a six-foot-high thirty-gallon galvanized tank

a large clear glass bottle sat atop the tank and a valve with a hose was attached -- 1907

Gasoline was pumped into the bottle

gravity flow carried gas through the hose directly into vehicles

ALEXANDER PANTAGES EXPANDS HIS BUSINESS

Little Greek from Alaska opened a third theater in Seattle -- 1907

he began to expand his circuit southward along the Pacific coast toward San Francisco

"Big John" Considine became aware that Pantages might run him out of business

Competition between Considine and Pantages was intense

each man wanted to break the other, yet when not trying to steal each other's acts and customers they got along reasonably well

each knew the other was an able operator in a difficult field

⁴⁶ John Caldbick, "William Grambs, acting for utilities conglomerate Stone & Webster in its push to consolidate Seattle electricity producers and street railways, incorporates Seattle Electric Company on January 19, 1900" HistoryLink.org Essay 1657, March 22, 2016.

Considine had the advantage of partnering
with New York's Tammany Hall boss Tim Sullivan's political and financial connections
Pantages had the advantage of business genius

SEATTLEITES DEMAND FRESH FOOD AND HAVE THE MONEY TO PAY FOR IT

Before the arrival of grocery stores [in the 1920s], many Americans purchased their produce directly from farmers in large open-air markets
Rumors of price fixing swept through the city so Seattle's City Council established a public market along a newly constructed four-block boardwalk known as "Pike Place" -- 1907
Opening market day for the market found residents so eager for fresh, fairly priced food that they swarmed over the first farmer who arrived emptying his wagon of lettuce in minutes
Frank Goodwin, a Pike Place landowner rich with Klondike gold, saw an opportunity he built the first marketplace building

TEAMSTERS UNION ELECTS A NEW PRESIDENT

Teamsters (horse-team drivers and later equipment drivers) had been helped in their effort to organize their industry by the American Federation of Labor (AFL) since Team Drivers' International Union (TDIU) had been organized [1887]
Teamsters in Chicago broke from the TDIU and formed the Teamsters National Union [1901]
Cornelius Shea was elected the union's first president
this new union was more aggressive in advocating higher wages and shorter hours
Teamsters, like most unions within the AFL at the time, was largely decentralized
local unions governed themselves autonomously
they tended to look after only their own interests in their own geographical jurisdiction
Teamsters were vitally important to the labor movement,
because a strike or sympathy strike by the Teamsters could paralyze the movement of goods and bring the strike into nearly every neighborhood
several major strikes occupied the union in its first three years
Cornelius Shea had promised to retire as the Teamster Union President after serving three terms when he changed his mind, many union members withdrew their support
Daniel J. Tobin of Boston was elected the second president of the Teamsters' Union -- August 1907
he served as president of the Teamsters from 1907 until [1952]
Teamsters began to expand dramatically and mature organizationally under Dan Tobin

LUMBERING ON BELLINGHAM BAY

An article by Paul Gooding entitled *Lumbering and Manufacturing* was featured in Honor L. Wilhelm's Magazine *The Coast*, September 1907 which noted: **"Bellingham's prosperity is founded on the lumber and shingle industry.... The largest shingle mill in the world,**

that of Puget Sound Mill and Timber Company, is in Bellingham. Its annual output is 200,000,000 shingles. The leading sawmill is operated by the Bellingham Bay Lumber Company. Its ten-hour capacity is 375,000 feet and it is one of the very largest mills in the world.... Whatcom County has 115 shingle mills, many of which are in Bellingham.

With an annual lumber cut in Whatcom County a plank road 16 feet wide and two inches thick, and reaching from Bellingham to New York, could be built.... With the 2,000,000,000 shingles manufactured in this county in one year, a regulation roof could be built large enough to give standing room to all the 60 million subjects of the German Empire. More than 200,000 gigantic trees are required to feed the saw and shingle mills annually. As the bulk of the lumber is shipped by water, a great fleet of steam and sailing vessels is always in Bellingham Bay, at many times as many as 15 or 20 carriers. Altogether more than 5,000 men are employed by mills and logging camps.”

EZRA MEEKER VISITS WASHINGTON, D.C.

After arriving at Omaha, Nebraska, where Ezra Meeker had begun

his first crossing of the nation [in 1852], Meeker continued eastward

He took his wagon and ox-team over the Brooklyn Bridge and into Manhattan -- 1907

where he was greeted by throngs of New Yorkers

Meeker continued on to Washington, D.C.

where he parked the rig in front of the White House -- November 29, 1907

there he met with President Theodore Roosevelt

Ezra Meeker's re-crossing of the Oregon Trail demonstrated that some areas of the emigrant road were still clearly marked with deep wagon ruts made by hundreds of thousands of wagon wheels

but the passage of time had obscured many other portions

At the end of his journey across the nation Meeker urged Congress

to consider House Bill 11722 to provide funding of \$50,000 for marking the Oregon Trail

although the bill failed, Meeker was sufficiently encouraged to plan for another trip

Ezra Meeker returned to Puyallup where he began to make plans for another effort to mark the trail

EDWARD CURTIS PHOTOGRAPHS NORTH AMERICAN NATIVES

First volume of Curtis' great work was published between 1907 and [1930]

he displayed his life's work of photographs of Native Americans

more than eighty tribes were represented in more than four thousand photos

Twenty-three years later the twentieth and last volume of *North American Indian*

came off the presses

full sets were published in a limited edition of five hundred copies

title page accurately represented the effort:

The North American Indian
Being a Series of Volumes Picturing and Describing the

**Indians of the United States and Alaska, written, illustrated
and published by Edward S. Curtis, edited by Frederick
Webb Hodge, foreword by Theodore Roosevelt, field
research conducted under the patronage of J. Pierpont
Morgan, in twenty volumes.**

WASHINGTON STATE IS AN ACTIVE FISHERY -- 1908

Better ways to catch fish were continually devised

power boats and power winches for handling bigger and bigger nets began to ply the river

Edmund A. Smith's remarkable fish-butcher machine processed the catch

in one minute this apparatus could cut the heads, tails, and fins off sixty sockeye salmon

then with rotating knives and brushes disembowel and clean the fish as well

Washington ranked fourth in the nation in the value of fish products -- 1908

Sockeye salmon always follow the same migratory path they had used to reach saltwater

some fishers in Puget Sound erected fish traps to capture fish

other fishers used large seine nets to encircle schools of salmon

a line all along the bottom of net was drawn tight to close the seine like a purse

then the purse seine net was lifted to the surface

using four-foot dip nets the fish were lifted into a mother boat

mechanization demanded ever-increasing capitalization

SHELLFISH INDUSTRY BECOMES A MAJOR BUSINESS IN WASHINGTON

Clams were (and are) found in abundance along the beaches of Puget Sound and Willapa Bay

Butter Clams from Puget Sound are small, sweet clams usually eaten raw

Native Americans used their shells as money

Longneck Clams are found in the colder waters of the Pacific north of San Francisco

these are the easiest to dig and are usually less expensive than other types of clams

Manila Clams were imported from the Orient [around 1900]

this variety of Littleneck Clam is now a dominant species in the Northwest

Razor Clams thrive chiefly on the beaches North of Grays Harbor

these were named for its sharp shell and its resemblance to a straight-edge razor

Razor Clams are considered to have superior flavor

Geoduck ("gooey-duck") Clams are an odd-looking variety

over eight inches in length and can weigh in excess of five pounds

giant varieties can grow to over one hundred pounds in the deep sea

neck of the geoduck can be several feet long

Dungeness Crab was the first shellfish harvested commercially in the Pacific Northwest

named for the town of Dungeness on the Strait of Juan de Fuca

(they are found in Grays Harbor, Willapa Harbor and most Puget Sound areas today, Dungeness are still the only commercially important crab in Washington)

Oysters in large varieties populate Washington State

Barron Point oysters grow in the Skookum Inlet of Washington -- these are fruity and juicy

Hamma Hamma Oysters, raised on the river's delta in the Olympic Peninsula offer a briny flavor, firm meat and mild finish

Kumamoto Oysters were introduced in to Puget Sound --1908

one hundred carloads of these Japanese oysters were transplanted in Washington

these smaller oysters tend to have a buttery texture

they have a more circular shell with a black outline or frill

Olympia Oysters are a very tiny variety associated with the waters of Puget Sound

their flavor is renowned for being good and strong, with a pleasant aftertaste

one very popular variety for serving raw is the Totten Island Oyster

Shellfish production was second only to salmon in the money brought into the state (today most oysters raised are of Japanese origin and thrive better here than in Japan production has maintained at about one million pounds a year)

SHIPPING INDUSTRY REQUIRES MANY EMPLOYEES

Onboard ship workers fell into categories according to skill and ability

“seaman,” short for “able-bodied seaman” is a general-purpose sailor

who works anywhere aboard ship including in the engine room and accompanying spaces

an able-bodied seaman is fully-trained and qualified to work on the decks and superstructure even during foul weather

less-qualified sailors are restricted to remaining within the ship during times of foul weather to protect them from being swept overboard by a stormy sea or by high winds

Dockside, a variety of terms were used to describe the work of loading and unloading ships

“stevedore,” “dockworker,” “docker”, “dock laborer” and “longshoreman”

can have various meanings according to location and country

in the United States and Canada longshoreman, derived from “man-along-the-shore,” is used

“longshoremen” referred exclusively to the dockworkers

“stevedores” worked aboard ships moving cargo or operated cranes at the dock

(Dock workers organized themselves into unions to gain unity in dealing with shipping management

first effort to organize began at the Port of New York City

when the Longshoremen's Union Protective Association [LUPA] formed [in 1864]

longshoremen working the Great Lakes region of the United States

formed the National Longshoremen's Association of the United States [1877]

they joined with the American Federation of Labor [AFL] [in 1895]

and renamed themselves the International Longshoremen's Association [ILA])

INTERNATIONAL LONGSHOREMEN'S UNION (ILA) GAINS STRENGTH

As the International Longshoremen's Association (ILA) grew,
power shifted increasingly from the Great Lakes to the Port of New York
where the ILA headquarters was established
Joseph Ryan was a longshore organizer and officer of the ILA's New York District Council
he became of the ILA's Atlantic Coast District leader
Continual growth in membership ports greatly improved ILA Atlantic Coast District's position
at bargaining tables as shippers no longer had the option of diverting freight
from striking ports to non-striking ports along the Atlantic coast
following this model, an intense period of growth resulted in longshore unions of some variety
being established in every port along the Pacific Coast

WILLIAM T. "PADDY" MORRIS BECOMES ACTIVE IN THE UNION MOVEMENT

Irishman Paddy Morris was an early victim of hiring discrimination employed by management
short in height but strong of body, Paddy was blessed (or cursed) with a quick tongue
his strong support for the union movement soon got him "blacklisted" (banned) from hiring
(Paddy Morris went on to become the West Coast International Longshoremen's Association [ILA]
most successful organizer ever)

SPOKANE, PORTLAND & SEATTLE RAILROAD COMPLETES THE NORTH BANK ROAD

Empire Builder Jim Hill's Spokane, Portland & Seattle Railway (SPS) track laying
between Pasco, Washington and Portland, Oregon was completed -- February 1908
after almost two years of construction along the North Bank (Washington side)
of the Columbia River
construction of the North Bank Road had cost Jim Hill thirty-five million dollars

WASHINGTON STATE LEGISLATURE FUNDS CONSTRUCTION OF AN EXECUTIVE MANSION

Washington state expected its governors to bring their families to Olympia and to reside there
but Washington's legislature did not provide much in the way of rental assistance
Governor Albert Edward Mead entered his third year as Washington's fifth state governor -- 1908
he and his wife, Mina Jane Hosmer Pifer Mead, were raising five children
in a rented house in Olympia that featured a garden, pets, a cow and chickens
(only nineteen of forty-five states provided residences for their governors at the time)
Governor Mead and legislators agreed that Washington needed an official governor's residence
both to house its first families and to provide an appropriate setting
to carry out the hospitality expected of the state's chief executive
Members of the Washington State legislature passed legislation to provide the paltry amount

of \$35,000 to purchase the site for, construct and furnish an Executive Mansion -- 1908

CELEBRATION IS HELD IN HONOR OF THE OPNING OF THE NORTH BANK ROUTE

Sheridan Point (west of today's Bridge of the Gods) was the scene of a celebration

as noted on a sign placed in commemoration of the event: **"In a driving rain on March 11, 1908, delighted locals joined dignitaries here at Sheridan's Point to celebrate completion of the Spokane, Portland & Seattle Railway between Pasco and Vancouver."**

Jim Hill's newest route immediately expanded and continued to grow

Astoria and Columbia River Railroad had been acquired [1907];

line between Lyle, Washington on the Columbia River and Goldendale was purchased -- 1908

and became known as the Columbia River & Northern Railway

(Tracks from Pasco to Spokane were completed the first of the following year [1909])

SPS was the most scientifically engineered and expensively built railroad in the United States

all curves and grades were reduced to a minimum)

Jim Hill later acquired controlling interest in the Oregon Electric Company [1910])

STONE AND WEBSTER EXPAND THEIR INTERURBAN TRANSPORTATION SYSTEM

(Entrepreneur Fred Sander had spent six years (beginning in [1900])

in an effort to cover the six miles from Ballard to Hall's Lake in north Seattle)

Stone & Webster company purchased the remains of Fred Sander's transportation system

running north of Seattle -- 1908

this was renamed the "Seattle-Everett Traction Company"

Quickly the line was extended north fourteen miles through large stands of old growth timber

at the same time the south end of the line was moved from Ballard east to Greenwood Avenue

then along Phinney Avenue to 47th Street before it jogged to Fremont Avenue

route continued downhill and across the Fremont Bridge over the ship canal

downtown Seattle was reached via Westlake Avenue to 5th Avenue

Shirley Hotel, located between Pike and Pine streets, served as the first depot

INTERURBAN SERVICE MEETS TRANSPORTATION NEEDS

Self-propelled railcars were larger and more powerful versions

of the electric street trollies or streetcars already hard at work in Seattle and other cities

Strong but economical motors powered by electricity from overhead lines allowed the interurbans

to climb steep hills and reach speeds of seventy-miles-an-hour on the flat

larger cars seated forty passengers comfortably

As described in a [May1, 1908] newspaper article written by Allan May, *The Herald* of Everett noted:

"The cars were ornate and luxurious with inlaid mahogany interiors, leaded windows with colored glass, black leather seats and brass fixtures."

(At their height of popularity in Washington, interurbans linked Tacoma and Seattle, Everett and Seattle, Everett and Snohomish, Mt. Vernon and Bellingham, Walla Walla and Yakima they also provided service around Spokane)

EQUALITY SOCIALIST COLONY VANISHES INTO HISTORY

Eventually the legal issues surrounding the colony's bankruptcy was cleared up Skagit County Superior Court after many delays ruled in favor of John J. Peth -- June 28, 1908 this ruling was appealed to the State Supreme Court which upheld the decision of the lower court [July 29, 1911]
(There is little left to mark the spot where Equality Socialist colony so bravely started Colony Creek still gurgles its way to the sea, unperturbed but silent regarding the historic drama enacted along its banks none of the original buildings still stand there remains only a pathetic little cemetery on the hillside enclosed by a wire fence no markers remain legible enough to prove who was buried there)

EZRA MEEKER RETURNS TO HIS PUYALLUP HOME

Ezra Meeker returned to his Puyallup home after his second epic journey across America -- July 1908 this one had begun at the doorstep of his mansion and ended in Washington, D.C. once he had settle-in he ran a restaurant Meeker described his frustration trying to follow the Oregon Trail's exact path [1906-1907] he wrote: *Story of the Lost Trail To Oregon*, **"We could find traces of it here and there, and then lose it. Part had been fenced up, the fields plowed, and all visible signs gone. In other places nature had been at work. The storms of half a century have changed the face of the country, the river crossings and other landmarks, by growth and vegetation and otherwise. Then again, cities have been built over it, great irrigation ditches have been dug, and so it became evident that it would be impossible to recover the whole of the old track without more ample means."**⁴⁷
Meeker began preparations for yet another trip to locate and mark parts of the trail he had failed to identify on his previous expedition

INDUSTRIAL WORKERS OF THE WORLD (IWW) TARGET SPOKANE

Stevens Street in Spokane was lined with employment agencies that charged a dollar each to the many transient workers who were looking for mining, logging or construction jobs employers kept the worker for a day or two and then fired him forcing him to go back to the employment agencies and pay another dollar for another job

⁴⁷ Ezra Meeker, *Story of the Lost Trail To Oregon*. P. 28.

this was repeated over and over
one company, Somers Lumber Company, to maintain a workforce of fifty men
hired 3,000 workers -- summer 1908
Industrial Workers of the World organizer James H. Walsh arrived in Spokane
to look into the hiring practices used by Spokane's employment agencies

REFORMERS CONTINUE ACTING ON THEIR POLITICAL AGENDA

Concerned about fair treatment for everyone, not just women,
wealthy reformer May Arkwright Hutton entered the campaign to provide the vote to women
she suggested the Washington Equal Suffrage Association by formed
Hutton wrote a party platform plank for the 1908 Democratic Party convention in Denver
that would enfranchise every voter regardless of gender, race or color
delegate May Hutton was unsuccessful in her effort to provide equal rights to all citizens
she returned home to organize Democratic women
in support of William Jennings Bryan's third try at the presidency
Washington Equal Suffrage Association leaders May Arkwright Hutton and Emma Smith DeVoe
became increasingly estranged as Hutton herself and her Eastern Washington colleagues
advocated a course far more antagonistic than their Western Washington counterparts
Hutton and her followers were increasingly strident in their efforts to force voting rights on men

ELIZABETH GURLEY FLYNN STRIVES FOR SOCIAL CHANGE

Elizabeth Gurley Flynn's parents introduced her to socialism
she made her first public speech at the age of sixteen to the Harlem Socialist Club
she titled her talk: *What Socialism Will Do for Women* [1906]
She began making speeches for the Industrial Workers of the World (IWW) [1907]
small and feminine with auburn hair, she was a very striking seventeen-year-old
Elizabeth Gurley Flynn was known as "Gurley"
(most of her followers naturally thought it was "Girlie")
she was arrested for blocking traffic during one of her oratories
she was expelled from high school for her political activities
Elizabeth Gurley Flynn became a full-time organizer for the IWW

CORNERSTONE IS LAID FOR THE WASHINGTON STATE EXECUTIVE MANSION

Washington Governor's Mansion is the official residence of the governor of Washington
Washington's mansion was designed by the Tacoma architectural firm of Russell and Babcock
its Georgian design featured an entrance in the middle of the north-facing facade,
two small rooms on each side of an entry vestibule,
two large rooms on each side of a large entry hall,

a grand staircase ascending to the second floor,
kitchen, service facilities and stairs to the basement were in the rear
mansion's exterior was finished in red brick, trimmed in white Alaskan marble
and sandstone copings (caps)
mansion's full cement basement provided space for the usual heating, plumbing
and laundry facilities, and also had **“a commodious vault for storing plate
and other valuables belonging to the mansion,”** a wine cellar and vegetable storage
(The Pacific Builder and Engineer).

this nineteen-room Georgian-style mansion was built at a cost of \$35,000
it is located on the grounds of the State Capitol campus in the state capital city Olympia
on the crest of Capitol Point with a view of mountains, ocean and the city
Washington State Executive Mansion's cornerstone was laid -- August 1, 1908
Seattle Post-Intelligencer reported: “The event was treated as a half holiday in Olympia”
[August 3, 1908, p. 3]

during the ceremony Governor Albert Edward Mead put the project in context: **“The elegant
modern building which is being reared upon this foundation to house the future governors of the
state in a style befitting the dignity of the position occupied by the chief official of our wonderful
young commonwealth typifies the transition from the primeval conditions that were here 55 years
ago when the first Territorial Governor made his precarious way across the continent to the
advantages of the great material advancement that has taken place.”**⁴⁸

CONSTRUCTION OF THE MILWAUKEE ROAD PICKS UP SPEED

After negotiations of a lease with Jim Hill provided a route along the Musselshell River
construction on the Chicago, Milwaukee, and St. Paul Railroad was rapid
track from Glenham, South Dakota to Butte, Montana opened -- August 1908
However, Richard A. Harlow's Montana Railroad (Jawbone Railroad) continued to be a problem
if Harlow defaulted on his mortgage, Jim Hill would foreclose on the Milwaukee Road's route

INDUSTRIAL WORKERS OF THE WORLD (IWW) HOLD THEIR FOURTH CONVENTION

Industrial Workers of the world (IWW) Fourth National Convention
was held in Chicago to advocate for “One Big Union” -- late September 1908
Delegates split over the purpose and approach to be taken in advancing the union's goals
Washington State's large convention delegation was active in the fight for control
IWW changed the direction of their movement's attention to focus on the plight of unorganized labor
such as itinerate loggers in the Pacific Northwest
because transient laborers were seldom in one place long enough to vote

⁴⁸ (Notes, Box 1 (1966-1972), Accession No. 99-A-155, Washington State Archives, Olympia)

it was decided to change the tactics of the national union from political action to the use of force
a rapid transition to violence began to take shape

AUTOMOBILES REACH THE PACIFIC NORTHWEST

Of all the technological innovations, certainly none had a greater impact than the automobile
automobiles were expensive and virtually inoperable in bad weather
most people regarded them as little more than rich men's toys
then in a historic Henry Ford introduced his Model T

HENRY FORD PRODUCES HIS MODEL T FORD

Ford Motor Company introduced its two-door Model-T (Touring) car -- October 1, 1908

Henry Ford's Model T was affordable at \$850

in a matter of days after the release, 15,000 orders were placed

Ford wrote in his [1909] autobiography that:

“Any customer can have a car painted any color that he wants so long as it is black”⁴⁹

Ford's Model T was powered by a twenty horsepower, inline four-cylinder engine
that could run on gasoline, kerosene, or ethanol

it generated a top speed of forty to forty-five miles per hour

and delivered thirteen to twenty-one miles per gallon

Model Ts weighed 1, 200 pounds and had a two-speed transmission

its ten-gallon fuel tank was mounted to the frame beneath the front seat

throttle (gas pedal) was controlled with a hand lever on the steering wheel

because gravity fed the fuel to the engine it was often necessary to reverse up steep hills

it was started using a hand crank

which involved setting the “spark” to manually retard the engine

because the car might “kick back”

rather than grab the crank handle between the thumb and the palm of the hand

the handle was cupped in the palm so that if the engine did kick back

the rapid reverse motion of the crank would throw the handle away from the hand

rather than violently twisting the wrist or breaking the thumb

Henry Ford's Model T was also affectionately known as the “Tin Lizzie,” “T Model Ford,”

“Model T,” “Leaping Lena,” “flivver,” or simply “T”

(Model Ts are generally regarded as the first affordable automobile

and the car that opened travel to the middle-class Americans

production ended [May 26, 1927] -- 10,666 Model Ts were produced)

⁴⁹ Henry Ford, *My Life and Work*, P. 163.

SAM HILL BUILDS A MANSION IN SEATTLE

Despite Sam Hill's estrangement from his wife and daughter, they lived in Minneapolis, he began construction on a palatial mansion in Seattle on East Highland Drive near Volunteer Park-- 1908

Hill became active in local civic issues

(he helped to prepare for the upcoming Alaska-Yukon-Pacific Exposition [1909] and to promote Seattle as a gateway to Russia and Asia)

REPUBLICAN PARTY MAINTAINS CONTROL OVER THE NATION AND WASHINGTON STATE

Theodore Roosevelt, who had hand-picked his good friend William Howard Taft as his successor, blurred the distinctions between the two parties

even though Taft was more conservative than Teddy Roosevelt

fifty-one-year-old 300-pound, Republican Taft was more conservative than Roosevelt

Taft undercut William Jennings Bryan's liberal support by accepting some of his reformist ideas

Taft won election by a comfortable margin -- November 10, 1908

giving Bryan his worst defeat in three presidential campaigns

Republican Party also maintained control over Washington State's politics

state Republican officials were kept informed of philosophical changes within the national party

Republican Samuel G. Cosgrove was a U.S. Civil War veteran and educator

who served as school board president and mayor of Pomeroy, Washington

he was an unsuccessful candidate at several state political conventions

in bids for the Republican gubernatorial nomination

after adoption of the state's direct primary law he filed for governor in the first primary

no candidate won a majority of votes so votes for second-choice candidates were added

Samuel Cosgrove won the nomination on the second round of ballot counting

shortly after his election he suffered a heart attack but recovered

Congressman Wesley L. Jones, Republican of Yakima, resigned his "at-large" seat in Congress

he was selected by the Washington State senate to serve as Washington's U.S. Senator

U.S. Senator Jones replaced Republican Senator Levi Ankeny who was not re-nominated

Republican Senator Jones served with Republican U.S. Senator Samuel Henry Piles

Jones supported President Taft's drift toward conservatism

(Jones will serve in the U.S. Senate for twenty-three years before his death [1932])

Washington State's Congressmen for the first time were elected by Congressional District

Congressman Republican William Ewart Humphrey: 1st Congressional District

had represented Washington at large for three successive terms

Congressman Republican Francis W. Cushman was re-elected to a second

this time the Tacoma attorney served the 2nd Congressional District

Spokane Superior Court Judge Miles Poindexter: 3rd Congressional District
Republican attorney from Walla Walla and Spokane Superior Court
Congressman Poindexter was closely associated with the Progressive Movement
he worked closely with business interests and reformers to remedy social ills
once in Congress he distinguished himself as a rebellious Republican
as he believed President William Howard Taft was not fully committed
to the conservation of natural resources
Poindexter voted against high tariff, Taft, and national party leadership
and became a leading national Progressive Republican

PEOPLE OF TACOMA ADOPT PUBLIC ELECTRIC POWER

Tacoma leaders decided to build a municipally-owned hydroelectric plant on the Nisqually River
this idea met a bitter campaign of opposition from private power companies
Tacoma's voters disregarded the "expert advice" offered by the private companies
they passed bonds worth \$2 million for construction of a 32,000-horsepower hydroelectric plant
on the Nisqually River

COLUMBIA RIVER BRIDGE AT VANCOUVER, WASHINGTON OPENS

Spokane, Portland & Seattle Railway (SP&S) bridge opened to traffic -- November 17, 1908
a drawspan was added to the original design of the bridge
to allow for increasing freight traffic on the river
construction of the Columbia River bridge and the Willamette River bridge (at Willbridge)
completed the SP&S route between Portland and Pasco

COLUMBIA RIVER FISHERY IS DECIMATED

(Washington and Oregon independently imposed regulations on the fishing industry for several years
but the laws were haphazard -- lack of restrictions on fishing nearly devastated the industry
however, even as efforts at cooperation increased and regulations become more stringent
the annual take of salmon continued to decline

today the Columbia River produces one-third of the fish it once provided)

President Theodore Roosevelt felt obligated to propose federal legislation to do what the state
could not (or would not) do

in his State of the Union Address to Congress -- December 8, 1908

Roosevelt said: **"The salmon fisheries of the Columbia River are now but a fraction of what they were 25 years ago, and what they would be now if the United States Government had taken complete charge of them by intervening between Oregon and Washington. During these 25 years, the fishermen of each state have naturally tried to take all they could get, and the two**

legislatures have never been able to agree on joint action of any kind adequate in degree for the protection of the fisheries.”

COLUMBIA RIVER SALMON HARVEST COMES UNDER NEW REGULATIONS

Heeding the threat of federal regulation

delivered in President Theodore Roosevelt's [1908] State of the Union Address

legislatures of Washington and Oregon began working on uniform fishing regulations

this task was quickly completed -- January 1909

(these laws will remain in force until [1918] when Congress approved

the Columbia River Interstate Compact to permanently regulate the harvest on the lower river

EVERETT REMAINS AN ACTIVE UNION TOWN

Everett was an industrial city that was heavily funded by East Coast investors

its first industries were a paper mill, nail factory, barge building shipyard, smelter, iron works and numerous lumber mills and shingle mills

Everett was the home of tough businessmen like David Clough, Roland Hartley and Fred Baker who along with timber boss Joe Irving and banker William Butler all held enormous power along with a group of businessmen called the Commercial Club

from its early years, Everett was a union town

American Federation of Labor (AFL) trade (craft) unions formed as soon as the city began

most of these suffered during the Panic of [1893] and the depression years that followed)

With the arrival of a large immigrant population during the first decade of the Twentieth Century, some of whom advocated socialism, communism and/or anarchism,

union membership in Everett grew

Everett became one of the strongest union towns in the Pacific Northwest

Ernest Marsh was the executive secretary of the Everett Shingle Weavers Union,

president of the Everett Trades Council and editor of the *Labor Journal* newspaper

uncomfortable with the Socialists and the Industrial Workers of the World (IWW)

who did not like trade union but demanded one big union for all workers,

Marsh used the pages of his newspaper to argue

for American Federation of Labor (AFL) trade unions -- January 1909

REPUBLICAN SAMUEL COSGROVE IS INAGURATED AS WASHINGTON'S GOVERNOR

Governor-elect Samuel Cosgrove suffered from the after-effects of a heart attack

that had occurred only a few weeks before

Cosgrove was too weak to complete his address during his inaugural ceremony -- January 27, 1909

he informed the legislature he wanted a leave of absence to recover from his poor health

this was granted and after serving one day as governor he left for California

PROGRESSIVE STATE OFFICIALS ADVANCE A REFORM AGENDA

Progressive Movement captured the attention of Washington's political leaders -- 1909
a flood of progressive proposals was enacted by the state legislature:

- regulation of life insurance companies,
- diking and drainage district laws were passed,
- fireman's relief and pension funds were passed,
- registration and regulation of nurses was implemented,
- state's first criminal code was enacted

SUFFRAGE MOVEMENT IN-FIGHTING SURFACES IN WASHINGTON STATE

Amending the state constitution, including the addition of Women's Suffrage, is a two-step process
first the legislature must approve the measure by a two-thirds affirmative vote of both chambers
second the approved proposal is placed on the next state general election ballot

the proposed amendment must be approved by a majority of the voters

both steps must be accomplished for the proposed amendment to be adopted

Washington Equal Suffrage Association President Emma Smith DeVoe was a professional organizer
she teamed with Washington Equal Suffrage Association Treasurer Dr. Cora Smith Eaton

to continue organized non-confrontational efforts to win women's suffrage
in the Washington State legislature

Eastern Washington branch of the movement led by Washington Equal Suffrage Association
Vice-President, May Arkwright Hutton was intent on getting a woman's suffrage

state constitution amendment passed by the legislature during this legislative session

Hutton was prepared to use aggressive tactics when or where necessary

President DeVoe and Vice-President Hutton clashed during the legislative session in Olympia,
primarily over how quickly and forcefully the suffrage lobbyists should push legislators

to pass a woman suffrage state constitution amendment by February 1909

in order that it could be submitted to the voters for ratification

on the next general election ballot scheduled [November 1910

May Arkwright Hutton's aggressive efforts lobbying the state legislature

were either crucial in getting the Suffrage bill passed -- or obstructionist

depending on the perspective of the observer

CONGRESS PASSES THE ENLARGED HOMESTEAD ACT

Congress made available to the public, under the provisions of the Enlarged Homestead Act
668,000 acres of federal land located on three Indian reservations:

Coeur d'Alene Reservation in Idaho,

Flathead Reservation in Montana,

Spokane Reservation in Washington
this act doubled the size of claims that could be taken for more marginal lands
from 160 acres to 320 acres -- February 19, 1909
(massive invasion of new farmers eventually led to colossal land erosion problems)
U. S. Treasury Department's General Land Office designated the courthouse in Coeur d'Alene
as the headquarters for the lottery
Judge James W. Witten was designated Superintendent of Opening

WASHINGTON LEGISLATURE REFERS WOMEN'S SUFFRAGE TO THE VOTERS

Amending the Washington State constitution to grant women's suffrage is considered by legislators
this proposed amendment passed the State House of Representatives
by a two-thirds affirmative vote with three votes to spare
attempts were made to postpone the vote in the State Senate but women's suffrage
eventually passed by a vote of thirty to nine with three absent -- February 23, 1909
Washington's legislature had agreed to put a constitutional amendment granting women the vote
before the male voters of the state on the [November 1910] ballot
Leaders of the women's suffrage movement began to work with fierce determined fervor
to enlist the state's male electorate to ratify this amendment
and make Washington the state the fifth in the nation to grant women full voting rights
suffragists had only twenty months to educate male voters and build support before the election
using the slogan "It's a matter of justice," suffragists assembled a statewide organization
and developed partnerships with key voter groups

NATIONAL AMERICAN WOMAN SUFFRAGE ASSOCIATION FOCUSES ON WASHINGTON

National American Woman Suffrage Association organization saw success in Washington State
as key to an eventual national suffrage amendment to the United States Constitution
Seattle was selected as the location of the
National American Woman Suffrage Association Convention to be held [July 1-7, 1909]
Emma Smith DeVoe was paid a monthly salary as compensation
for her organizing efforts in Washington
however, several younger Seattle suffragists felt that DeVoe had too much power
they sought a more equitable distribution of decision-making within the organization

MOUNT OLYMPUS NATIONAL MONUMENT IS CREATED

Just forty-eight hours before he left office
Theodore Roosevelt set aside 615,000 acres of Olympic Peninsula wilderness -- March 2, 1909
which was carved out of 1.5-million-acre Olympic National Forest
this became known as Mount Olympus National Monument

centerpiece of the region was Mount Olympus (8,932 feet)
which served as a preserve for Roosevelt Elk -- named in honor of the president

REPUBLICAN WILLIAM HOWARD TAFT BECOMES THE TWENTY-SEVENTH PRESIDENT

(Theodore Roosevelt and his reform-minded Republican Party loyalists

had been swept into office across the nation four years earlier [1904]

Roosevelt had declined to run for reelection and named as his hand-picked successor)

Republican William Howard Taft (who once got himself stuck in the White House bathtub)

was inaugurated -- March 4, 1909

Taft attempted to continue Roosevelt's policies of social justice and increased protection under the law

but after Taft's election the Republican Party developed a vocal conservative wing

which challenged each reform President Roosevelt had undertaken

Republican bosses mounted increasing political pressure on in-coming President Taft

who, lacking in political background, could not hold them at bay

President Taft began to listen to the conservative element of the Republican Party

he worked, for instance, to raise the national tariff

(Theodore Roosevelt eventually contested with Taft for control of the Republican Party)

PRESIDENT THEODORE ROOSEVELT LEAVES A PHENOMENAL LEGACY

Roosevelt preserved land by imposing federal ownership using a variety of approaches to designate:

- fifty-one Federal Bird Reservations,
- five National Parks,
- eighteen National Monuments,
- four National Game Preserves,
- twenty-one Reclamation Projects,
- he also added 148,000,000 acres to the swelling national forests

altogether, in the seven-and-one-half years he was in office,

he provided federal protection for almost 230 million acres,

equivalent in size to that of all the East coast states from Maine to Florida

In addition to his conservation efforts:

- he "busted" trusts which brought large corporations under the control of the people,
- he began the Panama Canal construction effort,
- he established the Department of Commerce and Labor,
- he negotiated an end to the Russo-Japanese War and won the Nobel Peace Prize for his efforts,
- he preached a "Square Deal" for all Americans enabling millions to earn a living wage,
- he built up the Navy as the "Big Stick," thus establishing America as a major world power,
- he reduced the National debt by over \$90,000,000,
- he secured the passage of regulations on industries:

- Elkins Act and the Hepburn Act regulated railroads,
- Meat Inspection act and the Pure Food and Drug Act protected consumers,
- Federal Employers' Liability Act protects and compensates railroad workers injured on the job

U.S. FOREST SERVICE COMEST UNDER ATTACK

Chief Forester of the United States Forest Service Gifford Pinchot requested higher appropriations to run his expanded domain

There was a furious outcry of protest from business owners and developers who wanted the land during the debates over the Forest Service budget

Idaho Senator Weldon Hayburn, Montana's Senator Thomas Carter

and Wyoming's Senator Frank Mondell attacked Pinchot's requests for more money

Senator Hayburn made a classic pronouncement:

“fires were Providence's way of clearing the land for homesteaders”⁵⁰

Pinchot got the appropriations he wanted in spite of the opposition

SPOKANE AND INLAND EMPIRE RAILROAD EXPANDS

Spokane & Inland Empire Railway was an alliance of small, local interurban railroads --1909 linking Spokane and surrounding communities with Lake Coeur d'Alene

which was a popular resort and recreational area

Empire Builder James J. Hill was a major stockholder in the Spokane & Inland Empire Railway he pushed the interurban lines to the south of Spokane into the Palouse region

eventually reaching Colfax, Washington and Moscow, Idaho

Spokane & Inland Empire Railway constructed Nine Mile Falls Dam on the Spokane River to provide electricity for the interurban line -- 1909

(Spokane & Inland Empire was folded into the Great Northern Railway [1929])

MULTIPLE INTRURBAN CARS COULD BE CONNECTED TO FORM A TRAIN

Electric interurban railroads often had three or more cars coupled together in a train

cars had platforms in the front and rear with seating in the center section

platforms were standing room only

Although a car might have a seating capacity of fifty or sixty passengers

it could carry at least twice that many when passengers stood in the aisle and on the platforms

open streetcars carried even more when passengers hung onto the outside of the car

UNION PACIFIC (UP) RAILROAD ARRIVES IN GRAYS HARBOR

Ocosta, Washington had withered because of Northern Pacific Railway (NPRY) financial difficulties

⁵⁰ David Lavender, Land of Giants, P. 417.

Oregon and Washington Railroad & Navigation Company (O-WR&N)
was owned by the Union Pacific Railroad (UP)

O-WR&N track was laid along the south side of the Chehalis River Valley
roughly parallel to the NPRY line on the north side of the Chehalis valley

O-WR&N arrived at Grays Harbor -- 1909

UP, however, learned a lesson from the NPRY blunder in Ocosta, Washington

Union Pacific Railroad ran its O-WR&N track directly to Aberdeen rather than Ocosta
Aberdeen and Grays Harbor now had access to three transcontinental railroads

Union Pacific Railroad, Northern Pacific Railway and Great Northern Railway
O-WR&N and Union Pacific Railroad and established joint facilities

in both Aberdeen and Hoquiam with a small engine-servicing facility in Hoquiam
Construction continued through Hoquiam toward the Pacific Ocean

this line had previously terminated in Moclips, Washington [1905]

Moclips, a small beach resort, became a successful summer vacation spot
for people in the larger cities on Puget Sound

in addition to the tourist traffic, O-WR&N 's 27.8-mile extension

carried logs to Grays Harbor mills from areas which could not be reached by rivers

WASHINGTON'S GOVERNOR SAMUEL COSGROVE PASSES AWAY

While on a leave-of-absence from the state

Governor Samuel Cosgrove died of a kidney ailment in Southern California -- late March 1909
he became known as the "one day Governor"

Republican Lieutenant-Governor Marion E. Hay served for the remainder of the term in office

GOVERNOR MARION HAY AND HIS FAMILY MOVE INTO THE EXECUTIVE MANSION

Governor Marion Hay, his wife Lizzy and their five children moved into the new-constructed
Washington State Executive Mansion -- spring 1909

Lizzy Hay purchased \$15,000 worth of furnishings from Frederick and Nelson

many of these original selections remain, including a mahogany buffet, table, consoles,
eighteen chairs in the State Dining Room and the grandfather clock on the staircase landing

Lizzy Hay gave birth to the first baby born in the mansion -- a daughter, Margaret E. [1910]

NATIONAL WOMEN'S SUFFRAGE CONVENTION IN SEATTLE IS WELL PUBLICIZED

National American Woman Suffrage Association 's April edition of its publication *Progress*
was devoted to information about its upcoming national convention in Seattle:

**•Train arrangements: "It is arranged that the friends and delegates attending the
Convention in Seattle, Washington, July 1 to 7 inclusive, shall start from Chicago Friday, June 25 at
9:20 a.m. via the Burlington Route."**

•Seattle: “The Convention will be held in Seattle, that marvelous city of the Pacific coast which in twenty years has multiplied its population twenty times.”

•The Convention Hall: “The convention will hold its sessions in Plymouth Congregational church, an imposing edifice over-grown with English ivy, the one church that has thus far withstood the march of commercial invasion and still stands in the heart of the city.”

•National Headquarters: “National Headquarters will be at the Lincoln Hotel (rooms \$1.50 and up to \$5.00 per day, meals a la carte or \$2.00 per day American plan) only four short blocks from the Convention Hall. The Lincoln Hotel is famous for its exquisite parlors, its tea room, its court, with window gardens and hanging baskets of ferns and vines, and especially for its roof garden” (“Seattle Convention”).

Possible side trips including a boat trip to Anacortes and Bellingham and the chance to ascend Mount Rainier on the annual Mountaineers club expedition were also detailed. The train which bore the suffragists the remainder of their way west once they had reached Spokane was known as the Suffrage Special.

The Alaska-Yukon-Pacific Exposition was presented as a powerful enticement: “On June 1 next Seattle will open to the world not the largest, but the most beautiful world’s fair ever given, anywhere at any time” (“Seattle Convention”)⁵¹

SUFFRAGE MOVEMENT IN-FIGHTING CONTINUES IN WASHINGTON STATE

West of the Cascade Mountains Emma Smith DeVoe and Dr. Cora Eaton conducted a low-key strategy during her 1909-[1910] campaign to persuade male voters

- to pass a Women’s Suffrage state constitutional amendment
- they concentrated on contacts with women’s groups and legislators
- they wrote notes and held teas
- emphasis was not generally on public rallies but the personal, intensive work of wives, mothers and sisters to influence the men who went to vote at the polls
- suffragists appeared at local fairs and gatherings, spoke personally to the electorate, and formed suffrage clubs to work within communities across the state
- DeVoe’s supporters constructed polling lists, canvassed voters and distributed literature
- they formed coalitions with the Washington State Grange, labor unions, the Farmer’s Union and other groups who supported ratification

EASTERN WASHINGTON SAW A MORE AGGRESSIVE WOMEN’S SUFFRAGE CAMPAIGN

Unlike the feminine, well-educated Republican Emma Smith DeVoe

May Arkwright Hutton was an earthy Democrat who had risen from the working class of society

part of her crusade for women’s suffrage was to benefit working women

⁵¹ Paula Becker, “Alaska-Yukon-Pacific Exposition (1909): Woman Suffrage,” Essay 8587, HistoryLink.org

Hutton was mystified by the opposition to her efforts
displayed by some privileged, educated women
May Arkwright Hutton's campaign reached a fever pitch
using an organizational tactic a modern presidential campaign would admire
suffragists developed exhaustive lists of voters they called "poll lists"
these allowed organizers to measure support in every precinct
Hutton's suffragist displayed their message was on a float in the (Labor Day Parade) in Spokane
women playing the roles of nurse, businesswoman, homemaker, salesgirl and taxpayer
were all "chained" to two men
one was a stripe-clad convict and the other the town "idiot"
atop the float, was a banner stating: "Idiots, Criminals and Women Cannot Vote"

CONFLICT IN THE WOMEN'S SUFFRAGE MOVEMENT ESCALATES

Emma Smith DeVoe's and May Arkwright Hutton's divergent personalities
eliminated the possibility of compromise
education, class, appearance, demeanor and political affiliation added to the antagonism
DeVoe, infuriated, faulted Hutton for her aggressiveness and cast aspersions on her morality
relation between the Western Washington faction led by Emma Smith DeVoe
and their Eastern Washington counterparts led by May Arkwright Hutton deteriorated

MAY ARKWRIGHT HUTTON HITS ON A PLAN

In an effort to pack the upcoming Washington Equal Suffrage Association Convention
with Eastern Washington delegates
May Hutton offered a free trip to the Alaska-Yukon-Pacific Exposition
to anyone selling fifty Washington Equal Suffrage Association memberships
this effort quickly made May Arkwright Hutton's club membership the largest in the state
huge increase in the Eastern Washington membership led by May Arkwright Hutton
was a challenge to the Washington chapter leadership of Emma Smith DeVoe
May Arkwright Hutton did not turn over to the names of her new members or their dues
to Washington Equal Suffrage Association Treasurer Dr. Cora Eaton
until two days before the state convention [May 29]
May Hutton's flamboyant behavior infuriated
Washington Equal Suffrage Association President Emma DeVoe and Treasurer Dr. Cora Eaton
who were concentrated on passing a women's suffrage amendment to the state constitution
by maintaining contacts with women's groups and legislators,
writing notes and holding teas
President DeVoe and Treasurer Eaton reprimanded Hutton for her aggressiveness
and her peculiar methods

MILWAUKEE ROAD REMOVES AN OBSTACLE TO WESTWARD EXPANSION

Fortunately for the Chicago, Milwaukee, and St. Paul Railroad Jim Hill went to England -- 1909

Richard A. Harlow, owner of the Montana Railroad (Jawbone Railroad),

was advanced enough money by the Milwaukee Road for him to pay off his mortgage

owed to Empire Builder James J. Hill

Chicago, Milwaukee, and St. Paul Railroad then bought the Montana Railroad -- May 19, 1909

Chicago, Milwaukee, St. Paul and Pacific Railroad's 2,227 miles of track was completed

(Milwaukee Road was the last American transcontinental railroad to reach the Pacific Northwest

later electric locomotives were used over long sections of this line

including the link from Tacoma to Othello in Washington)

FOUR TRANSCONTINENTAL RAILROADS PROVIDE THE U.S. WITH WORLD TRADE

Four transcontinental railroads connected with steamship companies which conducted world trade:

- Union Pacific Railroad reached Portland over independent company tracks belonging to

Oregon Short Line (OSL), Oregon Railway & Navigation Company (OR&N)

and Oregon-Washington Railroad & Navigation OWR&N [1893];

- Northern Pacific Railway's terminal had been built in Tacoma [1893];

- Great Northern Railway's King Street Station had opened in Seattle [1906];

- Chicago, Milwaukee and St. Paul Railroad moved its terminal from Tacoma to Seattle -- 1909

Washington's port cities did an expanding business in shipping lumber and fish

Seattle soon outpaced Tacoma in shipping and receiving overseas trade

MILWAUKEE ROAD BEGINS HAULING FREIGHT

Chicago, Milwaukee, St. Paul and Pacific Railroad began to haul freight -- May 26, 1909

it was lumber, as well as an outlet to the Orient that had persuaded the Milwaukee Road

to stretch its tracks across the mountains to Tacoma

bringing to the Pacific Northwest a fourth transcontinental line that was not needed

(passenger traffic was opened the next year [1910])

Subsidiary railroads in Montana, Idaho and South Dakota

were all consolidated under a new company incorporated in Washington state

this new corporation was given the name

Chicago, Milwaukee, and Puget Sound Railway Company

(this was folded into the Chicago, Milwaukee, St. Paul and Pacific Railroad [1912])

CARS BECOME MORE NUMEROUS IN THE STATE

First auto license was granted -- 1909

There was one car for every twenty-six inhabitants in Yakima

because of traffic congestion the speed limit raised from six m.p.h. to twelve m.p.h.
a few cars struggled over Snoqualmie Pass to the Alaska-Pacific Exposition
Horse-drawn cabs gave way to motor taxi which in turn gave way to the “jitney” bus
this was a private car that charged 5¢ a passenger
(jitney bus fare later increased to 10¢; then to 25¢)

EDMUND AUGUSTINE SMITH IS KILLED IN AN AUTOMOBILE ACCIDENT

Inventor of the fish-butcher machine was killed -- May 31, 1909

he was driving his sister, Mrs. J. Sutcliffe, to the Alaska-Yukon Exhibition
to show her his invention

According to a *Seattle Times* article, on the way there they drove down a blind alley
while backing out, the automobile ran into a rut and rocks poked the rear gas tank
causing it to explode as burning gasoline drenched the occupants of the car
although pinned beneath the steering gear and blinded by flames,

Smith managed to shove his sister over the side of the car to the ground
rescuers arrived, removed Smith from the car, and rushed the two to the hospital
but Edmund Smith perished at the age of thirty-one

ALASKA-YUKON PACIFIC EXPOSITION OPENS IN SEATTLE

University of Washington campus dedicated 250 acres for the exposition site

twenty buildings were left for use at the university

after the Alaska-Yukon-Pacific Exposition (A-Y-P) closed

permanent structures were later converted to an auditorium, library, laboratories
and classrooms -- at least six of these structures are still in use

beauty was provided through the use of obelisks, arches, flying buttresses, colonnades, cascades,
fountains and formal gardens -- all graced the exposition site

Godfrey Chealander, a Yukon gold prospector and Seattle merchant,

was the first to suggest that Seattle hold the Alaska-Yukon-Pacific Exposition

he conceived of the idea while gathering objects for an exhibit about Alaska
at the Lewis and Clark Exposition in Portland [1905]

Seattle's A-Y-P Exposition was opened by Godfrey Chealander -- June 1, 1909

sixteen-gun salute was fired shortly after noon

ironically, the slogan of the exposition was: “The Truth Is Good Enough”

in obvious contrast to the Klondike gold advertising salesmanship of Erastus Brainerd
and the Seattle Bureau of Information

President Taft punched a telegraph key set with Klondike gold nuggets

to the thrill of the crowd an electrical impulse rang a gong on the fairgrounds

Alaska-Yukon-Pacific Exposition cost \$10 million and lasted 107 days [closing October 16, 1909]

visitors numbering 3,740,551 came from around the state, the nation and the world
to see hundreds of educational exhibits, stroll the lushly manicured grounds
and be entertained on the Pay Streak midway
as Seattle promoted itself as a gateway to the rich resources of Alaska, Yukon and Asia
Each day of the A-Y-P was designated as a Special Day for one or more groups
Special Days drew people involved in the featured organizations
who provided programs, lectures, ceremonies, parades and athletic competitions
this provided nation-wide publicity to the Puget Sound region
and gave local people a reason to visit again and again
Ezra Meeker displayed his ox-team (Dave and Dandy) and the wagon he used
during his two-year expedition [1906-1907] across America
other Oregon Trail memorabilia was also included in the display
he also published an autobiography, *Ventures and Adventures of Ezra Meeker* [January 1909]

SAM HILL IS MANIC IN HIS PROMOTION ACTIVITIES

As part of the 1909 Alaska-Yukon-Pacific Exposition
Sam Hill helped organize the first American Congress of Road Builders
University of Washington's "Good Roads Building" built for the Alaska-Yukon-Pacific Exposition
became the highway engineering building
At Maryhill along the Columbia River he tried to market land to Quaker farmers
he planned to develop a community of Quaker farmers, but none accepted his offers -- 1909
he expanded his advertising campaign and even offered leases to potential farmers
only a few families took up land where the rainfall averaged eleven inches a year
and the wind blew unimpeded down the Columbia Gorge
he was the only Quaker to ever reside there
however, this land proved useful for his transportation advocacy
Sam Hill built a demonstration road
the first macadam asphalt-paved road in the Pacific Northwest
to expedite shipment of goods between the Columbia River
and Goldendale, Washington located on a plateau 2,000 feet above the river
Sam Hill used seven different road-building techniques -- between 1909 and [1913]
he spent more than \$100,000 of his own money on a demonstration road
(at a cost much cheaper than the \$28,000 per mile cost near Seattle)
one benefit of the experiment was to identify road surfaces that did not work
(this is now called the "Maryhill Loops Road"
part of this road is now open to pedestrians and bicyclists)

MAY ARKWRIGHT HUTTON IS EXPELLED FROM THE WOMEN'S SUFFRAGE MOVEMENT

Washington Equal Suffrage Association Convention President Emma Smith DeVoe's supporters searched May Arkwright Hutton's colorful past in an effort to expel her from the organization state association Treasurer Dr. Cora Smith Eaton wrote to Hutton returning her yearly dues and informing her that she was ineligible for membership because of **“your habitual use of profane and obscene language and of your record in Idaho as shown by pictures and other evidence [of] ... your former life and reputation”**⁵² -- June 17, 1909

DELEGATES TO THE NATIONAL WOMEN'S SUFFRAGE CONVENTION ARRIVE IN SPOKANE

National American Woman Suffrage Association Convention was to be held in Seattle [July 1, 1909]

National leaders of the women's movement saw success in Washington as a key step to breaking the gridlock in the national woman suffrage crusade

Delegates to National American Women's Suffrage Convention

traveled from across the United States by special train: the “Suffrage Special” -- June 1909

when the train stopped in Spokane they were greeted by the city's Chamber of Commerce convention delegates were given an automobile tour

and were entertained at an elaborate banquet hosted by May Arkwright Hutton in the spectacular Hall of the Doges above the Davenport Restaurant

SUFFRAGE SPECIAL TRAIN TRAVES TO SEATTLE

Suffrage Special riders, their numbers enlarged by the addition of two cars of Spokane suffragists, made their way across the state with stops in Pasco, North Yakima (now Yakima) and Ellensburg at each town suffrage leaders delivered ardent speeches from the train's rear platform to responsive crowds

in Tacoma the suffragists detrained and toured the city and dined at Point Defiance Park

leaders addressed the public at an evening meeting at the Tacoma Commercial Club

each speech drove home the message that the time had come for Washington's male voters to grant their women the voting franchise

DELEGATES TO THE WOMEN'S SUFFRAGE CONVENTIONS ARRIVE IN SEATTLE

When the Suffrage Special train reached Seattle's King Street Station at 11:30 p.m. June 29, 1909, it carried more than 250 suffragists

including delegates to the National American Woman Suffrage Association Convention

and two train cars of delegates to the Washington States Women's Suffrage Convention

led by May Arkwright Hutton

Visitors were taken to their hotels or to private homes where they would stay during the convention

Hotel Lincoln, located on the northwest corner of 4th Avenue and Madison Street,

⁵² Patricia Voeller Horner, “May Arkwright Hutton: Suffragist and Politician” in *Women in Pacific Northwest History*. P. 25-42.

was the National Headquarters
for the Forty-First Annual National American Woman Suffrage Convention
Suffragists and their appearances in area clubs and churches received copious newspaper coverage
and captured the attention of thousands of attendees to the Alaska-Yukon-Pacific Exposition
Among the many national suffrage leaders who traveled to Seattle for the convention were:

- Frances “Fanny” Garrison Villard [1844-1928], widow of Henry Villard
and daughter of William Lloyd Garrison;
- Harriet Taylor Upton, prolific author, leader of Ohio Woman’s Suffrage Association,
treasurer of National Women's Suffrage Association
and first woman member of the Republican National Committee;
- Henry Blackwell, abolitionist and women’s rights advocate
- Lucy Stone Blackwell prominent American orator, abolitionist, and suffragist and wife of Henry;
- Alice Stone Blackwell, translator, editor and writer and daughter of Henry and Lucy Blackwell;
- Florence Kelley lawyer, social reformer, leading member of the settlement house movement,
and advocate for rights of workers and children;
- Lucy Anthony the niece of the late Susan B. Anthony;
- Pauline Perlmutter Steinem, the first women elected to public office in Toledo, Ohio
and president of the Ohio Women's Suffrage Association from 1908 to 1911
(grandmother of writer, lecturer, political activist and feminist organizer Gloria Steinem)
- Charlotte Perkins Gilman, author of the classic short story “The Yellow Wallpaper”
as well as poems, many articles, and more than a dozen books regarding social reform⁵³

WASHINGTON’S EQUAL SUFFRAGE ASSOCIATION CONVENTION MEETS IN SEATTLE

Washington Equal Suffrage Association convention met in Seattle’s Plymouth Congregational Church
at Third Avenue and Union Street four blocks south of the Lincoln Hotel
Plymouth was the second oldest congregation in Seattle and the pastor, Reverend F. J. Van Horn,
and board of trustees supported the woman suffrage movement
When the Washington Equal Suffrage Association Convention was called to order -- June 30, 1909
of the 250 conference attendees, the State organization refused to seat
100 Spokane delegates who had not been credentialed
with the exclusion of the Eastern Washington delegates,
Emma Smith DeVoe was again elected president
of the Washington States Women’s Suffrage Convention and the state movement
During day-long proceedings of the state convention the highly publicized rift
between convention President Emma Smith DeVoe
and Vice President May Arkwright Hutton and her Eastern Washington contingent

⁵³ Paula Becker, “Alaska-Yukon-Pacific Exposition (1909): Woman Suffrage,” Essay 8587, HistoryLink.org

remained unresolved
word of the conflict reached local newspapers and was widely reported
embarrassing Washington suffragists and national suffrage leaders
who were about to launch the Forty-First Annual Convention
of the National American Woman Suffrage Association Convention
designed to take place during Washington's first world's fair
the Alaska-Yukon-Pacific Exposition (A-Y-P)
held on the University of Washington campus

However, in spite of the split during the state convention
Washington Equal Suffrage Association President Emma Smith DeVoe hosted a reception
for the National Association's officers, delegates, and friends
prominent Seattle women made up the receiving line
demonstrating their approval of the event and their support of the woman suffrage cause

NATIONAL AMERICAN WOMAN SUFFRAGE CONVENTION MEETS IN SEATTLE

National American Woman Suffrage Association Convention President Anna Howard Shaw
called the national delegates together at Plymouth Congregational Church -- July 1, 1909
located four blocks north of the Lincoln Hotel in downtown Seattle
gavel with which President Shaw called proceedings to order had been given to her
by Spokane Mayor N. S Pratt during the suffragists' dinner in Spokane
Spokane's *Spokesman-Review* described the gavel as **“gold-bedecked ... made from the
wood grown in the four states which now have equal suffrage, namely Wyoming, Colorado, Utah,
and Idaho”**⁵⁴

most likely the gavel was banded with silver
possibly from May Arkwright Hutton's Idaho silver mine
Considerable private and public work was undertaken by the board members and delegates
but president Anna Howard Smith also had to handle these two warring factions
led by Washington's Emma Smith DeVoe and May Arkwright Hutton

NATIONAL AMERICAN WOMAN SUFFRAGE CONVENTION ATTEMPTS A RESOLUTION

National American Woman Suffrage Association Executive Board members
heard from both the DeVoe and the Hutton contingents
question of which, if either, contingent should be seated at the convention
was put to a vote of all the delegates
who returned a verdict that both groups could attend but neither could vote -- July 2, 1909
it was hoped this would appease the press and allow public focus

⁵⁴ Paula Becker, "Alaska-Yukon-Pacific Exposition (1909): Woman Suffrage," Essay 8587, HistoryLink.org

to return to the push for suffrage rather than fractious infighting
Sadly, that was not to be the case

National American Woman Suffrage Association monthly publication of *Progress* recounted: **“The Convention of the Washington E.S.A. was held June 30, and a contest for representation by the Spokane branch engaged the newspaper space to the exclusion of any other news of the meeting. Following this cue the papers continued to exploit the contest as the chief feature of their Convention reports. Reading these stories one almost would be led to suppose that the only business of the National Convention was to deal with the Washington difficulty.”** [August 1909]

(Washington Equal Suffrage Association Emma Smith DeVoe was later stripped of her salary)

MAY ARKWRIGHT HUTTON RETURNS TO SPOKANE

After rejection of her Eastern Washington contingent at the state convention

May Arkwright Hutton returned to Spokane where she began a new suffrage organization:

“Washington State Suffrage Worker’s Association”

she intended that her new organization would be persuasive rather than militant

her new campaign was an appeal -- not a fight

FOCUS OF THE NATIONAL AMERICAN WOMAN SUFFRAGE CONVENTION IS EDUCATION⁵⁵

Morning sessions were reserved for reports and general business

Afternoon sessions were open to the public

discussions on educational or morale-building topics relevant to the suffrage cause were featured
topics included:

- “Conditions which create Suffragette Methods,”
- “The American Situation vs. The English Situation”
- “Report of the Committee on Industrial Problems,”
- “Wage Earning Women and The Ballot”
- “Disfranchisement of Women and Wage-Earning Children”

late afternoon automobile trip through Seattle was also promised

Evening sessions were used as educational opportunities for the general public

these were held in the sanctuary of Plymouth Congregational Church

they always opened with a prayer given by a local minister

and included musical selections -- a collection plate was passed nightly

evening sessions were well attended

REPUBLICAN CONGRESSMAN FRANCIS W. CUSHMAN PASSES AWAY

Tacoma attorney had served Washington’s Second Congressional District

⁵⁵ Paula Becker, “Alaska-Yukon-Pacific Exposition (1909): Woman Suffrage,” Essay 8587, HistoryLink.org

before he died at age of forty-two -- July 6, 1909
he had been instrumental in getting title to the land for Point Defiance Park
conveyed to the City of Tacoma

Congressman Cushman was replaced by appointed Republican Congressman William W. McCredie
who was a former Clark County prosecuting attorney and superior court judge
(after serving one term he was unsuccessful in his bid for re-election)

NATIONAL AMERICAN WOMAN SUFFRAGE ASSOCIATION CONVENTION CLOSES

National American Woman Suffrage Association President Anna Howard Shaw gave the closing talk
to the convention delegates at the Alaska-Yukon-Pacific Exposition Auditorium
she was also a physician and one of the first ordained female Methodist ministers in the U.S.
under her leadership the National American Woman Suffrage Association
continued to lobby for an amendment to the United States Constitution
granting women the right to vote and serve on juries

Alaska-Yukon-Pacific Exposition celebrated Suffrage Day -- July 7, 1909

festivities were planned as both a celebration to mark the end of the convention
and an enormous public relations bonanza

fairgoers, including some 600 suffragists who had participated in the convention,
entered the Exposition grounds under enormous banners bearing the slogan:

“Votes For Women”

this display of public support for suffrage in Washington was heartening
it was noted as **“the always-to-be-remembered feature of the week”**⁵⁶
suffragists pinned buttons with their message to nearly everyone who entered the exposition
every toy balloon sold at the fair that day was imprinted with the slogan
a free morning public meeting in the Exposition Auditorium drew a large crowd of fairgoers
to hear Reverend Anna Howard Shaw, Alice Stone Blackwell, Florence Kelley,
Kate M. Gordon, Ella Seass Stewart, Charlotte Perkins Gilman, and Laura Clay
speak out for suffrage

Exposition president J. E. Chilberg welcomed the convention delegates to the fair

During the closing toasts at the suffragists’ final dinner

at The Firs restaurant in the Y.W.C.A Building on the Exposition grounds, Harriet Taylor Upton
summed up her Seattle experience: **“There was only one dark spot for me in this convention,
and that was between 2:30 and 7:30 a.m.”**⁵⁷

CAMPAIGN FOR WOMEN’S SUFFRAGE CONTINUES IN WASHINGTON STATE

⁵⁶ Ida Husted Harper *The History of Woman Suffrage*, Vol. 5, P. 264.

⁵⁷ Ida Husted Harper *The History of Woman Suffrage*, Vol. 6, P. 677-678.

In spite of the internal conflict Washington suffragists continued their campaign to regain the vote
Washington's campaign was planned to convince the male electorate without antagonizing them
suffragists spoke personally to the electorate,
they formed suffrage clubs to work within communities across the state,
homemakers canvassed neighbors and shops distributing leaflets
which were titled *Why Washington Women Want the Ballot*,
newspapers, unions and churches were approached for support,
for the most part they avoided holding large public rallies, meetings, or demonstrations,
they avoided the publicity aroused by the more militant methods of British suffragettes
whose frequent arrests, public demonstrations, and prison hunger strikes
kept them on the front pages of newspapers around the world

WASHINGTON SUFFRAGIST PUBLISH A COOKBOOK

Washington Equal Suffrage Association published 3,000 copies
of the *Washington Women's Cook Book* edited by Linda Jennings of La Conner -- 1909
this book collected traditional recipes for meat, breads, deserts and the like
donated by suffragists from around the state
and novel recipes for sailors (sea birds, porpoise, salt water bread) and camp recipes
it also included household tips and beauty aids
this was both a fundraiser and a way to non-aggressively plant the woman suffrage message
in Washington homes -- pro-suffrage information was interspersed with the recipes
quotations supporting women's voting rights were liberally sprinkled throughout
it also contained a chronology entitled: *How Washington Women Lost the Ballot*
this cookbook was sold throughout the 1909-[1910] suffrage campaign
including at the Alaska-Yukon-Pacific Exposition

WASHINGTON STATE SUFFERAGISTS CONDUCT AN EFFECTIVE CAMPAIGN

Wise to the power of media, suffragists launched a monthly newspaper, *Votes for Women*
in its inaugural issue, the paper stated: **“Our business is to work, to surmount difficulties, to endure hardships, to solve problems to overcome the inertia of our natures, our training and environment.”**

it informed readers of suffragist activities around the nation and the world
this paper reported on campaign progress, recognized volunteers
and proclaimed the rightness of their cause
Their campaign was as subtle as it was aggressive
rather than staging public rallies or marching down main street
they focused on individual communications and influential voters
they formed groups known as “coalitions” to lobby labor groups, men's organizations,

trade associations, churches, labor unions, Farmer's Union
and the Washington State Grange which became very active in the effort
leaders hunted for support one vote at a time
they talked to legislators and other supporters one on one
at home women worked to persuade the only people who could vote: husband, father, brothers
Keeping suffrage at the top of people's minds was critical to success
hanging posters was perhaps the most visible campaign tactic
volunteers hung thousands of posters on telegraph poles, on buildings
and in every shop or business window possible;
distributing suffrage literature alongside displays of women's sewing, handwork, baked goods
and other emblems of homey domesticity attracted attention
suffragists distributed one million pieces of literature;
Washington Equal Suffrage Association maintained a permanent suffrage exhibit
on the Alaska-Yukon-Pacific grounds during the entire run of the exposition;
suffrage organizers held "Women's Days" at county fairs;
Chautauquas, stage shows that combined education and entertainment, were canvassed for support

GREAT NORTHERN RAILWAY'S CASCADE TUNNEL IS ELECTRIFIED

Empire Builder Jim Hill's Cascade Tunnel at Stevens Pass had two problems

it was too steep

smoke accumulated in the 2.63-mile-long single track tunnel

To solve both of these issues, the Great Northern Railway electrified the tunnel

a hydroelectric plant was installed on the Wenatchee River just west of Leavenworth

to provide electricity -- this project was completed -- July 10, 1909

four Great Northern Railway boxcab locomotives that were powerful to overcome the steep grade

were supplied by the American Locomotive Company

three locomotives were coupled together could hauled trains at a constant speed of 15.7 mph,

but when larger trains required four locomotives the motors were linked in a series

so that the speed was halved to 7.8 mph to avoid overloading the power supply

However, the tunnel was still plagued by snow slides in the area

LAND RUSH BEGINS IN EASTERN WASHINGTON, IDAHO AND MONTANA

Opening of the land of the Enlarged Homestead Act for claiming began -- midnight July 15, 1909

(it would continue [midnight August 5, 1909])

eligible homesteaders had twenty-two days to register in Spokane, Coeur d'Alene, and Missoula

also, a notarized application card had to be submitted by mail in a special blue envelope

for a chance to file a claim for a homestead

when this paperwork was completed the hopeful claimant was entered in a lottery for land

central land office in Coeur d'Alene received 286,848 applications for 4,160 available claims, this number exceeded the number of applicants in the famous Oklahoma land rush [1889] During the registration period crowds became so large that the Spokane & Inland Empire Railroad operated special interurban trains on open schedules, running every fifteen to twenty minutes no restrictions were placed on the number of passengers allowed on board the cars people occupied every available space: window sills, coach roofs, cowcatchers and atop the running gear Spokane & Inland Empire Railroad Company daily transported 6,000 to 10,000 passengers and on one day counted 14,000 fares Great Northern Railway and Northern Pacific Railroad also ran several extra trains per day

SUFFRAGISTS CLIMB MOUNT RAINIER

Washington Equal Suffrage Association Treasurer Dr. Cora Smith Eaton joined photographer Asahel Curtis, Major E. S. Ingraham, and other members of The Mountaineers 1909 expedition to Mount Rainier -- July 30, 1909 they planted a large Alaska-Yukon-Pacific Exposition flag with a smaller pennant bearing the motto "Votes For Women" attached to its staff at the summit of Columbia Crest, the highest of three peaks on Mount Rainier after only fifteen minutes, high winds snapped the staff, so the climbers placed the flag inside the crater and left it there for posterity

CATASTROPHE STRIKES THE INTERURBAN SPOKANE & INDLAND EMPIRE RAILROAD

Special train No. 5, westbound to Spokane with three cars at about 4:35 P.M., Saturday, July 31, 1909 crashed head-on with regular train No. 20, eastbound with four cars at the La Crosse siding (now Gibbs, Idaho) about two miles northwest of Coeur d'Alene two interurban trains were carrying an estimated 600 passengers between them Motormen, James Delaney in No 20 and Edgar E. Campbell in No 5 saw each other when the trains were 800 feet apart -- too late to prevent a collision Train No. 20 came to a complete stop in 200 feet people in the lead car began jumping for their lives Train No. 5 attempted to stop as well, but the air brakes on the overloaded train failed it plowed into the regular train at about twenty miles per hour impact of the crash telescoped the two lead cars into each other immediately killing twelve passengers riding on the front platform of train No. 5 more than 100 other people were severely injured and maimed

HELP FROM COEUR D' ALENE WAS QUICK TO ARRIVE AT THE ACCIDENT SCENE

As doctors from Coeur d' Alene treated the severely injured,

workers from the nearby Stack-Gibbs lumber mill were kept busy
with jackscrews, axes, and wrecking bars, clearing out debris and rescuing the trapped
Spokane & Inland Empire Railroad Company dispatched a special train from Spokane
with doctors, nurses, and medical supplies to care for and transport casualties
Most of the critically injured were rushed to hospitals in Spokane and Coeur d'Alene
others were cared for in nearby homes
twelve bodies were taken to local funeral parlors to await identification
four additional victims died a few days later in the Coeur d'Alene Hospital
(In a subsequent investigation, both Spokane & Inland Empire Railroad's policy and the airbrakes
were found to have contributed to the accident)
(Huge profits accumulated during the 1909 land rush but most of it was lost to damage settlements
however, the Spokane & Inland Empire Railroad Company survived the 1909 disaster
and continued doing business until it went into receivership [January 9, 1919])

INDUSTRIAL WORKERS OF THE WORLD MEMBERS GATHER IN MISSOULA, MONTANA
Missoula was the hiring center for migratory workers seeking work in the nearby mines
Industrial Workers of the World (IWW) sent a handful of Wobblies to Missoula -- September 22, 1909
to recruit laborers for membership in the organization's effort to topple capitalism
among the IWW organizers were Jack Jones
and his striking, auburn-haired, nineteen-year-old pregnant wife Elizabeth Gurley Flynn
they were joined by rabid IWW agitator Frank Little

MISSOULA, MONTANA IS THE SITE OF IWW DISRUPTIONS

Elizabeth Gurley Flynn led the effort to recruit members into the Industrial Workers of World Union
clad in a broad sombrero and red neckerchief she began to talk to passers-by
at the corner of Higgins Avenue and West Front Street -- September 29, 1909
when she spoke, she lambasted employment agencies "sharks" who worked with employers
this arrangement system was described: **"As soon as a man had worked long enough to pay
the shark's fee, the hospital dollar, poll tax and a few other grafts, he was discharged to make room
for more slaves, so that the fleecing process could continue."**⁵⁸

Elizabeth Gurley Flynn, already a seasoned agitator and fiery orator, launched a free speech fight
that spread throughout the West -- September 29, 1909
Flynn's voice accounted for only part of her impact on rough-hewn itinerants
passing through town searching, often desperately, for jobs
her passionate gestures and succinct messages mesmerized her audiences
Flynn invited IWW agitator Frank Little to join her in speaking on the street corner

⁵⁸ Clemens P. Work, *Darkest Before Dawn: Sedition and Free Speech in the American West*. P. 11.

after announcing the title of his speech, "On Temperance," he was arrested and hauled to jail
next Flynn's husband, Jack Jones, attempted to speak and was also arrested
a young logger started to read the Declaration of Independence -- he was dragged off in handcuffs
Herman Tucker, a civil engineer for the U.S. Forest Service,
saw what was happening from his Forest Service office above
he rushed down, joined the effort and was arrested as well
Of course, Flynn and her companion agitators came under attack by agency owners and employers
who insisted, along with other downtown merchants, that police aggressively enforce
Missoula's ten-year-old ordinance that prohibited street speaking
Industrial Workers of the World described their recruiting effort as the first "free speech" fight

EXPLOSION AT THE ROSLYN NUMBER FOUR MINE

Northwestern Improvement Company's mine (or the mine's shaft)
exploded killing ten men -- about 12:45 P.M., Sunday, October 3, 1909
Flames burst out of the No. 4 shaft right located behind the town's library
blaze reached a height estimated to be from 150 feet to 400 feet
fire reached the head frame (winding tower located above ground),
tipple (coal screening and loading area), snow sheds and power house near the shaft
were all destroyed
numerous buildings scattered about the town also were set afire
further loss of surface property was prevented only through the valiant efforts of the townspeople
Fortunately no flame or smoke issued from the mine's return airways
fans stopped running but were not damaged
because the strong draft up the shaft caused by the first rush of flames
which set the shaft timbers afire thus caused the ventilation to work against the fans
fans were almost immediately reversed with the idea that this would assist
getting the fire in the shaft under control and prevent it from working down into the mine
At the time of the explosion there were five men working on the tipple and near the head frame
all five lost their lives -- the bodies of two of the men were never recovered
remaining three were thrown a considerable distance
clothes were burned completely off two of them -- they were identified with difficulty
There were also five men in the mine who were killed

EARLY EFFORTS AT A RESCUE PROVE FUTILE

Members of a rescue party entered the Number One shaft in an attempt to reach the bottom
they found the slope blocked by a cave-in -- October 3, 1909
Resurfacing, the rescue party entered shaft Number Two
when they reached the 3,000-foot level

two of the rescuers were overcome by an explosive mixture of toxic gasses
re-enforcements were required to bring them safely to the surface

RESCUE EFFORTS CONTINUE

Safety helmets arrived from the Alaska-Yukon-Pacific Exposition in Seattle
but since the men who brought them had never used them in coal mines,
management would not permit their use -- Monday evening, October 4, 1909
Numerous other attempts were made to gain entry into the Number Four mine
a temporary wood and canvas shaft was completed at the fifth east level of slope Number One
to provide ventilation which was good enough to allow further exploration
this effort ended in failure
a second attempt resulted in a rescue party being temporarily trapped when the roof collapsed

EFFORTS AT THE ROSLYN MINE BECOME A RECOVERY OPERATION

State mine inspectors arrived at Roslyn and brought three air-packs with them
two of these were single oxygen cylinders good for one hour each
Recovery team using Wolfe safety lamps for illumination
entered Slope Number 1 -- Thursday evening, October 6, 1909
Mine inspectors joined a party of miners working on drawing ventilation into the mine
following the air down the slope the combined rescue party found the body of J.E. Jones
In still another effort a combined party of seven mine inspectors and miners
entered the Number 1 shaft
bad air was encountered but they pressed on
bodies of Phillip Posovich and Dominick Pomotich were discovered where they had been working
Further efforts that evening resulted in failure
(last two bodies were not recovered until the following [April])
while not as destructive as the [1892] Roslyn explosion which killed forty-five miners
who left behind twenty-one widows and ninety-five fatherless children
never-the-less the human misery experienced was epic:
nine widows and twenty-one children without fathers
Severe damage to the mine prevented drawing any convincing conclusion
regarding the cause of the explosion

MISSOULA, MONTANA SPEECH RALLY ENDS IN ARRESTS

More and more Industrial Workers of the World (IWW) free speech activists had themselves arrested
for disturbing the peace and creating loud noises
they were jailed in such huge numbers that civic machinery broke down
local jails could neither house nor feed all of the inmates

courts became so clogged they could handle little else but free speech cases
Missoula's free speech fight became a duel of endurance
between the lungs and imaginations of the Wobblies and the stamina of the city police
union members spoke in the afternoon so they would be in jail in time for dinner
many were offered their freedom before breakfast
but they refused to leave their cells without jury trials
Continuing antics of the Wobblies tried the town's patience
Wobblies forced Missoula's hand as the town ran out of room and money
Missoula began to feel self-conscious about the furor
Elizabeth Gurley Flynn's leadership brought the city to its knees
IWW members won their free speech fight with Missoula and Missoula gave up -- October 8, 1909
all charges were dropped and the jails were cleared of the Wobbly mob
city councilmen decided to let the union members speak anywhere in the community
so long as they did not impede traffic

ELIZA JANE MEEKER PASSES AWAY

After visiting the Alaska-Yukon-Pacific Exposition Ezra Meeker traveled to California
to conduct research in preparation for his third journey over the Oregon Trail
in California he received word that Eliza, his wife of 58 years, had died
in the Sound View Sanitarium in Seattle -- October 15, 1909
Eliza, to whom Meeker always gave credit for the success of their [1852] journey across the trail,
had been an invalid for some years prior to her death and had lived from at least [1906]
mainly at the Seattle home of their daughter Carrie Meeker Osborne
Meeker returned to Seattle by train to lay Eliza to rest in Puyallup's Woodbine Cemetery
(Traveling to California, Meeker drove his wagon in the Rose Bowl Parade
in Pasadena, California [January 1, 1910])
Meeker had made the commitment before Eliza's death
skilled in public relations he was well aware that his wiry frame, flowing white hair and beard
would draw attention to the cause of trail preservation
as he perched on the ox-drawn wagon
he sought a place in the spotlight whenever possible

INDUSTRIAL WORKERS OF THE WORLD (IWW) MISSOULA EFFORT MOVES TO SPOKANE

Industrial Workers of the World organizer James H. Walsh reported the abuse
used by Spokane's employment agencies to hire transient workers
to the leadership of the IWW's leadership
"job sharks" there were closely tied to the crew bosses on many job sites
Spokesman-Review newspaper reported [January 18, 1909] often there would be

“one gang coming, one gang working and one gang going”

the faster the turnover, the greater the number of fees that could be generated
Celebrating their victory in Missoula, Montana, radical Wobblies joyously traveled by boxcar
to Spokane which was the hiring center for migratory workers in search of a job
in nearby mines, pine forest lumber camps, sawmills, farms, orchards and agricultural fields

INDUSTRIAL WORKERS OF THE WORLD FREE SPEECH ADVOCATES ARRIVE IN SPOKANE

At first the Wobblies tried to work with the Spokane city government
but the City Council refused to revoke the licenses of nineteen employment agencies
IWW's newspaper, the *Industrial Worker*, published an advertisement -- October 28, 1909

“Wanted—Men to Fill the Jails of Spokane”

Industrial Workers of the World members began a free speech campaign
to inform the public of the hiring abuses

Wobblies organizers stood on streets near the hiring halls in downtown Spokane
they made speeches, sang labor songs and told passersby about their union
Industrial Workers of the World sent out a notice to all of its union halls of an event in Spokane
planned for [November 2, 1909]: **“FREE SPEECH DAY—IWW locals will be notified by wire
how many men to send if any... Meetings will be orderly and no irregularities of any kind will be
tolerated.”**

SPOKANE BECOMES THE TARGET OF INDUSTRIAL WORKERS OF THE WORLD ATTENTION

IWW relied on free speech rights guaranteed by the U.S. Constitution's First Amendment
to enable them to communicate the concept of “One Big Union” to listeners
Wobblies from all over the West arrived in Spokane -- November 2, 1909
one of the arriving Wobblies overturned a crate on the Spokane sidewalk
stepping onto the “soapbox” he spoke against employment agency abuses
Industrial Workers of the World made its first impression on the nation
with an extensive “free speech” campaign in Spokane aimed at employment agencies
skilled in the art of swindling men who applied for jobs
Wobblies used the slogan “Don't Buy Jobs”

FREE SPEECH BECOMES A WEAPON FOR CHANGE FOR THE IWW

Angry Spokane leaders passed an ordinance banning public speaking on the streets
Wobblies claimed their constitutional right to free speech was being violated
IWW members continued their public discourses
but cooperated with Spokane police -- meetings were moved indoors
City Council, in a poorly thought out power play, passed an exception to the public speaking ban
allowing the Salvation Army to speak on the streets

Wobblies objected and sent out a call for more supporters to come to Spokane
Wobblies who spoke were arrested along with their audiences
for defying the local ordinances against street gatherings and demonstrations
when one was jailed, another Wobbler would rise to take his place on the soapbox
followed by another and another

SPOKANE COMES UNDER SIEGE

Wobbler sympathizers poured into Spokane from Seattle and Portland and northern Idaho
IWW organizer Elizabeth Gurley Flynn, a woman of extraordinary speaking skills,
arrived in Spokane to join the fight for social justice
since she was pregnant Wobbler organizers allowed her to speak only indoors
when the IWW union office was raided and everyone arrested

Flynn took over as publisher of the local worker's newspaper, *The Industrial Worker*
One evening rocks and chunks of ice were thrown
through the windows of the Red Cross Employment Agency at 224 Stevens Street
several members of the noisy mob estimated to be between 2,000 and 3,000 idle men
were about to attempt to wreck the place -- December 1909

IWW organizer James H. Walsh mounted a chair and pacified the violent crowd
his efforts surely stopped a riot

IWW reinforcements arrived in Spokane from surrounding regions simply to get thrown into jail
Elizabeth Gurley Flynn was quoted (Kim Briggeman of the *Missoulian*, [2009])
as saying reinforcements arrived: **“on top of the trains and beneath the trains, and on the
sides, in the box cars and every way that you didn't have to pay fare.”**

many protestors read from the United States Constitution or the Bill of Rights
There were so many arrests that Spokane could not afford to feed the men in jail
so men would be arrested in the evening, held overnight and were released before breakfast
so that they did not have to be fed
next day after a hearty meal provided by union organizers they got back on the soapbox
where they were again arrested

ARREST OF ELIZABETH GURELY FLYNN MAKES THE NEWS

Elizabeth Gurley Flynn continued to speak in Spokane at rallies and indoors
she spurred on the burly loggers and itinerant workers around her
she taunted city and company officials with her fine oratory, fiery wit and great energy
howling, jeering mobs led by Flynn turned the streets into an uproar
until she was arrested as she walked to the meeting hall -- December 5, 1909
she was charged with “conspiracy to incite men to violate the law”

At the time *The Spokesman-Review* described her as a “...**frail, slender girl, pretty and graceful, with a resonant voice and a fiery eloquence that attracted huge crowds.**”

Her arrest made headlines throughout the nation

Flynn was held in jail overnight and then released

SPOKANE IS HARD-PRESSED TO DEAL WITH ITS PRISONERS

Eight editors in succession published a copy of the *Industrial Worker* and then took their turn “soapboxing” and went to jail

In one day 150 Wobblies were arrested and crowded into jails that could hardly accommodate them

Elizabeth Gurley Flynn delayed her arrest by chaining herself to a lamppost

About 1,200 Wobblies had been arrested -- demonstrators filled the city jail, county jail

War Department's Fort Wright was made available for more

Spokane City Council arranged for rock-pile work for the prisoners

Spokesmen-Review reporter wrote that men were confined

twenty-eight to a seven foot by eight-foot cell

they were packed so tightly that **“It took four cops to close the cell door. This was called the ‘sweat box’. The steam was turned on until the men nearly suffocated and were overcome with exhaustion. Then they were placed in ice cold cells and ‘third degreed’ in this weakened state. When the jail became overcrowded an abandoned unheated schoolhouse, Franklin School, was used as a jail.”**

prisoner, James Stark kept a diary in which he described how the men were covered with blood with teeth knocked out, eyes blackened, bones broken and clothes torn
three prisoners died

ELIZABETH GURLY FLYNN GATHERS NATIONAL ATTENTION

Upon her release from jail she wrote of the police brutality she witnessed

she charged that police were using the women's section of the jail as a brothel with the police soliciting customers

when that story was printed in the *Industrial Worker* -- December 10, 1909

city police went door to door and confiscated as many copies of the paper as they could

but it was too late -- word had gotten out and the news went national

Elizabeth Gurley Flynn quickly became one of the best known Wobbly leaders

PUBLIC SYMPATHY SHIFTS TO THE INDUSTRIAL WORKERS OF THE WORLD

As guards marched Industrial Workers of the World prisoners through the streets to bathing facilities, crowds would shower the men with apples, oranges and Bull Durham tobacco

Incarcerated Wobblies went on a hunger strike -- Spokane let them starve

they refused to cut wood for their stoves although it was winter -- Spokane let them shiver

Wobblies complained about the cold, about crowded conditions in sweaty cells
about beatings by guards, cold showers, water hosing, and general filth
wild charges of inhumanity were initiated: **“Four hundred men and women of the ranks of
labor...on the bare floors of a jail, slowly starving...thirty days of torture”**⁵⁹
“barbarous Spokane” became known across the nation
Even after the speaking ban was declared unconstitutional the arrests continued
but now only the speakers were arrested for disorderly conduct
Spokane taxpayers began to resent the cost of feeding, housing, and policing IWW prisoners

⁵⁹ David Lavender, *Land of Giants*, P. 421.