

WASHINGTON TERRITORY CENSUS OF 1880¹

Washington Territory's population in 1880 was 75,116 -- more than triple the [1870] census of 23,955
60,000 residents were required to apply for statehood

More than half of the population lived in five counties:

- Walla-Walla: 8,716, increase of 3,416 (64.45 percent) above 1870 count of 5,300;
- Columbia: 7,103 (did not exist in [1870]);
- Whitman: 7,014 (did not exist in [1870]);
- King: 6,910, increase of 4,708 (226 percent) above 1870 count of 2,120;
- Clark: 5,490, increase of 2,408 (78.16 percent) above 1870 count of 3,081;
- Spokane: 4,262 (did not exist in [1870]);
- Klikitat (sic): 4,055, increase of 3,726 (1,132 percent) above [1870] count of 329;
- Pierce: 3,319, increase of 2,410 (171 percent) above [1870] count of 1,409;
- Thurston: 3,270, increase of 1,024 (45.59 percent) above [1870] count of 2,246

Four new counties had been added bringing the total to twenty-five:

- [1871]: Whitman County was created from part of Walla Walla County;
- [1873]: San Juan County was created from former "Disputed Islands" of Blakely, Decatur, Henry's, Lopez, Orcas, San Juan, Shaw's, Spieden, Stuart's, and Waldron;
- [1875]: Columbia County was created from part of Walla Walla County;
- [1879]: Spokane County was created from part of Stevens County

Five cities had a population in excess of 1,000 people:

- Walla Walla: 3,588;
- Seattle: 3,533;
- Vancouver: 1,722;
- Olympia: 1,232;
- Tacoma: 1,008;
- Dayton (Columbia County) had a population of 996

Immigrants to Washington Territory had come primarily from five states:

- Oregon: 6,583;
- Missouri: 3,160;
- New York: 2,981;
- Ohio: 2,727;
- California: 2,417

Foreign-born immigrants to Washington Territory had come primarily from five countries:

- Great Britain and Ireland: 4,721;
- China: 3,160;
- British America (including Canada): 2,857
- German Empire: 2,198

¹ John Caldbick, *1880 Census: Tenth Decennial Census...*, Essay 9605, HistoryLink.org, October 22, 2010.

- Sweden: 648

Two additional statistics were striking:

- Chinese residents increased by an astonishing 1,262 percent;
- Native Americans who were not living on reservations grew by well over 200 percent

EDUCATION BECOMES INCREASINGLY IMPORTANT IN WASHINGTON TERRITORY

Growth in the numbers of students and schools was due to increases in population

by 1880 Washington Territory had a total of 531 public schools

none were restricted by race

there were five high schools in the territory -- 1880

the first to be accredited was in Dayton

every county had at least four schools -- \$112,615 in public funds were spent for education -- 1880

there were 14,780 pupils enrolled in school with a daily attendance of 10,457

Schools were one room where all grades attended

pupils all were taught by the same teacher -- some students had to study while others recited

slates were used by students instead of paper

few books other than texts were available -- there were very few school libraries

school term usually lasted between four and five months

Students often had to walk miles to attend classes except in towns and cities

therefore, only 2/3 of the children living in the territory actually attended classes

(Not until the 1880s was any attempt at required school attendance made

it was well into the [20th Century] before compulsory education become a reality

on a nine-month rather than a three-to-six-month basis)

UNITED STATES GOVERNMENT OPENS ADDITIONAL INDIAN BOARDING SCHOOLS

Boarding schools hoped to produce students that were economically self-sufficient

by teaching work skills and instilling traditional American values and beliefs

reformers assumed that it was necessary to “civilize” Indian people,

that is, to force them accept white men’s beliefs and value systems

Indian children were to be taught the importance of private property, material wealth

and monogamous nuclear families -- all values unknown to Native Americans

First priority of the boarding schools was to provide the rudiments of academic education:

reading, writing and speaking of the English language

arithmetic, science, history and the arts would be added

to open the possibility of discovering the “self-directing power of thought”²

students were taught the principles of democratic society

² American Indian Relief Council, “History and Culture: Boarding Schools,”
http://www.nrcprograms.org/site/PageServer?pagename=airc_hist_boardingschools

they received citizenship training focused on political institutions and structure
with the goal of eradicating all vestiges of Indian culture from the children's lives
Columbus Day was celebrated for bringing Native American people into history
New Year's Day was an opportunity to recommit to American ideals
Memorial Day was to provide Indian children an opportunity to decorate the graves
of soldiers who had killed their families and ancestors

Conversion to Christianity was deemed essential to the cause of "civilizing" Indian children
boarding schools were expected to develop a curriculum of religious instruction
with emphasis on the Ten Commandments, the Beatitudes and the Psalms
implanting ideas of sin and a sense of guilt, both previously unknown to Indian children,
were part of the curriculum

Christianity governed gender relations at the boarding schools
most schools directed their energy at keeping the sexes apart
in some cases endangering the lives of the students by locking girls in their dormitories at night
girls could not get out even in the event of a fire
there were, however, ritualized social activities such as dances and promenades

Regimentation was the order of the day
students spent endless hours marching to and from classes, meals, job sites and dormitories
order, discipline and self-restraint were all prized values of white society

Discipline within the Indian boarding schools was severe
it generally consisted of confinement, loss of privileges, threats of corporal punishment
or restriction of the pupil's diet
in addition to coping with the severe discipline,

Indian students were ravaged by diseases at boarding schools

Boarding schools utilized what came to be called the "half and half system"
students spent half of the day in the classroom and half at a work assignment or "detail"
on the school grounds
academic curriculum included courses in U.S. history, geography, language, arithmetic, reading,
writing and spelling -- music and drama were offered at most schools
young women spent either the morning or the afternoon caring for poultry, doing laundry, sewing,
cooking, cleaning and other household tasks -- girls made and repaired uniforms, sheets
and curtains and helped to prepare the meals
older girls might study nursing or office work
mistakes were not tolerated and students were forced to repeat failed projects
until they met the exacting standards of the instructors
young men acquired skills in carpentry, blacksmithing, shoe making, animal husbandry and baking
they chopped firewood to keep the steam boilers operating and helped with clearing of land,
constructing new buildings, making roads and bridges
since boarding schools were required to be as self-sufficient as possible

students did most of the work

meat, vegetables and milk served in the dining room came from livestock and gardens
kept by the pupils

“With this available and free workforce, the government schools were operated on a very low budget. After awhile it became a question of whether the children were in school to learn or to keep the agency from running a budget deficit.”³

Although few in number, some critics feared that job training at rudimentary levels
would condemn the Indians to permanent inequality

but few government officials thought that Indians were capable of more
also, much of the work done by students at the school was necessary to maintain the institution

U.S. GOVERNMENT AUTHORIZES CHEMAWA BOARDING SCHOOL IN OREGON

Lieutenant Melville Wilkinson of the U.S. Army and secretary to General Oliver Otis Howard
were put in charge of the Chemawa school project

a site was chosen at Forest Grove, Oregon on four acres of land rented from Pacific University
\$5,000 was provided to start the school

Lieutenant Wilkinson, with the help of eight Puyallup Indian boys,
began construction on the buildings -- 1880

Fourteen boys and four girls made up the initial class of Chemawa students

all of the students came from Washington Territory
seventeen from the Puyallup Reservation on the Puget Sound
and one boy from the Nisqually Reservation

LIFE AT CHEMAWA SCHOOL WAS HARSH

Boarding school experience began when an employee of the Bureau of Indian Affairs Indian Agent
arrived take in a wagon to remove a child as young as six from their home and family
there was little or no explanation

slowly the wagon filled with other children until it arrived at Chemawa Boarding school

Once at the school Indian children were surrounded by white men and women

sternly talking in English -- a foreign language not spoken or comprehended by the children
Indian clothes were taken away and a uniform was provided

denim shirt and trousers for the boys; long dresses for the girls

finally, the children were left alone in one of the barracks

none of them knew what to expect or what was expected of them in this new environment
everything the child had come to know was about to change very quickly

BRITISH IMMIGRANTS ARE READILY ACCEPTED IN THE PACIFIC NORTHWEST

³ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 66-67.

English and Scots immigrants were assimilated into the Northwest culture with ease
they knew the language, were familiar with democracy and capitalism and were educated
they moved readily into skilled industrial jobs, white collar work and the professions
there were no discriminatory laws or customs to impede them
they soon became active in American politics
Irish, who came West in large numbers, had more difficulty in being accepted
because they were Catholic and poorly educated

CHINESE LABOR DOMINATES THE LABOR FORCE OF WASHINGTON TERRITORY

Washington Territory was home to 3,160 Chinese immigrants
many had left mining and railroad work to drift to towns and cities
where they became cooks, porters and household servants -- some opened laundries
Fishing and canning industry of Washington Territory was second in value only to wheat production
Chinese labor deserved much of the credit for that industry's positive financial impact
on the territory
Fish canneries and lumber mills in Kitsap County and fish canneries in Wahkiakum County
were responsible for the sharp increase in Chinese employment
total number of Chinese in Wahkiakum County rose to 559 -- 1880
(compared to only fifteen Chinese ten years earlier)
Wahkiakum County had the highest number of Chinese in the Territory
while Stevens County with its large number of placer miners was down to twenty-two
Sadly, the large number of Chinese workers entering the labor force in Washington Territory
resulted in growing anti-Chinese sentiment

CHINESE GARDENERS PROVIDE PRODUCE TO TOWNS AND VILLAGES

Chinese people did not take up farming in Washington Territory but rather planted vegetable gardens
in and around the cities and towns of Washington Territory
not infrequently these gardens were the only source of fresh vegetables
especially in Olympia, Port Townsend, Spokane and Walla Walla
where Chinese gardeners controlled the supply for many years
because settlers could not provide the time and effort necessary compete with them
typically, Chinese gardeners would lease or rent plots of land
larger gardens, such as the "Chinese Garden" in Port Townsend
would ship their produce to Seattle and other towns
Chinese people engaged in the wholesale and retail produce businesses
however, the usual practice was for the Chinese to deliver their produce door-to-door
on attractively displayed two-tiered wagons
for a small amount of money, a week's supply of groceries could be purchased
it was customary for the Chinese gardener to keep a record of each home owner's bill

by penciling the account in Chinese characters on the gate post or the door frame

Whidbey Island was the location of a large Chinese farm camp at Ebey's Prairie

Ernest J. Hancock owned the land and leased plots of ground

to Chinese tenant farmers who produced their own crops

tenant farmers lived in a cluster of several small one-room framed buildings

each building had a sleeping loft

Chinese laborers were hired to plant the crops, weed the soil and harvest the produce

typically, they crowded together in the homes of the tenant farmers who hired them

U.S. National Park Service's National Historic Reserve as Ebey's Landing

described the significance of Whidbey Island's Chinese farmers: **"The Chinese became**

indispensable farmers for local white families or rented parcels of land to grow their own crops.

Lacking horses of their own, the Chinese mainly did handwork like hoeing and weeding potatoes, a common crop. During Whidbey winters, mounds of harvested potatoes covered in protective earth and straw dotted the landscape near the homes of the Chinese, awaiting the best price at the market.

Whether selling their own produce or helping white farmers get theirs to market, the Chinese residents of Ebey's Prairie made significant contributions to the island's early economic

development."

NORTHERN PACIFIC RAILWAY (NPRY) PLANS TO COMPLETE CONSTRUCTION

Northern Pacific Railway (NPRY) President Frederick Billings had raised forty million dollars

to close the gaps in the incomplete line

he also contemplated completing construction westward from Ainsworth, Washington Territory

two routes were possible:

- either over the Cascade Mountains to Puget Sound,

- or down the north bank of the Columbia River and then north to Puget Sound

southern (Oregon) bank of Columbia right-of-way was owned by Henry Villard's

Oregon Railway and Navigation Company (OR&N)

General Adna Anderson was named Northern Pacific Railway Engineer-in-Chief -- February 18, 1880

(a position he would hold until [January 1888])

As President of the Oregon Railway and Navigation Company (OR&N)

Henry Villard discounted any potential of competition from the Northern Pacific Railway

TWO SHORTLINE RAILROADS OPERATE IN WASHINGTON TERRITORY

Oregon Railway and Navigation (OR&N) Company's Walla Walla and Columbia River (WW&CR)

continued to haul wheat between Walla Walla and Wallula on the Columbia River

Creek Flume & Manufacturing Railroad Company was chartered -- February 24, 1880

to carry lumber eight miles from Walla Walla east to Dudley, Washington Territory

where a five-mile branch line was opened to Dixie, Washington Territory

OREGON RAILWAY AND NAVIGATION COMPANY (OR&N) EXTENDS FROM WALLULA

Using eastern money, Henry Villard's Oregon Railway and Navigation Company (OR&N) began surveying a route from Wallula, Washington Territory along the south bank of the Columbia River toward Celilo Falls, Oregon -- March 31, 1880 (this route was completed [1882])

HENRY VILLARD EXPANDS HIS WALLA WALLA AND COLUMBIA RIVER RAILROAD

Henry Villard awarded a construction contract to Coulter, McBean & Company of Portland to grade sixteen miles of line west of Spokane Falls for the Walla Walla and Columbia River (WW&CR) -- April 1880 forty Chinese had arrived from Portland (another 1,000 Chinese arrived in the following month to work on the railroad line)

FARMING IN WASHINGTON TERRITORY IN THE 1880S

Western Washington's native forests were too dense to allow for successful farming -- 1880 (logging eventually cleared the land) -- lumber mills cut 160 million board feet in 1880 Puget Sound farms were scarce as forests were pressed very closely to the saltwater shores less than a thousand farms existed between Puget Sound and the Cascade Mountains yet the river valleys were fertile Puget Sound saw the establishment of 1,800 new farms in the next decade -- 1880-[1890] those who worked this land as farmers profited from their efforts although the task was difficult -- (crop value increased by nearly \$2 million) Closing of the open ranges of the Western United States ended the option to move west for cheap land even in Eastern Washington Territory good free farmland was eliminated immigrants to Washington Territory provided increasing numbers of industrial workers who could not afford to leave their factory jobs to take up farming

PRIVATE IRRIGATION PROJECTS BEGIN EAST OF THE CASCADE MOUNTAINS

Tremendous amounts of capital were required for construction of desired irrigation systems much more money was needed than farmers could provide either individually or collectively Private businessmen entered the picture in the early 1880's as water became available for the arid land, businessmen who paid for construction projects leased water right to farmers for use on their crops however, poor harvests sometimes prevented farmers from paying back the investors small private irrigation companies slipped into bankruptcy At the same time, the value of manufactured goods and property in Washington Territory increased by ten-fold over the previous decade

"CATTLE KINGS" EAST OF THE CASCADE MOUNTAINS

There were only a few “Cattle Kings” but each owned exceptionally large herds of over 25,000 head cattle kings also lived in several territories in the West:

- Conrad Kohrs was known as the “Cattle King of the Northwest” bought a ranch near Deer Lodge, Montana Territory
his 50,000 head of cattle, ranged over ten million acres spread across four states and two Canadian Provinces
he shipped 10,000 head of cattle annually to the Chicago stock yards
he was the originator of the Montana Stock Growers’ Association;

- Baron de Bonnemain resided in Montana Territory;

- Scottish investors owned the Swan Land and Cattle Company of Wyoming

Oregon also was the location of several cattle kings:

- Peter French in southeast Oregon owned the famous *P and Diamond* ranches
he possessed king-sized ranches reaching approximately 160,000 to 200,000 acres until he was shot and killed [1897]
- John S. Devine and his partner W.B. Todhunter owned the Whitehorse Ranch in Oregon;
- Benjamin E. Snipes, of The Dalles, Oregon purchased 12,000 head of cattle from the Phelps and Wadleigh Company of Loomis, (in today’s Okanogan County)
(Ben Snipes developed a huge cattle ranch in the Yakima River Valley of Washington)

CATTLE INDUSTRY SERVES A READY MARKET

Cattlemen concentrated near Washington Territory towns of Colville, Yakima City and Walla Walla and the Montana Territory towns of Virginia City, Bannock, Helena and Fort Benton as well in many scattered “camps”

these cattlemen unhappily shared their local rangeland with miners, farmers and sheepherders

CATTLE RANCHING FOLLOWS A PATTERN

Once a herd had been established in a given range area

the local stockman usually acquired title to a section (640 acres) or more of land to serve as his base of operation

on this land he would construct:

- a dwelling, usually a crude shack or cabin, to house all hands;
- a stable for a dozen or so saddle horses;
- and often widely scattered stock pens to assist with feeding the herd
when heavy snow and ice would not permit grazing on the open range
hay for winter feeding was secured in the summer by fencing in meadows to allow the natural grasses to mature for cutting, drying and stacking

LIFE ON THE RANGE

Primary work was carried out by hired cowboys whose lives were a little dull during the winter

but they were intensely active during the spring, summer and autumn
Stockman provided wages of \$30-\$35 a month plus room and board for all hired hands
this crew included a foreman, cook, farm boys and cowboys
other essential equipment included wagons, guns and wearing apparel
Cowboys in the Northwest were predominately Americans
with the exception of southeastern Oregon where Mexican vaqueros
drifted up from California and Mexico in large numbers
Mexicans were regarded as the most skillful in the use of the riata (lasso)
and were expert cowhands in all ways
Rules for handling the cattle were made at informal meetings of the stockmen
or more formally by regional stock growers' associations
most rules called for an annual early spring roundup to be held on scheduled dates
cowboys would round up and sort cattle according to brands
branding irons were put to calves seemingly attached to mother cows in respective herds
all of this was hard work
after the (fall) roundup cattle were driven from winter to summer pastures
or were moved in great herds to a railhead to be shipped to market

LACK OF TRANSCONTINENTAL RAILROAD IN THE NORTHWEST IMPEDES GROWTH

Growth of cowtowns in the Pacific Northwest was stunted by the lack of railheads
nearest transcontinental railroad to Washington Territory was the Union Pacific-Central Pacific
which maintained an important shipping point at Cheyenne, Wyoming
this enhanced the importance of Laramie Valley
Cheyenne became the great receiving center for Northwest cattle during the 1800s
what was known as the "Old Wyoming Trail" followed part of the Oregon Trail
this became the route of cattle drives from Washington Territory
as noted in a song sung to calm sleeping cattle on the cattle drive by Northwest cowboys:

GIT ALONG, LITTLE DOGIES (Whoopie Ti Yi Yo)

(Chorus): Whoopee ti yi yo, git along, little dogies,
It's your misfortune and none of my own,
Whoopee ti yi yo, git along, little dogies,
For you know Wyoming will be your new home.

LIFE ON THE CATTLE DRIVE TO THE WYOMING MARKET

Once the herd was assembled it was possible for anywhere from twelve to fifteen cowboys,
who were bossed by a foreman, served by a horse wrangler, and fed by a cook,
would handle from 1,200 to 2,500 head on the long cattle drive
A typical day on a cattle drive was described: **"For the first two days, or until the herd appeared tired and well adjusted to the trail, the driving was incessant. After that a regular, leisurely routine**

was established. ... [B]efore daylight the cattle were on the hoof and grazing, and the wrangler busy rounding up horses for the day. Then after a hastily gulped breakfast of perhaps bacon, coffee, and sour dough biscuits prepared by the usually tyrannical cook at his well-stocked chuck wagon, the long day's drive began. Usually two men rode ahead of the herd [Point] the rest on the flanks [Swing], and in the rear [Drag]. At noon there was a pause -- if possible by a stream where the cattle partook of water and again indulged in leisurely grazing. Nearby would be the indispensable chuck wagon with noonday fare in readiness -- perhaps fresh roast beef and more coffee and biscuits. The afternoon drive usually seemed hot, tedious, and relentless. And then came night when the cattle, full of feed, watered, and tired, lay down for rest. The cowboys ate their suppers, chatted about the day's drive, smoked cigarettes, sang and told stories. Night guards often pacified the drowsing animals with songs and chatter; and except for an occasional stampede caused from sudden freight, the starry nights remained peaceful until, once again around the clock, the cook and the horse wrangler gave timely warning that another day was about to begin."⁴

SHEEP RAISING IN THE NORTHWEST COMPETES WITH CATTLEMEN

Sheep first thrived West of the Cascade Mountains in Washington Territory

sheep raising was dominated by small, privately owned farms

flocks averaged 75-100 sheep per family and were principally raised for wool

during the summer flocks were driven to the wheat stubble fields to forage for food

feed was grown in summer for use during the winter

East of the Cascade Mountains, sheepherders were an international group

Basque, French, Indian, Mexican, Portuguese, Scotts and Americans all raised sheep

open range lands, much to the discontent of cattlemen,

allowed for the development of large flocks of sheep numbering 1,500 and more

SHEPHERD'S JOB WAS LONELY AND DEMANDING

Range lands offered little natural protection for the sheep or their shepherds

flocks were moved to pasture on the open range and the foothills

barns and sheds were scarce

shepherds found it necessary to locate sheltered river valleys during the winter

sheep were kept there until after spring lambing, shearing and marking were complete

as the snow receded, flocks were moved to the fresh grass at higher elevations

shepherd's job was to keep the flock together and properly fed

when moving, it was difficult to slow strong animals to the pace of the weaker ones

sheepherder always stayed with the flock so it was necessary to bring supplies to him

Shepherd's day began at sunrise when he would put the flock out to feed

animals fed until about 9:00 a.m. then rested into the afternoon

⁴ Oscar Osburn Winther, *The Great Northwest*. P. 288-289.

about 3:00 p.m. the sheep would feed again until it was time to return to camp
after sunset the shepherd had time to eat a proper meal
and lay out supplies for breakfast and lunch the next day for both himself and his faithful dog
diet consisted of fried mutton, hardtack and coffee

CONSTRUCTION BEGINS ON THE TRANS-CANADA RAILROAD

Canadian Prime Minister John A. Macdonald issued a railroad construction contract
to Andrew Onderdonk to lay 128 miles of track from Yale, British Columbia
to Savona's Ferry on Kamloops Lake -- May 15, 1880
(when that project was successfully completed Onderdonk began construction of track
between Yale and Port Moody, British Columbia
and between Savona's Ferry and Eagle Pass in the Canadian Rocky Mountains)

NORTHERN PACIFIC RAILWAY RENEWS CONSTRUCTION IN WASHINGTON TERRITORY

Northern Pacific Railway President Frederick Billings reawakened the slumbering railroad
Billings began to close the gaps along the incomplete line
tracks were laid along the North (Washington) bank of the Columbia River
Oregon Railway and Navigation Company (OR&N) President Henry Villard remained unconcerned
difficult terrain on that side of the Columbia River would make constructions costs prohibitive
and below the Dalles the OR&N controlled the right of way of the now defunct
Oregon Steam Navigation Company portage road at the Cascade rapids

HENRY VILLARD BECOMES CONCERNED ABOUT THE NORTHERN PACIFIC RAILWAY

Oregon Railway and Navigation Company remained linked with no other railroad
as Portland stood isolated with no trade link to the United States
It suddenly occurred to Henry Villard that if the Northern Pacific Railway (NPRY)
connected St. Paul, Minnesota with Spokane Falls
Portland and the lower Columbia River Valley would suffer from the competition
or if the Northern Pacific ever developed a Western terminus at Tacoma on Puget Sound
it would draw traffic away from Henry Villard's Oregon Railway and Navigation Company
and its terminus at Portland
crossing the Cascade Mountains in Washington Territory, although expensive,
would make available the superior harbors of Puget Sound
furthermore, under the terms of its original grant, for each mile of track Northern Pacific built
NPRY could claim 25,600 acres of the best timberland in the United States
Henry Villard suddenly became very concerned about the Northern Pacific Railway
he knew his financial interests could be served only by making Portland rather than Puget Sound
the western terminus of the transcontinental railroad
or at least he must impede Tacoma from becoming the terminus

LAND OF THE COLUMBIA (MOSES) RESERVATION COMES UNDER DISPUTE

Colonel Henry C. Merriman sent Captain H.C. Cook to count the settlers on the Columbia Reservation and determine the value of improvements they had made to their land
he also was to ask the owners to pack up and leave -- August 19, 1880

President Rutherford B. Hayes, accompanied by General of the Army William Tecumseh Sherman, visited the Pacific Northwest and learned firsthand of the error the government had made in giving Chief Moses lands on which miners held claims -- late in the summer of 1880
President Hayes was apologetic and asked Territorial Delegate Thomas H. Brents to assemble and present to Congress information on the problem

Eagle Mining Company interests asked the President to restore the land to the public domain
miners circulated numerous petitions,
one to the effect that they be allowed to obtain title to their claims,
another that a ten-mile strip of land be shaved off from the Indian land and saved for them
Washington territorial Governor Elisha P. Ferry notified Interior Secretary Car Schurz of the "ten-mile strip petition

HENRY VILLARD EXPANDS HIS OREGON RAIL AND NAVIGATION RAILROAD OPERATION

Arrogant with his new financial muscle,

Henry Villard continued his construction project from Wallula, Washington Territory toward Spokane Falls to ultimately connect with the Northern Pacific Railway (NPRY) then under construction from the East -- and hopefully block the NPRY at Spokane Falls
Villard began to lay continuous Oregon Railway and Navigation Company (OR&N) railroad trunk line track along the south bank of the Columbia River
tirelessly, standard gauge track was laid eastward from Portland
along the Oregon side of the river -- 1880

construction of several OR&N spur lines also was undertaken at the same time

Villard's Oregon Railway and Navigation Company also started a third construction project on a line between Wallula, Washington Territory and Celilo, Oregon
with "fan-like" feeder lines that could be pushed at will into surrounding wheat and livestock country of eastern Oregon and eastern Washington

Villard's fourth venture involved constructing a fourteen-mile-long extension of the Walla Walla and Columbia River (WW&CR) Railroad
between the community of Whitman, Washington Territory
and a station known as Blue Mountain in Oregon

ANOTHER COAL FIELD IS DEVELOPED IN WASHINGTON TERRITORY

Most people assumed that towering trees attracted settlers to the Northwest,
but coal also was a major magnet

(an inferior grade of coal had been discovered in the Green River Valley [1873])
Good quality coal for the coal-starved Oregon Railway and Navigation (OR&N) Company
was discovered near Black Diamond and Franklin
(today located within undeveloped Hanging Gardens State Park near Black Diamond)
in a rural coal mining area on the Puyallup River in eastern Pierce County
and some thirty miles east of Tacoma
this led to the development of large mines that brought good returns to the area
most of the miners were European immigrants involved in producing coal

OREGON RAILWAY AND NAVIGATION COMPANY LINKS WALLULA AND UMATILLA

Oregon Railway and Navigation Company (OR&N) opened a section of track
linking Wallula, Washington Territory with Umatilla, Oregon -- October 1, 1880
steamboat operations ceased between those two points
Oregon Railway and Navigation Company (OR&N) transferred its construction efforts
to the line from Walla Walla to Dayton, Washington Territory -- October 1880
gangs of Chinese graders completed the road bed and returned to Bolles Junction
to begin work along the Touchet River
Chinese railroad gangs complained of the cold water and many left

FARMERS ORGANIZE TO IMPROVE THEIR WAY OF LIFE

Farmers' societies, clubs and collective groups including the Farmers Grange and Farmers' Alliance
sprung up in different parts of the country -- each working to improve agriculture as an industry
most of these organizations were only of local significance
Farmers Grange movement was rooted in agrarian discontent
but the Grange was not active in political reform
(Grange movement had won an important U.S. Supreme Court case reviewing a Grange-backed law
to empower state legislatures to regulate railroad shipping rates [1877]
with that success, interest in the Grange decreased
due in large part to the Grangers' lack of interest in additional political action or reform)
Origin of the Farmers' Alliance is uncertain -- various states laid claim to the first organization
however, a Texas state Farmers' Alliance was the first to incorporate -- October 6, 1880
their Charter stated their goal: **“To encourage agriculture and horticulture, and to suppress
local, personal, sectional and national prejudices and all unhealthy rivalry and selfish ambition.”**
unlike the Grange movement, the Farmers' Alliance believed in political activism
members sought improvements for farmers who were in debt and lived in poverty
and in increasing low crop prices by:

- educating and mobilizing rural men and women,
- engaging in cooperative economic organizing,
- asserting their power in electoral politics

they helped farmers form cooperatives that gave them more influence in buying supplies and marketing their products

Farmers' Alliance organizers were sent into Missouri, North Carolina, Alabama, Florida, Mississippi, Kentucky, Georgia and Tennessee to recruit new alliance members and organizations successful national conventions were held every year where farmers aimed their attacks against Eastern moneyed interests

that is: railroads, industrial monopolies and advocates of the gold standard who demanded using only gold (not silver) to back the United States dollar as a safeguard against economic inflation and the devaluation of the dollar farmers, faced with the fact that money was not available to buy land on credit, wanted more money available and some inflation to decrease the amount of their debt (as money inflated in value it was worth less, but the debt remained the same)

some states formed splinter groups and held successful conventions of their own

HENRY VILLARD AND FREDERICK BILLINGS STRIKE A BARGAIN

Northern Pacific Railway (NPRY) intended to eventually lay its own track

either down the north side of the Columbia River or over the Cascade Mountains

Villard as president of the powerful Oregon Railroad and Navigation Company (OR&N)

offered to allow the NPRY to lease their newly constructed

OR&N main line tracks through the Columbia Gorge

along the Oregon side (south bank) of the Columbia River (completed [October 1, 1880])

NPRY would save millions of dollars in construction costs

and gain a route into Portland, Oregon

this offer also brought with it control of Walla Walla and Columbia River Railway (WW&CR)

newly remodeled strap-iron route linking Walla Walla and Wallula

for Villard this was an expedient way to tie the isolated OR&N line

to the growing Northern Pacific Railway network in the east

all Villard wanted in return was a promise from Frederick Billings

not to build either down the Columbia River's north bank or across the Cascades

Billings was happy to lease the OR&N tracks for the time being -- October 1880

but was vague about the future plans he had for his Northern Pacific Railway

Work started again on Oregon Railway and Navigation tracks south from Ainsworth

to connect to the OR&N at Wallula and westward to Yakima,

as well as progress toward Spokane Falls to connect with the line being built from the east

NORTHERN PACIFIC RAILWAY (NPRY) CHANGES ITS MAIN LINE ROUTE

Northern Pacific Railway's (NPRY) main line route from Ainsworth on the Columbia River

was changed to follow the north bank of the Columbia River to Portland

utilizing twenty miles of Oregon Steamship Navigation Company (OSN)

portage road at The Upper and Lower Cascades

OSN had already built this section

and \$50,000 per mile worth of bonds had already been issued -- October 1880

NPRY's former mainline route through the Yakima Valley and over the Cascade Mountains became a branch line and was delayed

NPRY filed a map of its new route along the Columbia River with the federal government

federal land grants included odd numbered land sections along the Columbia River to Portland

Northern Pacific Railway would thus acquire two million acres of land

with timber holdings worth \$100 million

Registrar of the General Land Office ordered the railroad lands withheld from settlers

price of government land in the even numbered sections doubled

many people bought homesteads along the new proposed right-of-way at inflated prices

revisions gained from Congress also authorized additional land grants

across Washington's Cowlitz Valley

HENRY VILLARD FEARS HIS SUCCES

Frederick Billings' Northern Pacific Railway started to lay track south from Ainsworth to connect to the Oregon Railroad and Navigation Company (OR&N) at Wallula, and westward along the Yakima River

Henry Villard began to fear that giving the transcontinental Northern Pacific Railway direct access to Portland would cripple the OR&N's financial base and allow the NPRY to absorb the OR&N

HENRY VILLARD FORMS THE OREGON IMPROVEMENT COMPANY (OIC)

Henry Villard controlled railroad and steamship service along the Columbia River and the Willamette Valley -- both of which served Portland, Oregon

Villard now extended his empire -- October 1880

Oregon Improvement Company (OIC) was incorporated

to operate railroads, steamboats, ferries, warehouses, wharves, locks, mines and flumes thus, in effect, he created a monopoly over Washington and Oregon

NEW SETTLEMENTS DEVELOP IN EASTERN WASHINGTON TERRITORY

Town of Pasco, Washington Territory on the Columbia River across the Snake River from Ainsworth was begun by the Northern Pacific Railway -- 1880

(area near the junction of the Snake and Columbia Rivers had long been important earlier it had been visited by Lewis and Clark

fur brigades of three different companies, Canadian North West Company,

British Hudson's Bay Company and American Astor Fur Company

made their way up the Columbia River

steamboat traffic stopped at this location)

Northern Pacific Railway (NPRY) began work on lines running south from Pasco to connect with the Oregon Railroad and Navigation Company (OR&N) track at Wallula that was then being built toward Spokane Falls to connect with the NPRY line being built from the east NPRY's line also would continue west from Wallula to Yakima City, Washington Territory (and eventually over the Cascade Mountains)

FORT SPOKANE REPLACES FORT COLVILLE

Fort Spokane (originally Camp Spokane) was constructed -- October 21, 1880 as the home of the U.S. Second Infantry

Located near junction of Spokane and Columbia rivers Fort Spokane replaced Fort Colville it was assigned to protect both settlers and Indians (until it closed [August 26, 1899])

PROPOSED TRANS-CANADA RAILROAD FINALLY FINDS SECURE PRIVATE FUNDING

Canadian government took over operation of the Canadian Pacific Railway [February 10, 1880] finally, Scottish-Canadian businessmen formed the Canadian Pacific Railway (CPR) Company to build the Canadian transcontinental railway -- October 21, 1880 they provided \$25,000,000 in credit and claimed the 25,000,000-acre land grant

COLUMBIA (MOSES) RESERVATION REMAINS IN DISPUTE

Officials of the Eagle Mining Company wrote General of the Army William Tecumseh Sherman notifying him that a petition had been sent to Washington Territorial Delegate Thomas H. Brents demanding a ten-mile strip of land be removed from the reservation and given to the company

General Sherman's influence in support of the petition was requested attorneys were hired by the Eagle Mining Company to lobby Interior Secretary Carl Schurz and Department officials delegations of mining officials visited Washington, D.C., to contact lawmakers first hand Political pressure that Eagle Mining Company officials put on government officials was intense Interior Department officials decided to negotiate with Chief Moses to purchase the strip of land Colville Indian Agent John A. Simms, whom Moses did not like, was designated contact man Colonel Nelson A. Miles, whom Chief Moses respected, knew the potentially explosive matter would have to be settled soon

Colonel Miles sent interpreter Arthur Chapman to the chief to assess the chief's feelings when Chapman made his report Colonel Miles, independent of the Interior Department, decided a portion of Columbia (Moses) Reservation should be purchased by the government and returned to those who claimed ownership and opened to others wanting to locate there and thus avoid another Indian war

Eagle Mining Company officials continued to alert Interior Secretary Carl Schurz of the situation

with messages and suggestions that became increasingly bold

PRESIDENTIAL ELECTION IS A RACE BETWEEN TWO REPUBLICAN FACTIONS

Democrats, still regarded as the political party of the defeated South at that time, were in disarray

Democratic Party selected as their nominee for president

respected Civil War General Winfield Scott Hancock with wealthy Indiana businessman
and Democratic political dabbler William English as his vice president

Republican Party was split into two almost equally powerful factions during the election of 1880

“Stalwarts” were the “traditional” Republicans

they opposed civil service (government jobs) reforms which had been proposed
by out-going President Rutherford B. Hayes

instead, “Stalwarts” favored traditional machine politics to do the hiring

“Half-Breeds” were moderate Republicans who favored civil service reform

thus the only real issue between Stalwarts and Half-Breeds was political patronage
as no other issue rose to the level of national concern

Stalwart Republican candidate James A. Garfield had selected as his running mate

political reformer Chester A. Arthur

this was an obvious attempt by Garfield to gain the support of the “Half-Breeds”

Almost 9.2 million popular votes were cast -- November 2, 1880

Garfield-Arthur bested Hancock-English by 7,000 popular votes -- 48.3%

however, Garfield garnered 214 Electoral Votes to Winfield’s 155 Electoral Votes

Republican James Garfield was elected the Twentieth President of the United States

NATIONAL POLITICS IS UNABLE TO GET THINGS DONE

Congress was almost evenly divided between Republican Stalwarts and the Republican Half-Breeds

neither Republicans nor Democrats took a firm stand on real issues facing the nation

neither party could command a majority of the popular vote -- 1880

it was nearly impossible to pass any bills because of the split opinions

Election of 1880 gave the Republican Party a clean sweep in national politics

(which lasted for two years -- a position not again to be enjoyed until [1897])

for more than a decade both parties traded the presidency [1880, 1884, 1888 and 1892]

each president was elected with less than 50% of the voters’ approval

Congressional elections were almost as unstable as the presidential elections

Democrats controlled National House of Representative [1874 to 1880; 1882 to 1888]

Republicans controlled the National Senate for twelve of those fourteen years

political turnover was rapid

often more than half of the Representatives in Congress were in their first term

without experience to guide them, Congress was inefficient and ineffective

narrow shifting majorities dealt only with single issues at a time

controversial measures seldom passed
lack of political leadership and political will determined that although the territories
of Washington, Montana, North Dakota and South Dakota approached and then surpassed
requirements for statehood Congress made no effort to bring them into the Union)

WASHINGTON TERRITORY RECEIVES A NEW GOVERNOR

Territorial Governor Elisha P. Ferry was replaced by William Augustus Newell -- November 11, 1880
he had been appointed by Republican President Rutherford B. Hayes
Washington Territorial Governor Newell had been a medical doctor
and had served as Republican governor of New Jersey until he lost a re-election bid
he had served three-terms as a member of the U.S. House of Representatives
where he was best known for, and was most proud of, the Newell Act
this created the U.S. Life-Saving Service to save shipwrecked mariners and passengers
(ultimately this serviced merged with the Revenue Cutter Service
to form the United States Coast Guard [1915])
(Governor Newell served Washington Territory for eight years -- 1880-[1884]
he remained in Washington Territory, was elected mayor of Olympia and practiced medicine)

CATHOLIC ARCHBISHOP FRANCIS NORBERT BLANCHET RETIRES

(Archbishop Blanchet had installed Bishop Charles John Seghers as his assistant and successor [1878]
Archbishop Francis Norbert Blanchet's long service had shown wonderful results
he had served in the priesthood for sixty-two years
forty-three of those as bishop and archbishop of Oregon Territory and State
Archbishop Blanchet took up residence at Sisters of Providence St. Vincent's Hospital
in Portland [December 1879])
Archdiocese of Oregon City (later Portland, Oregon) had twenty-three churches,
nine academies for girls, one college for boys, two parochial schools for girls,
an orphanage and Indian mission schools
sixty-eight sisters (nuns) and twenty-three priests served the Archdiocese
Archbishop Blanchet retired -- December 12, 1880
he wrote the story of the Oregon mission: "Historical sketches of the Catholic Church in Oregon"
in a series of papers published in Portland, Oregon's *Catholic Sentinel*
in which he gave a clear and circumspect accounting of the beginning and support work
he carried out in the Willamette Valley of Oregon Territory
(Archbishop Francis Norbert Blanchet died at the age of eighty-seven years [June 18, 1883]
he was buried in the cemetery at St. Paul, Oregon)

YAKIMA CATTLE BARON BEN SNIPES STRUGGLES DURING A HARSH WINTER

Pacific Northwest Cattle King Ben Snipes ranching in the Yakima Valley

increased his beef herd to vast proportions that numbered in excess of 35,000 head -- 1880
but the winter of 1880-1881 proved to be as severe as the winter of [1861-1862]
which had been the coldest on record to that time
Snipes' losses were astounding

HENRY VILLARD ATTEMPTS TO PURCHASE THE NORTHERN PACIFIC RAILWAY

Villard decided the only way to protect his Oregon Railway and Navigation Company (OR&N)
was to personally gain control of the Northern Pacific Railway rather than just trying to head it off
Villard was prepared to act on his scheme
with the help of two close friends Villard quietly bought Northern Pacific Railway stock
to the limit of his resources -- December 1880- January 1881
it was not enough

CHINESE CONSTRUCTION WORKERS WALK OFF THE JOB

A violent dispute erupted between a Oregon Railway and Navigation Company (OR&N)
white construction foreman and the Chinese timekeeper as winter arrived
more Chinese laborers followed those workers who had left
due to the cold water they were forced to work in
however, these Chinese men were soon replaced
400 whites and 750 Chinese resumed work by January 1881

WALLA WALLA AND COLUMBIA RIVER RAILROAD SUFFERS WINTER DAMAGE

Walla Walla and Columbia River (WW&CR) was damaged during winter storms
eight crew of Chinese laborers (eighty to a crew) were sent out along the line
to repair winter damaged road bed ahead of the construction gangs -- winter 1881

HENRY VILLARD CREATES A "BLIND POOL"

To raise additional funds necessary for the purchase of the Northern Pacific Railway (NPRY)
Henry Villard created an investment fund -- February 11, 1881
he issued a confidential circular to about fifty friends and supporters seeking their assistance
he asked these bankers and investment brokers in Boston and other Eastern cities
to subscribe toward a fund -- without divulging the purpose for the money
in perhaps the most extraordinary gesture of confidence in financial history,
he was given eight million dollars for his famous "blind pool"
Henry Villard used the \$8 million raised to purchase more Northern Pacific Railway stock
he quickly acquired enough company stock to demand representation
on the Northern Pacific Railway Board of Directors
however, this was not enough for the hyper-ambitious Henry Villard

CANADIAN PACIFIC RAILWAY IS CHARTERED

One day after the Canadian federal government passed a railway construction bill [February 15]

Canadian Pacific Railway (CPR) was chartered -- February 16, 1881

George Stephen was named the company's first president

CPR announced it would bring its transcontinental line down Fraser River Canyon to connect with salt water at Burrard Inlet (today's Vancouver, B.C.)

CPR was given the responsibility of completing the transcontinental route to British Columbia within ten years

building the first railway across Canada was the largest project yet undertaken by the new country

OREGON RAILWAY AND NAVIGATION COMPANY (OR&N) EXPANDS

Rich wheat farming region surrounding Walla Walla was penetrated by tracks -- 1881 (and beyond) villages were connected to rail freight service and telegraph stations were constructed:

- west through Whitman, Touchet, Divide and Bluff Siding to Wallula;
- east through Dudley and Dixie to Waitsburg -- additional narrow-gauge track reached Tracy;
- north through Valley Grove, Hadley, Berryman, and Highland to Prescott;
- northwest past Waterloo, Collis, Dry Creek, Rulo, Climax, and Riverside to Eureka;
- several other rights-of way were graded and surveyed

NORTHERN PACIFIC RAILWAY COMPANY CONTINUES TO EXPAND

Just as the Great Lakes forest lands were being depleted by settlement

Northern Pacific Railway Company (NPRY) began a two-year

transcontinental construction project westward from St. Paul, Minnesota -- 1881

On the Western end of the Northern Pacific Railway route track construction from Ainsworth reached Ritzville, Washington Territory and then moved steadily northeast toward Cheney and Spokane Falls

NORTHERN PACIFIC RAILWAY SURVEYS MOUNTAIN ROUTES

Surveys were conducted by the Northern Pacific Railways (NPRY)

in both the Rocky Mountains and over Washington Territory's Cascade Mountains

Cascades route (that would become known as Stampede Pass) was discovered -- March 1881

Captain J. T. Kingsbury led a company of engineers in the exploration the eastern slope

Virgil G. Bogue led the west-side survey party

While the route through the Cascade Mountains had been identified, no name had been chosen according to one legend Bogue and Kingsbury were camped at Keechelus Lake at the summit they decided to apply the name "Garfield" in honor of the president

when Chief Engineer General Adna Anderson arrived in camp he vetoed the idea that evening mammoth mosquitoes from the lake pounced down on the party

engineers and horses stampeded providing a name for the pass

TWO TOWNS AGAIN BATTLE TO BE NAMED SPOKANE COUNTY SEAT

(Spokane County was established by the Washington Territorial legislature [January 29, 1858] two towns, Spokane Falls and Cheney, competed for the position of County Seat at stake was more than community pride civic improvements, railroads and industrial growth were also factors prestige was all-important as local promoters attempted to escalate property values in the new county seat)

Most of the residents of Spokane Falls were attending a wedding reception -- evening March 21, 1881 when a band of armed Depot Springs (Cheney) men visited Spokane County Auditor W.H. Bishop as he was counting election ballots to determine if Spokane Falls or Cheney would be the County Seat

Bishop, seeing their guns, declared Depot Springs the winner as the gunmen threw the county records into gunny sacks

After the election was certified

mob of armed men took the ballots and Auditor Bishop to Depot Springs in a wagon (however, a second election five years later declared Spokane Falls the official County Seat [1886])

FISHING INDUSTRY IN WASHINGTON TERRITORY EXPANDS

Fish species are harvested varied by season, but the majority of the harvest included:

- Chinook (also called King and Tyee) salmon (spring and summer),
- sockeye (blueback or red) salmon (summer),
- humpback (pink) salmon (summer, fall)
- Coho (or silver) salmon (fall),
- steelhead (actually a large trout) (fall, late winter and spring)
- chum (dog salmon, Keta) (winter)

Native fishing techniques harvested salmon with spears, seines, reed baskets, and primitive dip nets no less than eighteen million pounds of fish were caught and consumed each year (in contrast modern fishers using power boats, modern trolling rods, floating gill nets and scientific traps can produce from the Columbia an average of only about fifteen million pounds of salmon)

Salmon Canneries on pilings that lunched out over the Columbia River were expanded

by enterprising pioneers who experimented with drying salmon for shipment, salmon-salting, salmon smoking and with pickling, barreling and even shipping boiled salmon in glass jars invention of "stamp can" began to revolutionize food preservation

canning was described by New York *Evening Post* journalist and visionary Charles Nordhoff

“...The fishermen carry the salmon in boats to the factory -- usually a large frame building erected on piles over the water -- and here they fall into the hands of Chinese, who get for their labor a dollar a day and their food.

“The salmon are flung up on a stage, where they lie in heaps of a thousand at a time, a surprising sight to an Eastern person, for in such a pile you may see many fish weighing from thirty to sixty pounds. The work of preparing them for the cans is conducted with exact method and great cleanliness, water being abundant. One Chinaman seizes a fish and cuts off his head; the next slashes off the fins and disembowels the fish; it then falls into a large cart where the blood soaks out -- a salmon bleeds like a bull -- and after soaking and repeated washing in different vats, it falls at last into the hands of one of a gang of Chinese whose business it is, with heavy knives, to chop the fish into chunks of suitable size for the tins.”⁵

canneries polluted the water with by-products and contaminated the air with appalling odors
Astoria, center of the Columbia fishing industry, climbed higher and higher up its steep green hills
streets were crowded with pigtailed Chinese who prepared the fish for the cans
and with burley Swedes and Finns who more and more monopolized local fishing operations

CHINESE LABORERS ARE USED AS STRIKE BREAKERS IN THE FISH CANNING INDUSTRY

There were thirty-five fish canners on the Columbia River between Astoria and Portland -- 1881
William Hume's Eagle Cliff fish cannery on the north bank of the Columbia River
relied on white laborers until Hume heard of plans by his workers to go on strike
he wired to Astoria where he operated another cannery asking for a crew of forty Chinese
next morning each worker at Eagle Cliff received his pay and was fired
Hume broke the strike before it had even begun and Chinese workers took over

CHINESE FISHING EXPANDS INTO CENTRAL PUGET SOUND

Chinese had begun using junks (a type of boat) to catch fish
in the Port Madison area of Puget Sound [mid-1870s]
Chinese used a huge net 150 fathoms [900 yards] long and 40 fathoms [240 yards] deep
apparently the use of this equipment was quite efficient)
Chinese next established a fishing colony on the west side of Bainbridge Island near Manzanita
which became locally known as “Hong Kong”
Indians living Elliott Bay protested strongly against the Chinese
fishing in their traditional fishing grounds -- 1881
(Chinese continued fishing off Bainbridge Island until [1885]
when they abruptly left because of the anti-Chinese sentiments)

HENRY VILLARD PURCHASES A COAL SOURCE FOR HIS TRANSPORTATION NETWORK

⁵ W. Storrs Lee, *Washington State*, P. 340.

Villard's Oregon Improvement Company bought the Seattle and Walla Walla Railroad to Newcastle and the Seattle Coal and Transportation Company's Newcastle coal mine for \$750,000 -- 1881
Villard optimistically changed the name of the railroad to the Columbia and Puget Sound Railroad
Money was pumped into increasing the production capacity of the mines
track was extended from Newcastle to Coal Creek to a new coal bunker opened at Coal Creek
center of mining activity moved from Newcastle to Coal Creek
as lower shafts were sunk at Coal Creek and a steam engine was installed
to raise the coal from these lower levels
Columbia and Puget Sound Railroad became important to the region
because it carried coal to Puget Sound where it was shipped to San Francisco
coal had become one the main industries in the region

OREGON RAILWAY AND NAVIGATION COMPANY LINKS WALLULA AND THE DALLES

Some 300 whites and 1,200 Chinese were employed
by the Oregon Railway and Navigation Company (OR&N)
constructing the line between Wallula, Washington Territory and The Dalles, Oregon
this construction project soon grew to 2,000 men
Henry Villard's Oregon Railway and Navigation Company (OR&N) track next was completed
from Wallula, Washington Territory to The Dalles, Oregon -- April 1881
steamboat operations on that section of the Columbia River stopped
(OR&N track linked Wallula and Portland [June 1882])

OREGON SHORT LINE (OSL) RAILROAD IS PROPOSED BY THE UNION PACIFIC RAILROAD

Union Pacific Railroad wanted to extend its transcontinental railroad track into Oregon
name "Oregon Short Line Railroad" (OSL) was chosen because the goal was to build a line
by the shortest route: "The Short Line" from Wyoming to Oregon
OSL, with strong ties to the Union Pacific Railroad,
was incorporated in Wyoming Territory -- April 14, 1881
Oregon Short Line's proposed route began in Granger, Wyoming passed through Idaho Territory
and continued in the direction of Oregon

OREGON RAILWAY AND NAVIGATION COMPANY (OR&N) RELOCATES LOCOMOTIVES

Light shipping traffic on Henry Villard's railroad line did not require six locomotives
steam engines *Walla Walla*, *Wallula* and *J.W. Ladd* were shipped to the Willamette River
for use on the Oregon and California Railroad line -- June 1881
Mountain Queen was sold back to Dr. Dorsey Syng Baker a few weeks later
for use on a new narrow-gauge wheat-shipping venture he was then completing
only the narrow-gauge engines *Blue Mountain* and *Columbia* remained in service for the OR&N
on the fourteen-mile Blue Mountain branch line which was a portion

of the former narrow-gauge Walla Walla and Columbia River Railroad (WW&CR)
(Dr. Dorsey Baker's Rawhide Railroad)

HENRY VILLARD ASKS FOR MORE MONEY FOR HIS "BLIND POOL"

Villard's original eight million dollars was not enough money
to match his dream of purchasing the Northern Pacific Railway
he asked financiers for an additional twelve million dollars
Villard postponed announcing the purpose of his "blind pool" until June 24, 1881
with twenty million dollars thus raised, Villard purchased control of the Northern Pacific Railway

NORTHERN PACIFIC RAILWAY LINKS AINSWORTH WITH SPOKANE FALLS

Construction on 150 miles of Northern Pacific Railway track
from Ainsworth near the mouth of the Snake River had moved steadily eastward
passing near Ritzville, Washington Territory and toward Cheney and Spokane Falls
this line was completed -- June 25, 1881
Work was also progressing southward from Ainsworth, Washington Territory toward a connection
with the Oregon Railway and Navigation Company (OR&N) line on the Columbia River

WASHINGTON TERRITORY SETTLERS ARE FRUSTRATED BY THE NP'S LACK OF PROGRESS

Construction on Frederick Billings' Northern Pacific Railway (NPRY) was slow
from North Dakota toward the Far West
Northern Pacific Railway President Frederick Billings had no money
for the sort of construction work the people of Puget Sound desired linking them with the East
frustrated Washington Territory citizens sunk deeper into despair
they believed there was no one who would build the railroad they desired
To allay hostility in the Puget Sound region by businesses and settlers demanding a link to the East
Billing's Northern Pacific Railway pushed a line east from Tacoma through Puyallup
using, in part, the money invested by Henry Villard in his effort to stop the NP's expansion
Billings let people assume the route from Tacoma was going to cross the Cascade Mountains
but the tracks halted when they reached another recent coal discovery at Black Diamond

CATTLE KING BEN SNIPES DIVERSIFIES HIS BUSINESS

Following the mean winter [1880-1881], the summer 1881 brought a season of drought
and a shortage of feed -- surviving cattle were reduced to flesh and bone
unprepared to endure a disastrous summer, cattle died by the scores -- summer 1881
Population centers in Washington Territory began to develop rapidly
gold dust was replaced by United States minted coins to make purchases
cattle boats appeared on the Columbia River -- the day of the Wyoming cattle drive was over
to Ben Snipes this was clearly the end of the range cattle business

other investment opportunities needed to be found
Ben Snipes refitted his former woolen mill at The Dalles [purchased in 1879]
with flour-milling machinery to grind wheat grown in the Columbia River Basin
this new enterprise operated as the Highland Mill (until [1889] when it was destroyed by fire)
Ben Snipes bought an interest in a drug store at The Dalles
and formed a partnership: Kinnersby, Snipes & Kinnersby
they operated both wholesale and retail departments
his drugstore stock value soared from \$10,000 to \$60,000
Snipes acquired more than a hundred acres of land in the heart of Seattle
where he built a truly palatial mansion

PRESIDENT JAMES A. GARFIELD IS ASSASSINATED

(Republican President James Garfield had been sworn into office [March 4, 1881])
President James Garfield had little time to savor his triumph
he was walking through the Washington, D.C. train station
on his way to a speaking engagement at his alma mater, Williams College
he was accompanied by two of his sons, James and Harry, Secretary of State James G. Blaine
and Secretary of War Robert Todd Lincoln (Abraham Lincoln's son)
After only four months in office President James Garfield
was shot by Charles J. Guiteau -- 9:30 A.M., July 2, 1881
Guiteau was upset because of the rejection of his repeated attempts to be appointed
United States consul in Paris -- a position for which he had absolutely no qualifications
Guiteau believed he had been cheated by the political patronage system then in use
that used a person's political connections to fill government jobs rather than merit
(President Garfield was not immediately killed in the attempt,
but became increasingly ill over the following several weeks)

CONSTRUCTION BEGINS ON THE UNION PACIFIC'S OREGON SHORT LINE (OSL) TRACK

Granger, Wyoming Territory was the location of the ceremonial scene -- July 11, 1881
construction crews drove steadily westward closely following the Oregon Trail
(Oregon Short Line Railroad was made a corporation in the territories of Utah, Idaho
and Oregon state [August 2, 1881])

TWO MORE SHORTLINE RAILROADS ARE INCORPORATED IN WASHINGTON TERRITORY

Oregon Railroad and Navigation Company (OR&N) began service
from Walla Walla to Dayton, Washington Territory -- July 24, 1881
Olympia and Tenino Railroad [1877] was extended
and became the Olympia and Chehalis Valley Railroad when it incorporated -- 1881
seventeen miles of logging railroad ran through Tenino, Washington Territory

(Olympia and Chehalis Valley Railroad would be absorbed
into the Port Townsend Southern Railroad [1887])

LOGGERS IN GREAT NUMBERS ENTER THE NORTHWEST FORESTS

One-by-one or in small groups Eastern lumberjacks were drawn to new timber operations out West
loggers (they were referred to as “lumberjacks” only in the East) were isolated migrant workers
usually unmarried with no dependents, they traveled from logging camp to logging camp
therefore, they were thought to be reckless, rebellious and irresponsible

Northwest loggers lacked a uniform pay scale -- they worked long hours at dangerous jobs
lumber producers sometimes shut down the operation forcing loggers out of work
simply to reduce supply of lumber and increase prices

Lumbering in the vicinity of Grays Harbor first boomed with the arrival of the Oregon-built
schooner *Kate and Anna* which ushered in regular service between
Grays Harbor and the Columbia River --1881

Cosmopolis, was platted as a town [in the early 1860s] to support the local brickyard
it was given the hopeful name which meant “city of the world”

STEAM DONKEY ENGINES ARE USED IN INLAND LOGGING

Horses and oxen dragged logs out of the forest over skidroads until 1881
then logging changed from “bull team” logging (animal teams used to pull logs to streams)
animals were replaced by small steam engines called a “donkey” -- 1881
this change was necessary as timber near the rivers and streams had been removed

Steam donkey or steam engine powered a capstan-like drum that wound manila rope on a reel
this rope was stretched out, sometimes hundreds of yards, into the forest and attached to logs
which were pulled out of the woods to a loading place or “landing”

Original invention was quickly improved:

- more drums were added to allow the rope to reach farther into the forest,
- size of the donkey engine was increased to allow more logs to be removed at a more rapid rate,
- manila rope was replaced with wire cables that moved logs further, faster and cheaper

JOB IN THE FOREST BECOME SPECIALIZED

High lead logging replaced skidroads

shift in the logging industry from the comparatively small and easy-to-fell trees of the Great Lakes
to the giant firs of Washington and Oregon and the redwoods of California
brought with it many necessary new skills

accidents around power-driven cables and high speed saws were frequent and gruesome
“Tree-topper” or “High Climber” climbed designated trees and removed the crown of limbs
tree-topper strapped long spurs onto his boots
he used a safety rope attached around his body and wrapped around the tree

he flipped the rope upward as he climbed
high climber had a double-bitted axe and a sharp saw dangling loosely from his safety rope
both axe and saw were used to cut off all of the limbs as he came to them climbing the tree
thus converting the forest giant into a limbless standing spar pole
spar poles were held upright by the tree roots and by guy-lines attached toward the top
a huge block (pulley) was fastened to the top of the spar pole
and giant spools of cable were strung high overhead as rigging by the high climber
to lift and move logs through the air to nearby loading place or "landing"
moving logs through the air became known as high-lead logging
high climber was the top man in any logging outfit and was greatly admired by his peers
he was paid a bonus for the extra risks he took
"Faller" cut down trees which had to be dropped in exactly the right place
to avoid damage to standing trees or to the log itself
and to be accessible for removal from the forest using a high lead
"Bull-bucker" marked the felled tree into lengths to be sawed into logs
he made sure bends in the tree and other imperfections were cut out so lumber would be straight
"Bucker" sawed the tree into logs from twenty to forty feet long
depending on the Bull-bucker's measurements for that log
bucker could also serve as an engineer who kept logging equipment operational
or as a mechanic who maintained the logging equipment
"Choker" wrapped a cable tightly around one end of a log or group of logs where they lay
to be lifted and pulled along the high cable riggings by the steam donkey engine
"Whistle punk" was usually a boy who was assigned to signal the choker with the steam whistle
when the donkey was to start -- hopefully giving the choker enough time to retreat to a safe place
"Pick and shovel man" was an unskilled worker who provided manual laborer
Loggers liked their jobs and they took great pride in their work
they formed unions, organized strikes and battled with the logging companies
they were willing to make sacrifices to improve their living conditions and wages

HIGH CLIMBER ACCIDENTS WERE FREQUENT AND USUALLY DEADLY

Tree-topper or High Climber could be injured or killed in many ways:

- misdirected ax blow could sever a safety rope (years later the core of the belt was made of steel);
- sawed tree top could kick back toward the High Climber with deadly impact;
- a sudden gust of wind could whip the top of a tree and send the tree-topper flying to his death;
- swaying tree trunk could split at the top and "run" to the bottom

unless climber was quick enough to drop below the split

he could be crushed to death between his safety rope and the tree

Accidents could and did happen frequently

Fred Noah topped a tree making a 134-foot spar pole just before the noon whistle sounded⁶
he planned to eat a leisurely lunch before he finished his work
however, the boss came around and asked him to cut his lunch short as he wanted Fred
to go up, hang the cable block (pulley) and make the guy-lines fast at the top
so they could rig the spar with cable
boss said he wanted to be yarding (hauling) logs by the middle of the afternoon
bright sun blazed directly overhead throwing dazzling light into the forest
high climbers did not like to climb into the sun because it blinded them
on this occasion Fred made an exception to his long-standing rule
about climbing into the sun
he adjusted his spurs, flipped his safety rope around the base of the tree and started up
loggers ate their lunches and watched Fred climb
near the 130-foot mark (thirteen stories in the air) Fred paused
squinting into the sun he misjudged the distance to the top of the spar pole
two quick steps up, Fred flipped the rope -- it came up and over the top of the pole
Fred's surprised holler reached the horrified men an instant after they realized he was falling
Fred Noah survived the fall, (but it was two years before he could climb again)

HENRY VILLARD BECOMES PRESIDENT OF THE NORTHERN PACIFIC RAILWAY (NPRY)

Using the money from his "blind pool" Henry Villard had purchased enough NPRY stock
to gain control of the Board of Directors of the railroad
he had himself elected Chairman of the Board of the corporation
by the other board members -- September 15, 1881

Henry Villard replaced president Frederick Billings as president of the Northern Pacific Railway
in the process Villard captured forty-three million acres in land grants
composed of alternate sections of land each with a 200-foot-wide right-of-way
ten sections per mile through states,
twenty sections through territories
construction funds were raised by the sale of both land and stock

COLUMBIA (MOSES) RESERVATION IS REDUCED IN SIZE

Eagle Mining Company officials asked the U.S. Interior Department
that a fifteen-mile strip be cut from the reservation
and placed back in the public domain -- September 19, 1881
it was suggested a part of the south end of the Colville Reservation (already given to other tribes)
be traded to Moses for the fifteen miles he would lose from his reservation land
Mining officials had help from Okanogan Indian Chief Tonasket,

⁶ Rick Steber, *Loggers Tales of the Wild West*, P. 19.

who favored selling a part of the Columbia Reservation
and giving the money to ALL Indians -- not just Chief Moses
other Okanogan Indians came out in favor of opening up the strip of land to miners
who would make a ready market for garden products these Indians produced

PRESIDENT JAMES A. GARFIELD DIES OF GUNSHOT WOUND COMPLICATIONS

(President James A. Garfield was not immediately killed in the [July 2] assassination attempt
but became increasingly ill over the following several weeks

due to an infection which caused his heart to weaken

President Garfield remained bedridden in the White House with fevers and in extreme pain
during the eighty days between his shooting and death, his only official act
was to sign an extradition paper)

President Garfield died of a massive heart attack following blood poisoning and bronchial pneumonia
exactly two months before his 50th birthday at 10:35 p.m. on Monday, September 19, 1881

he had served for six months and fifteen days

although Guiteau's lawyers attempted an insanity plea

Guiteau was found guilty of assassinating President Garfield,

he was executed by hanging in Washington, D.C. [June 30, 1882]

VICE-PRESIDENT CHESTER ARTHUR IS SWORN IN AS PRESIDENT

President Arthur took the oath of office twice

first at his Lexington Avenue residence -- just past midnight, September 20, 1881

his first oath of office was administered

by New York Supreme Court (Superior Court) Justice John R. Brady

second time was two days later after he returned to Washington, D.C.

this time administered by United States Supreme Court Chief Justice Morrison Waite

this was to avoid any dispute over whether the oath was valid if given by a state official

Chester Arthur, onetime Collector of Customs at the Port of New York, became President

President Arthur was aware of the factions and rivalries in the Republican Party

and of the controversy regarding cronyism versus civil service examinations

to guide hiring for positions in the United States government

he attempted to be independent of both factions while at the same time

he became a champion of civil service reform

Chester Arthur became a man of fashion in his dress and in his associates

he was often seen with the elite of the nation's capital, New York City and Newport, Rhode Island

WASHINGTON TERRITORIAL GOVERNOR NEWELL SIDES WITH MINING INTERESTS

Territorial Governor William A. Newell addressed the Washington Territorial Legislature

he spoke in favor of abolishing reservations and opening the land for settlement -- October 5, 1881

Chief Moses and his people were naturally very disturbed
with the land-grabbing attitude of the governor and self-serving whites

LAW AND ORDER IN SEATTLE IS NOT NECESSARILY THE RULE

Seattle was blessed with a very good court system and brilliant attorneys -- 1881
there was a large diversity of cases, the criminal calendar was long and proceedings varied greatly
homicide cases were numerous enough
to warrant a lawyer's studying delay techniques and courtroom finesse
frequent maritime cases broke up the tedious court routine
cases affecting river frontage, waterfront rights, and land claims
required talented and learned attorneys
smuggling, cutting timber on government land, and cases involving Indians and Chinese
added to the assortment of legal demands required to ensure justice was served

However, Seattle was also a frontier town where no man wandered the streets at night without a gun
Seattle city policeman David Sires, a man with a checkered past, was shot and mortally wounded
by a stranger on the street whom Sires attempted to arrest

Sires was treated for his wound which was pronounced to be fatal -- October 12, 1881
Benjamin Payne was arrested as the man accused of shooting Officer Sires
he was given a preliminary hearing before a Justice of the Peace
evidence against him was circumstantial as there was no eyewitness
Benjamin Payne was bound over to await the result of the wounded officer's injuries
Officer David Sires died within a few days
he was the first Seattle police officer killed in the line of duty
Benjamin Payne was held in the county jail to await a full trial for murder

VILLARD ORGANIZES THE OREGON AND TRANSCONTINENTAL COMPANY (OTC)

Henry Villard was now president of several railroad properties:

- Oregon and California Railroad yet to be completed beside the Willamette River to California,
- Oregon Railway and Navigation (OR&N) Company,
- Northern Pacific Railway

Oregon and Transcontinental Company (OTC) became Villard's "financial holding company
he manipulated his new company's assets to operate both the Northern Pacific and the OR&N
this effort to harmonize two competing companies was bound to be fraught with peril
to further complicate matters, California's Union Pacific transcontinental railroad
was pushing its subsidiary, Oregon Short Line (OSL), into Oregon from Granger, Wyoming

An uncomfortable possibility arose in the mind of Henry Villard

perhaps the Union Pacific could maneuver some arrangement whereby it could use
OR&N tracks all of the way to Portland -- to the Northern Pacific Railway's detriment
equally difficult for Henry Villard, OR&N bondholders were demanding

the Oregon and California Railroad along the Willamette River toward California
be completed to establish a junction with the Southern Pacific
(the western end of the Union Pacific transcontinental railroad)

HENRY VILLARD SLOWS NORTHERN PACIFIC RAILWAY CONSTRUCTION

Villard used his Oregon and Transcontinental holding company which controlled
both Oregon Railway and Navigation Company (OR&N) and now the Northern Pacific Railway
Villard slowed the grasping reach of the Northern Pacific Railway
to the amazed frustration of Oregon settlers, OR&N tracks through the Columbia gorge
were leased to the competition -- the Union Pacific
to the minority stock and bondholders of the Northern Pacific Railway
any number of possible competitors placed the NPRY's future in jeopardy
however, they could do nothing except keep their fingers crossed

HENRY VILLARD EXPANDS THE BUSINESS BASE OF THE NORTHERN PACIFIC RAILWAY

Ignoring the concerns of Northern Pacific Railway stock and bond holders
Villard set vigorously to work to develop the Pacific Northwest for the benefit of everyone
he had previously established immigration bureaus
in connection with his Oregon Rail and Navigation Company
these bureaus now joined with the aggressive advertising agencies
Frederick Billings had already established
and with promotion bureaus operated by state and territorial governments
he was courted by towns in Washington Territory
that hoped to be connected to the transcontinental railway

HENRY VILLARD ACHIEVES SUCCESS WITH HIS ADVERTISING

Nationwide publicity throughout America was assured by the subsidizing of newspapers by Villard
foreign language papers were especially favored
influential journalists were taken on elaborate tours of the Pacific Northwest
literature touting the Northwest flooded into sections of the country that experienced crop failures
In England, 831 local agents distributed Northern Pacific Railway pamphlets,
another 124 spread the glad tidings through Norway, Sweden, Denmark
and the rest of northern Europe

San Francisco *Chronicle* growled jealously, **"It is not the blindness of immigrants to the natural attractions of California, but the industry of the Oregon agents that robs us of the laboring thousands that seek our shores."**⁷ -- November 7, 1881

⁷ David Lavender, *Land of Giants*, P. 379.

LIGHTHOUSE IS CONSTRUCTED IN THE SEATTLE AREA

West Point lighthouse is the oldest in the Seattle area as it began operation -- November 15, 1881
in its earliest years, it was illuminated by a kerosene lantern
(fog signal was added and has been warning sailors since [1887])
West Point lighthouse was added to the National Register of Historic Places [1977])

NEW LABOR UNION IS ORGANIZED IN THE UNITED STATES AND CANADA

Pittsburgh, Pennsylvania was chosen to host a convention of laborers and labor leaders
this event was attended by 107 delegates from eight national unions, eleven city labor federations
and forty-six local assemblies of the Knights of Labor -- November 15, 1881
John Jarrett, president of the Iron and Steel Workers Union, was elected convention chairman
delegates proposed a new labor union be organized
named the *Federation of Organized Trades and Labor Unions of the U.S. and Canada*
Samuel Gompers was elected chairman of the Committee on Organization
Gompers had been ousted as president of Local 144 of the Cigar Makers' International Union
by a coalition of Socialists who believed in collective or cooperative
ownership of the machinery and tools used to produce goods for sale
they advocated militancy to improve working conditions
Gompers led his committee to propose the new organization restrict its membership
to allow only skilled craft unions -- excluding unskilled workers and political organizations
Samuel Gompers' conservative proposal was hotly debated
Knights of Labor believed fervently in a labor movement that was all inclusive
and was friendly to both skilled and unskilled labor alike
goal of the Knights was a mass movement of workers
Knights of Labor delegates were outraged by Gompers' Committee report
nevertheless, the resolution was adopted by the convention delegates
union membership was restricted
(five years later this organization of skilled workers changed its name
to the American Federation of Labor [AFL -- December 8, 1886])

SIZE OF THE COLUMBIA (MOSES) RESERVATION REMAINS UNDER DISPUTE

Washington Territorial Governor William A. Newell's support for the mining interests
in the Columbia Reservation land dispute encouraged Eagle Mining Company officials
who drew up more resolutions to congress to reduce the reservation's size -- December 1, 1881
they noted the land was given to Chief Moses as a reservation after mines were established
Moses and his band did not occupy the area in question
(first winter after being removed from the Columbia Reservation
he and his people lived on the Colville Reservation
after that he wintered for a couple years near the mouth of the Nespelem River

before locating permanently in the Nespelem Valley)
miners complained the military had advised them and settlers to abandon their property
settler George W. Runnels had been taken under escort to a military camp
for refusing to obey the military orders to leave his home
U.S. Army Captain H.C. Cook had valued their property
considerably less than estimates provided by those living on the land
in addition, the Surveyor General of Washington Territory refused to survey their claims

CANADIAN PACIFIC RAILWAY ACCOMPLISHES VERY LITTLE

Construction efforts by the Canadian Pacific Railway (CPR) showed only small results
only 131 miles of track had been laid -- 1881
obstacles to construction of the Canadian transcontinental railroad, in addition to political turmoil,
included worker strife and financial mismanagement
CPR's chief engineer and general superintendent both were fired
proposed route of the Canadian Pacific Railway was moved farther south based on the advice
of CPR director James (Jim) Jerome Hill to impede possible excursions
across the international border by the Northern Pacific Railway
Jim Hill suggested to the railroad syndicate members
that two American rising stars be hired for the construction project
massively large William Cornelius Van Horne was lured with a sizeable salary
he became general manager of the Canadian Pacific Railway responsible for construction
he boasted he would build 500 miles of main line railway in his first year
short, profane, long-bearded A.B. Rogers was to locate the new route
through the Canadian Rocky Mountains and the jumbled Selkirk Mountain Range
both did brilliant work

ANOTHER KILLING IN SEATTLE

Businessman George Reynolds, was passing the corner of Third and Marion streets
on his way to his nearby home,
two muggers ordered him to throw up his hands and he was shot when he refused
he died at his home two hours later -- about 8:00 PM., January 17,1882
Seattle was aroused by this criminal act
a vigilance committee was quickly formed at the fire station and members searched the city
two culprits were soon found hiding in some hay on a wharf at the foot of Washington Street
they were taken before a Justice of the Peace who committed them to jail for a hearing
two suspects were placed in a jail cell
Soon after being locked up the door of the building where they were being kept was broken open
by the vigilance committee who demanded the men be turned over to them
Sheriff Louis V. Wyckoff and Chief of Police John H. McGraw, with revolvers drawn and leveled,

refused to comply -- but they gave their word the prisoners would be produced in court
on the following morning at 10:00

Vigilante committee departed taking the shoes of the prisoners with them
to compare them with tracks in the alley between Cherry, Columbia, Third and Fourth Avenues

VIOLENCE IN SEATTLE BEGETS MORE VIOLENCE

Two accused killers were brought into a densely packed courtroom -- 10:00 A.M., January 18, 1882
where a justice of the peace presided

evidence was taken proving beyond a shadow of a doubt the guilt of the prisoners
neither of the accused culprits offered any defense

Prisoners were committed to the county jail without bail

this order had hardly been presented when a great shout arose in the courtroom
officers of the court were seized and held

prisoners were grasped by many resolute men who had crowded in from a rear entrance
Crowd of about five hundred more men rushed the prisoners through the alley behind the courtroom
to James Street where, on the north side west of the alley in Occidental Square,
a piece of heavy timber was placed in the forks of two maple trees
ropes were slipped around the necks of the doomed men, the other end was thrown over the timber
neither accused man said a word
in less than five minutes the accused criminals were suspended above the heads of the crowd

VIOLENCE BEGETS VIOLENCE

That same day the fire bell sounded three times -- about 1:00 P.M. January 18, 1882

once again calling the vigilance committee together
about five hundred men went quickly to the jail

where Benjamin Payne, the alleged murderer of Seattle policeman David Sires, was confined
they tore down the tall fence on the south side, reached the jail yard,

chopped off the bolt of the outer door casing, smashed in the second door with sledges,
and literally beat to pieces the third and last inner door

they seized Payne, marched him downtown, placed a rope about his neck

he was hanged beside the other two victims of mob rule

just before being hanged Payne said, in answer to a question, **“You hang an innocent man.”**

indeed, none of the three victims had ever been proven guilty in court

These actions by an unruly mob were remarkable in many respects

although Seattle could claim one of the best court systems in the nation, mob rule won out

but, it was not an ordinary mob than hung these men

almost the whole adult male population was present during the quiet and subdued action
no disturbance had been made during the court proceedings

they acted only when the guilt of the two muggers had been proven in court

and when it may have seemed to them likely
that a long delay and perhaps a defeat of justice might ensue
mob action was so generally approved by Seattleites
that steps taken to punish the participants were unsuccessful
an appointed grand jury later could find no one to charge
in the case of the hanging of Benjamin Payne a coroner's jury said: **"We the jury,
summoned in the above case, find that Benjamin Payne came to his death by hanging, but from the
evidence furnished we are unable to find by whose hands. We are satisfied that in his death
substantial and speedy justice has been served."**⁸

Sheriff Louis V. Wyckoff died in Seattle of heart disease -- January 19, 1882
aggravated by the events and his official responsibilities of the previous two days

CANADIAN PACIFIC RAILWAY SHOWS SOME CONSTRUCTION PROGRESS

Floods delayed the start of construction season -- 1882
however, construction moved westward from Ontario, Canada and eastward from the Pacific Coast
construction gangs beginning in the East worked to force their way
through solid rock and quicksand-like sinkholes
much of the engineering credit goes to Donald A. Smith
in the West, Andrew Onderdonk began laying track eastward from Yale, British Columbia
mountains and canyons of British Columbia were the most difficult portion of the project
where tracks crossed wild canyons and daunting mountain ranges
(by the end of construction season 418 miles of main line and 110 miles of branch line track
made the vision of a transcontinental link much more of a reality -- 1882)

PORT BLAKELY SAWMILL ON BAINBRIDGE ISLAND EXPANDS AREA OF OPERATION

Port Blakely mill could turn out 200,000 board feet a day -- 1882
this was the largest of any sawmill on the Pacific Coast
but keeping the sawmill supplied with logs was a challenge
To take advantage of the huge trees growing far to the southeast in Mason County,
Port Blakely Sawmill owners built a railroad in the county
known as the Blakely Line to haul logs from the forest to salt water
at Kamilche Point on southern Puget Sound
there logs were assembled into rafts to be towed to Port Blakely
by the mill company's steam tugboats

SHORTLINE RAILROADS ADD MILES OF TRACK IN WASHINGTON TERRITORY

In addition to the Blakely Line logging railroad in Mason County

⁸ Alan J. Stein, *Lynch mob hangs three men in Seattle on January 18, 1882*, HistoryLink.org, Essay 1965, January 1, 2000.

Seattle, Walla Walla & Baker City Railroad Company was incorporated -- March 1882
Seattle's railroad visionaries, Judge Thomas Burke, John Leary, Arthur Denny and others,
once again took up the challenge of laying track over Snoqualmie Pass
Columbia & Palouse Railroad Company was incorporated --1882
track ran from Colfax, Washington Territory to Moscow, Idaho Territory
(and began to carry traffic [1885])
it was built in part by the Walla Walla & Columbia River Railroad
(and was later acquired by the Oregon Railway and Navigation Company [late 1800s])

AMERICAN ECONOMY GOES INTO RECESSION

From [1879] to 1882 there had been a boom in railroad construction
track laying across the nation resulted in a great demand for skilled and unskilled labor
manufacturing steel employed vast numbers of workers mining iron, steel and coal
all of his industrial development slowed when railroad construction declined
As the American economy cooled, money became harder to borrow -- funding sources dried up
America's economy entered into an economic recession -- March 1882
deflation increased the real value of money across the nation
more goods and services could be purchased for fewer dollars
however, at the same time the cost of debt also increased as interest rates rose
railroads, always in financial crisis, became financially crippled
America faced an economic crisis -- the Recession of 1882-[1885]

WORKING PEOPLE ORGANIZE INTO LABOR UNIONS IN SEATTLE

After the [1881] labor union organizing convention in Pittsburg, Pennsylvania had organized
the Federation of Organized Trades and Labor Unions of the U.S. and Canada
labor union members formed national labor unions of their trades
they demanded shorter working hours to share the gains of increased productivity
and to provide more jobs for more working people
they offered women equal representation -- 1882
they also demanded equal compensation for equal services performed
labor unions formed central labor bodies in towns and cities for mutual support
and to achieve their goals both on the job and at the ballot box
Union workers moved west to frontier settlements where they formed and joined their unions
early attempts to organize laborers in Washington Territory took place in Seattle
small labor unions were formed, not to improve salaries or working conditions,
but rather to defend workers against increasing mechanization
the focus was to protect Seattle's workers from groups of immigrants and transients
who moved into town to look for better jobs and limited or eliminated
work opportunities for union members -- 1882

KNIGHTS OF LABOR CONTINUE THEIR DECADE-LONG UNION ORGANIZING WORK

Knights of Labor was one of the earliest labor unions in the United States (founded in [1869])

it was formed to bring about several demands of working people:

- bureau of statistics to determine national trends and needs,
- postal savings program to allow workers of make small deposits,
- industrial insurance to protect workers injured on the job,
- graduated net income tax by which the rich paid proportionally more than the poor,
- weekly payments of wages rather than being paid a small amount for only the day's work

Knights of Labor were active across the nation -- 1882

despite a general policy of inclusion, Knights of Labor refused to admit Chinese workers who would replace dues-paying union workers

Knights of Labor organized protests against Chinese workers on the West Coast of the United States and Canada
they supported anti-Chinese legislation

NORTHERN PACIFIC RAILROAD LINKS WALLULA WITH CONNELL

Grading work began at Palouse Junction (now Connell, Washington)

with about 300 Chinese laborers and forty teams of horses

working in the waterless, sandy region attracted very little interest from whites

consequently, the Chinese were able get jobs normally done only by whites giving them a relatively good bargaining position

Chinese work gangs conducted a short strike and increased their pay to \$1.50 a day
whites on the job received a 50¢ a day increase

Northern Pacific Railway operations from Wallula to Connell began -- April 15, 1882

CONGRESS PASSES THE CHINESE EXCLUSION ACT

Chinese Exclusion Act was the first significant restriction on free immigration in U.S. history

it was passed by Congress over President James Garfield's veto -- May 6, 1882

“skilled and unskilled laborers and Chinese employed in mining” were excluded

from entering the country for ten years under penalty of imprisonment and deportation

those few Chinese non-laborers who wished to immigrate

had to obtain certification from the Chinese government

that they were qualified to immigrate -- this tended to be difficult to prove

thus very few Chinese entered the United States under the 1882 law

Chinese Exclusion Act also affected the Chinese who had already settled in the United States

any Chinese who left the United States had to obtain certification for reentry

and the Act made Chinese immigrants permanent aliens

by excluding them from U.S. citizenship

after the Act's passage, Chinese men in the United States had little chance
of ever reuniting with their wives or of starting families in their new homeland
Chinese Exclusion Act did not keep Chinese people from coming to the United States
it only served to make them even more vulnerable when they arrived in this country
than they would have otherwise been
Chinese people were smuggled into the United States
once here they lived in terror of deportation
(illegal entry remains a frightening reality of the heritage of Chinese-Americans to this day
many are still uncertain about the citizenship status of their parents or grandparents)
(When the exclusion act expired [1892], Congress extended it for ten years as the Geary Act
this extension, [made permanent in 1902], added restrictions by requiring each Chinese resident
to register and obtain a certificate of residence
without a certificate, she or he faced deportation
for far too many years was no alternative was open to the Chinese but to work for the wages
offered to them
they were forced to live under deplorable conditions and the conditions they lived under
were pointed to as yet another justification for prejudice against them
with the passage of time Chinese young people, however, were able to build
on the hard work of their elders, winning the acceptance and respect
that was brutally denied to their ancestors)

FISHING IN WASHINGTON TERRITORY CONTINUES TO EXPAND

Fishing industry in Washington Territory expanded through the use of more efficient gear
nets guided fish into enclosures or pounds -- where they could be more easily taken
occasionally a fish wheel continually pumped fish at The Cascades and Celilo Falls
sometimes the fish wheel was mounted on a scow

Although salmon fisheries along Columbia River were the most developed
there was, in fact, little demand for the seasonal catch
fishermen were paid with a portion of their catch
rather than owning their own equipment they used boats and gear
provided by salmon canning companies

SPOKANE FALLS BOOMS INTO A CITY

Canvas-topped wagons rolled as never before across the sections of the overland route without rails
another twenty-eight hundred hopeful settlers moved up the Columbia River each month of 1882
busy "locators" escorted the new arrivals out to potential farms
in Spokane Falls the influx was so great that the city had to build a large immigrant house
to shelter bewildered home seekers while they searched out a portion of promised land
Spokane Falls opened its first opera house

the town had its required number of box house theaters providing less refined entertainment
“theater” had low, if not downright bawdy, connotations in America in the 1880s and 1890s
to designate a “legitimate” theater that staged actual plays and concerts
managers routinely called their houses something else
usually “opera house,” but occasionally “museum” or “auditorium” or “academy of music”
to reassure virtuous ladies and high-minded gentlemen
one of the first legitimate theaters in the new city of Spokane Falls was called the “Opera House”
located on the northeast corner of Riverside and Post Street -- 1882
not to be confused with Grand Opera houses,
this was a warehouse where patrons sat on nail kegs

CHENEY IS THE HOME OF BENJAMIN P. CHENEY ACADEMY

This educational institution was founded by Benjamin P. Cheney -- 1882
who served as a director of the Northern Pacific Railway
he brought pressure on his two favorite sons in the legislature
State Senator Alex Watt and State Representative Stephen G. Grubb
to make the school possible
legislative discussions for a new educational institution emphasized that Cheney, Washington
(the former Depot Springs) had lost the county seat to Spokane Falls the year before
(Benjamin P. Cheney Academy will later become Cheney Normal School [for teachers]
and later still Eastern Washington College [University])

MCNEIL ISLAND PENITENTIARY IS MORE CLOSELY CONNECTED WITH THE MAINLAND

Captain Neil O. Henly, a seasoned sailor and boat builder, was hired as a prison guard -- 1882
shortly after coming to McNeil Island he decided to design and build a sailboat for the prison
with the help of two experienced prisoners, Henly built a twenty-four-foot sloop
under a large piece of stretched canvas near the beach⁹
Henly’s sloop made mail and supply runs to Steilacoom much faster, easier and safer

HENRY VILLARD’S USES HIS BOUNDLESS ENERGY TO AID THE PACIFIC NORTHWEST

President of the Northern Pacific Railway Henry Villard traded land grant rights across the U.S.
for timberland in Washington Territory at three acres for one acre of Washington timber
Oregon Railway and Navigation Company (OR&N) track was completed
along the southern (Oregon) bank of Columbia River
OR&N tracks reached from the Wallula wheat fields to Portland, Oregon -- mid-1882

COLUMBIA AND PALOUSE RAILROAD COMPANY IS CHARTERED

⁹ Daryl C. McClary, *McNeil Island and the Federal Penitentiary*, Essay 5238, Link.org, April 17, 2003.

Columba and Palouse Railroad was incorporated in Washington Territory -- June 29, 1882
this 144.8-mile-long single-track standard-gauge shortline railroad
extended from Connell, Washington by way of La Crosse and Colfax to Moscow, Idaho
and from Colfax to Farmington, Washington
Columba and Palouse Railroad was controlled by The Oregon Railroad and Navigation Company
(and was sold to the Northern Pacific Railway [January 1, 1884])

BLUEBELL MINE BEGINS OPERATION AT (TODAY'S RIONDEL, BRITISH COLUMBIA)

American named Robert Sproule discovered four very productive silver, lead and zinc claims
along the Riondel Peninsula on Kootenay Lake in British Columbia -- 1882
When Sproule left to register his claims an Englishman, Thomas Hammill, re-staked the claims
this led to a dispute that ended with Sproule shooting Hammill dead
Sproule was executed in the gallows for his crime

SITUATION AT COLUMBIA (MOSES) RESERVATION GROWS MORE ACUTE

Commissioner of Indian Affairs Hal Price suggested to Interior Secretary of the Samuel J. Kirkwood
that an inspector be sent to council with Chief Moses
to get him to relinquish the mineral rich strip of his reservation -- August 1, 1882
Inspector Robert S. Gardner was sent from Washington, D.C., to the Colville Agency
to confer with Chief Moses
an interpreter was sent to Moses' camp to bring in the chief
Moses refused because one of his wives, a daughter and brother were sick with smallpox
(Moses' wife and brother died of the illness)

HENRY VILLARD PUSHES CONSTRUCTION ON HIS NORTHERN PACIFIC RAILWAY

Cascade Mountains of Washington Territory received the attention of engineers
who determined the location for a 1.8-mile-long tunnel through the Cascade Mountains
at the summit of Stampede Pass -- August 1882
however, Henry Villard's focus on transcontinental mainline construction
across North America meant this route would remain only a proposal for the time being
Northern Pacific Railway construction gangs laid track from the east and the west
eastern track reached westward from Bismarck, Dakota Territory to Glendive, Montana Territory
then went west up the Yellowstone River Valley to Billings
where it arrived -- September 1, 1882
(construction would cross through Bozeman Pass to the Missouri River
before continuing through Mullan Pass to the Little Blackfoot River
last costly stretch to be constructed by Henry Villard followed Clark's Fork Valley
through the Bitterroot Mountains where the section along Hell's Gate Canyon
proved to be the most difficult

this gap was closed near Gold Creek seven miles west of Garrison, Montana)
western construction crews also laid track as Chinese laborers built Eastward
from Ainsworth on the Columbia River to Lake Pend Oreille
and on through the dense forests along the Clark's Fork River then continued on
(eventually track laying gangs working through the Bitterroot Mountains in Montana
would be met)
from the east and the west tunnels were cut through the Rocky Mountains,
bridges were constructed over rivers and trestles were built over ravines
tracks were laid at an average of three miles a day including tunnels and bridges

DEMONSTRATIONS BY UNION ACTIVISTS UNIFY AMERICANS

Periodically organized union men and women marched and demonstrated
to impress their employers, politicians, the public and unorganized workers
with the strength and purpose of their movement

First Labor Day Parade was held when the New York Central Labor Union organized the event
10,000 working people, all members of some fifty trade unions including Knights of Labor
and singing societies, marched in a massive demonstration up Broadway from City Hall
past the Union Square reviewing stands,
then uptown to 42nd Street -- Tuesday September 5, 1882

banners proclaimed their beliefs:

- EIGHT HOURS TO CONSTITUTE A DAY'S WORK,
- ALL MEN ARE CREATED EQUAL,
- AGITATE, EDUCATE, ORGANIZE,
- LABOR CREATES ALL WEALTH -- and many others

marchers sacrificed an estimated \$75,000 in wages to make their statement
as workers had to give up a day's pay to attend

After the parade 25,000 union people and their families gathered at Wendel's Elm Park
to picnic, sing, dance and listen to speeches

Knights of labor convention following the celebration voted **“that hereafter one day of the year be set aside and on that day labor shall not labor, but go forth and show that it is free and glories in the right of its prowess”**¹⁰

(New York City parade inspired other unions

parades of their own parades were organized in Oregon, Massachusetts, New York state,
New Jersey and Colorado -- Labor Day a state holiday in those states by [1887])

FIRST ELECTRIC LIGHTS APPEAR ON PUGET SOUND

(Thomas Alva Edison had developed the first incandescent lamp for commercial use [1879])

¹⁰ *Typographical journal, International Typographical Union*, July, 1904, P. 362.

Tacoma Mill Company installed a privately-owned steam dynamo
for illuminating the Hanson and Ackerman Mill and lumber yard -- 1882

VILLARD'S OREGON RAIL AND NAVIGATION COMPANY IS COMPLETED TO PORTLAND

Unbroken main line Oregon Railway and Navigation Company track
was completed along the Southern bank of Columbia River
track reached from the Walla Walla wheat fields to Wallula and on to Portland, Oregon
passenger train service from Portland ran to The Dalles and on to Walla Walla
first trip was taken -- November 20, 1882

NORTHERN PACIFIC RAILWAY BEGINS CONSTRUCTION ON TACOMA TO SEATTLE LINE

Northern Pacific Railway began to lay track from Meeker Junction in Puyallup
northward toward Seattle -- November 25, 1882
300 white men cleared the route along what was called the Puyallup Branch
while 250 Chinese men worked on the grading -- both gangs worked on the Puyallup end
their wages were \$2.00 a day for whites and \$1.00 a day for Chinese
Local farmers were hired to clear and burn slash
thus making friends for the railroad along the route

FOREST INDUSTRY EXPANDS IN THE GRAYS HARBOR REGION

It was discovered that the sandbar constricting the entrance to Grays Harbor
was less dangerous than was first thought
opening Grays Harbor to shipping also opened valuable forest land in the region
(San Francisco lumberman Captain Asa Mead Simpson. "King of the Lumber Coast"
sent his associate George H. Emerson to Grays Harbor to seek out timber and sawmill site [1881]
Captain Simpson had been attracted to the region for two reasons:
•cheap timber,
•federal government had plans to dig a navigation channel into Grays Harbor)
North Western Lumber Company was founded on Grays Harbor by Captain Simpson
more than 200,000 acres of timberland passed into private hands -- winter 1882-1883
Captain Simpson's Hoquiam sawmill was soon shipping dressed lumber to San Francisco
giant fir and hemlock trees were cut in the Willapa Hills
and in the lower Olympic Mountains along the Chehalis and Hoquiam rivers

WORK ON THE NORTHERN PACIFIC RAILWAY'S PUYALLUP BRANCH IS SLOW

Puyallup Branch tracks continued along the White River Valley in a northerly direction
crossing a very productive agricultural region largely engaged in growing hops
several small towns were located on the route
Both the White and Stuck rivers flooded as they had for hundreds of years -- winter 1882-1883

large areas of the valley were under water and the ground was permanently marshy in many places
extensive piling was necessary to anchor the roadbed slowing construction drastically

CONGRESS PASSES THE CIVIL SERVICE ACT

Jobs in the federal government were awarded based on an applicant's political connections
"machine politicians" who controlled the political parties handed out jobs to loyal friends
the merit of the applicant was not a consideration
assassination of President [July 2, 1881] James A. Garfield by a frustrated job applicant
(Charles J. Guiteau felt he had been cheated by the political patronage system)
moved political patronage to the front of the national legislative agenda
Vice-President, now President, Chester A. Arthur pushed legislation
to reform civil service hiring practices

Congress enacted the Civil Service Act to end the patronage hiring system -- January 16, 1883

Civil Service Act established that federal positions should be awarded on merit
competitive exams rather than political ties became the basis for hiring

Civil Service Act also made it illegal to fire or demote government officials for political reasons
and prohibited soliciting campaign donations on Federal government property

Civil Service Act also created the United States Civil Service Commission
to enforce the merit system of hiring and to stop the "shake down" of federal employees
for "campaign donations" on federal property

Civil Service Act initially covered only about 10% of the U.S. government's civilian employees
but the president by executive order could decide which positions could be subject to the act
and which would not -- (most federal jobs were under civil service by [1896])

Political bosses realized they could no longer count on donations from their wealthy patrons
hoping to receive a well-paying or a well-placed government job
political bosses would have to find a new source of income
since they could no longer depend on patronage hopefuls
political parties shifted to businesses to fund their campaigns

CANADIAN PACIFIC RAILROAD CONSTRUCTION IS VERY DIFFICULT IN THE WEST

Andrew Onderdonk hired seven thousand men to chew a way through the Fraser River canyon -- 1883
although Onderdonk used the roadbed of the Cariboo wagon road wherever possible,
his laborers still had to bore fifteen tunnels, pile up huge landfills, construct trestles,
and hang by ropes to cliff faces while blasting millions of tons of rock
down into the seething Fraser River

it was the kind of work Onderdonk had seen Chinese crews perform successfully
for the Central Pacific Railroad in the California Sierra Nevada Mountains
therefore, he proposed to import thousands of Chinese laborers into British Columbia
reaction to the importation of Chinese immigrants was violent

in the Canadian Federal Lower House, a British Columbia delegate
proposed a resolution that **“no man wearing his hair more than five and one-half inches in length be deem eligible for employment”** by the Canadian Pacific Railroad
Onderdonk retorted, **“You must have this labor or you cannot have a railway.”**¹¹
Onderdonk calmly brought in the Chinese despite continuing opposition
Part of the transcontinental line from the British Columbia-Alberta boundary westward
was built under the direction of Canadian Pacific Railway engineer James Ross
this section included the difficult western slope of Kicking Horse Pass
where steeper gradients than normal were permitted down to Field, British Columbia
this was the so-called “Big Hill”

WORK ON THE NORTHERN PACIFIC RAILWAY’S PUYALLUP BRANCH LINE STOPS

Flooding conditions in the valleys of the Puyallup, White, Green, Black and Cedar rivers
brought construction to a halt to let construction gangs and equipment to dry out -- March 4, 1883

WORK ON THE NORTHERN PACIFIC RAILWAY’S PUYALLUP BRANCH LINE BEGINS ANEW

Laying of track northward from Meeker Junction (Puyallup) was begun again -- April 1883
but progress up the fertile King County valley was far behind schedule
as the track crept forward and the rate of half a mile a day
(track will not reach from Puyallup to Black River Junction [Renton] until [summer 1883]
and the route completed to Seattle until [July 16, 1884])

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD COMES INTO EXISTENCE

After learning of the Canadian Pacific Railway’s (CPR) intention to build its Western terminus
at Burrard Inlet (Vancouver, B.C.)

Pierre B. Cornwall, and the San Francisco owners of the Sehome Mine
saw new hope for their investment on the shores of Bellingham Bay
they decided to build a railroad north from Sehome to meet the CPR tracks
thus establishing their deep water wharf and 3,800 acres of land in the Bellingham area
as a link between the East coast of the United States and Asia

Pierre Cornwall, president of the waning Sehome coal mine,
announced the formation of the Bellingham Bay and British Columbia Railroad (BB&BC)
BB&BC was incorporated in California -- June 21, 1883

Pierre B. Cornwall was the president of the company which was capitalized with \$1,000,000
by wealthy San Franciscans

goal of the BB&BC was to lay about fifty-six miles of track from Fairhaven (Bellingham)
to Burrard Inlet (now located in Vancouver, British Columbia, Canada)

¹¹ David Lavender, *Land of Giants*, P. 384.

where the then under construction Canadian Pacific Railway
anticipated locating its terminus

CHIEF MOSES RETURNS TO WASHINGTON, D.C. FOR A SECOND TIME

Moses, chief of the Sinkiuse-Columbia people and several other tribes, was taken to Washington, D.C. where, after attending several conferences, he and other chiefs signed an agreement for the U.S. Government to purchase the entire Columbia (Moses) Reservation from the Indians -- July 7, 1883
Columbia (Moses) Reservation ceased to exist and the land was restored to the public domain

NORTHERN PACIFIC RAILWAY CONSTRUCTS BRANCH LINES IN WESTERN WASHINGTON

Seattle was the hub of a remarkably complete steamboat navigation system -- summer 1883
ocean-going steamers ran regularly to San Francisco and to Victoria, British Columbia
twenty-five steamers conducted local trade around Puget Sound
running to Tacoma, Olympia, Hood's Canal, Port Townsend, La Conner, Whatcom,
and to all of the lumber camps in the region with many minor stops along the route
steamboats also traveled up the White, Snohomish, Skagit and Snoqualmie rivers
up streams and sloughs and into shallow bays
Coal mines located in the vicinity of Renton and Newcastle contributed to the prosperity of Seattle
both the mines and the narrow-gauge Columbia and Puget Sound Railroad
stretching out twenty miles from the wharves of Seattle
were own by Henry Villard's Oregon Improvement Company
coal was brought to the wharves and shipped by a line of steam colliers to San Francisco

HENRY VILLARD EXPANDS HIS OREGON RAILROAD EMPIRE

Henry Villard had spent more than \$20 million laying 500 miles of standard-gauge track -- 1883
this investment paid off well as the Oregon Railway and Navigation Company (OR&N)
carried freight once dedicated to the Oregon Steam Navigation Company
OR&N was one of the most profitable railroads in the nation
In response to demands from Oregon Railway & Navigation Company stock and bond holders
Henry Villard resumed construction southward on the Oregon and California Railroad line
he extended tracks south along the Willamette River toward the California border
reaching from Portland to Roseburg, Oregon and on to Grants Pass -- 1883

MANAGEMENT OF HENRY VILLARD'S RAILROADS BRING ABOUT CHANGES

Northern Pacific Railway successfully crossed the Rocky Mountains using Mullan Pass
An agreement was reached between Oregon Railway and Navigation Company (OR&N)
and the Northern Pacific Railway (NPRY) that resolved various conflicts
pertaining to the completion of the transcontinental NP Railroad -- 1883

one of those points was that the Union Pacific's subsidiary, the Oregon Short Line, was to complete its line west from Granger, Wyoming, through Idaho to a junction on the Snake River at Huntington, Oregon
Henry Villard chartered the Oregon-Washington Railroad & Navigation Company construction southeast from Portland to Huntington, Oregon was quickly begun to meet the Union Pacific Railroad's Oregon Short Line
OR&N would then have a transcontinental link with the Union Pacific

NORTHERN PACIFIC RAILWAY NEEDS TO CROSS THE SNAKE RIVER

Northern Pacific Railway (NP) line was nearly completed from Minnesota to Eastern Washington however, the Snake River needed to be bridged to carry trains traveling from Ainsworth to Spokane Falls

Northern Pacific Railway construction engineer J.T. Kingsbury selected the site for this project at the mouth of the Snake River four miles up the Columbia River from the Northern Pacific town of Ainsworth
Construction on a bridge crossing the Snake River began -- August 31, 1883
this bridge would be 2,587 feet long and consist of nine truss spans, five on the north (Pasco) side and four on the south (Kennewick) side with a drawspan in the middle to save money the Northern Pacific Railway designed a timber-and-iron superstructure that rested on timber crib piers filled with stones

NORTHERN TRANSCONTINENTAL RAILROAD IS COMPLETED

Northern Pacific Railway completed its transcontinental line
General Adna Anderson, Engineer-in-Chief of the Northern Pacific Railway, completed construction across the Rocky Mountains
Saint Paul, Minnesota, and Wallula Junction 1,699 miles apart were linked by rail
Oregon Railway and Navigation Company's line to Portland connected at Wallula Junction
Northern Pacific Railway provided direct competition with the Central Pacific-Union Pacific railroad that linked Omaha, Nebraska and Sacramento, California [1869]

GALA CEREMONY MARKS THE COMPLETION OF THE NORTHERN PACIFIC RAILWAY

No expense was spared in the planning of the "golden" (last) spike ceremony
Henry Villard chartered four special trains to carry visitors from Washington, D.C. to Gold Creek in central Montana Territory

Villard's guest list of dignitaries included:

- Villard's in-law's abolitionist William Lloyd Garrison and his family,
- former-president Ulysses S. Grant,
- Indian chiefs were there to re-enact ceding their various lands to the Great White Father,
- the German minister to the United States represented Henry Villard's roots,

- former Northern Pacific Railway President Frederick Billings was there to remind everyone that he had not completed the transcontinental railroad,
- governors of all of the states and territories through which the line ran arrived,
- someone appropriately remembered to invite aging John Mullan builder of the Mullan Road which provided part of the railroad route

Ceremony marking the completion of the Northern Pacific Railway transcontinental line took place at Independence Creek on the north bank of the Deer Lodge River sixty miles west of Helena in Western Montana Territory

(near present-day Garrison, Montana) -- 3:30 P.M. September 8, 1883

construction gangs were ordered to tear up about nine hundred yards of track and to build a long platform beside the gap where all of the notables were assembled in about twenty minutes a construction crew replaced the missing nine hundred yards of track and a brass band struck up a tune

In the presence of a large crowd and amid the booming of cannon

former U.S. President Ulysses S. Grant made a speech; Henry Villard made another final “golden spike” was tapped into place by Henry Villard, former President Grant and Henry C. Davis who had helped drive the first spike

this spike was not actually made of gold but was the same spike that was driven to begin construction of the Northern Pacific in Carlton, Minnesota thirteen years earlier

New York Times triumphed (tongue somewhat in cheek): **“The last spike of the Northern Pacific Road was driven this afternoon on the slope of Rocky Mountain (sic), 2,500 miles from the Atlantic Ocean and 800 miles from the Pacific -- and 91 years after the idea of a highway from the Lakes to the Pacific was first suggested by Thomas Jefferson.... Three thousand people, besides the 400 distinguished guests who came with Mr. Villard stood on the grassy meadow overlooked on the east by the main range of the Rocky Mountains.... The valley is so civilized that the inhabitants have not for five years had to run from the Indians....”**¹²

On the trains rolled, bedecked with evergreen boughs and flags, toward Portland, Oregon on their way they passed through towns delirious with welcome

ROUTE OF THE NORTHERN PACIFIC RAILWAY

Northern Pacific Railway stem was composed of a web of smaller railroad lines which linked the main transcontinental line with surrounding towns, industries and shipping points St. Paul, Minnesota was the headquarters for the whole Northern Pacific Railway system Main line of track was divided into divisions:

- St. Paul Division stretched from St. Paul, Minnesota northwest along the Mississippi River to Brainerd, Minnesota and continued northeast to Duluth, Minnesota on Lake Superior;
- Minnesota Division was routed westward through Brainerd

¹² W. Storrs Lee, *Washington State*, P. 354.

- to Moorhead, Minnesota on the Minnesota-Dakota Territory border;
- Dakota Division continued on to Fargo just across the Minnesota-Dakota Territory border then due West to Bismarck, Dakota Territory and the Missouri River just beyond Bismarck a great bridge crossed the river toward Mandan, Dakota Territory;
- Missouri Division began at Mandan in the Upper Missouri River valley traversed the Bad Lands and on to the Dakota-Montana territory border at Glendive, Montana Territory;
- Yellowstone Division ran by the Yellowstone River from Glendive to Billings, Montana Territory;
- Montana Division reached from Billings northwest toward Helena, Montana Territory;
- Rocky Mountain Division led from Helena into the Rocky Mountains along the Clark's Fork River stopping at Cabinet Landing, Idaho Territory on the northern edge of Lake Pend d'Oreille;
- Pend d'Oreille Division reached from Lake Pend d'Oreille into Washington Territory it connected towns such as Spokane Falls, Cheney, Davenport, Sprague, Ritzville, Connell, Pasco, Ainsworth and Wallula Junction putting each on the map
- Pacific Division Prairie Line spur ran from Portland (Kalama) to Tacoma, Washington Territory Oregon Railway & Navigation Company track met the Northern Pacific Railway at Wallula Junction thus providing Portland a railroad connection and a link with the eastern states

NPRY PACIFIC DIVISION REACHES WEST FROM PORTLAND, OREGON

Northern Pacific Railway laid tracks from Portland along the Oregon side of the Columbia River to Hunter's Landing, Oregon located near the south end of Sandy Island Portland-Hunters Line was completed about the same time the ceremonial spike was driven west of Helena, Montana Territory -- September 8, 1883

PORTLAND IS SERVED BY NORTHERN PACIFIC RAILWAY TRAINS

First transcontinental train reached Portland, Oregon from Ainsworth, Washington Territory carrying Henry Villard and his entourage -- September 11, 1883 to a celebratory climax where louder bands, longer parades and brighter bunting waited Portland and the Pacific Northwest were linked directly with the rest of the nation's railroad system as Portland became the Western terminus of the railroad stretching from St. Paul, Minnesota

PRESIDENT OF THE NORTHERN PACIFIC RAILWAY HENRY VILLARD VISITS TACOMA

Henry Villard ran a special train on the Pacific Division's Prairie Line spur to Tacoma he and 300 distinguished citizens traveled over the Portland-Hunters line and crossed the Columbia River to Kalama, Washington Territory at Kalama they boarded a special train and arrived in Tacoma -- September 13, 1883 for yet another celebration where another gala party was held

Puget Sound and Tacoma were linked directly to Portland by the Tacoma Spur
and, therefore, indirectly to Spokane Falls and points east to St. Paul, Minnesota

HENRY VILLARD MAKES A QUICK VISIT TO SEATTLE

Henry Villard and his 300 distinguished guests stepped off the steamer *Pacific Queen*
in Seattle to a 38-gun salute at 4:30 P.M. September 14, 1883

Villard had hoped to ride in his private train car directly into Seattle
but the Puyallup Branch from Tacoma remained unfinished
some three miles of track between (Kent) and Black River Junction
and track into Seattle was incomplete

two great ceremonial arches adorned with pine boughs and clusters of red mountain ash berries
were displayed along with Japanese lanterns, hastily planted fir trees
and a blizzard of flags and bunting
roasted oxen and acres of baked clams were prepared for the man of the hour

Villard was escorted to the territorial university where he cheered the crowd when he noted: **“I told my
guests that they should see one of the most enterprising towns found on the North Pacific coast”**

he poked good-natured fun at engineer Henry Thielsen, who had been unable to finish the track
into Seattle in time for the Villard special: **“I have brought the culprit along. You may try
him by a jury of twelve good, honest and wise men, and punish him as you like!”**¹³

After less than an hour in Seattle, Henry Villard again boarded steamboat for Tacoma
leaving the fireworks and feasting to the locals

PACIFIC NORTHWEST HAS A BRIGHT FUTURE THANKS TO THE NPRY RAILROAD

Northern Pacific Railway (NPRY) relieved settlers of their dependence on water transportation
it opened new markets in the east and places in between
it joined various sections of the nation into an economic and social whole
as rapid exchanges of goods and ideas became possible

Northern Pacific Railway trains deposited settlers and developers in the West

NPRY enabled new arrivals to reach the Far West in the comfort of railroad coaches
trains made it possible for the Inland Empire of Washington Territory to be settled and developed
public land officers could scarcely keep up with new registries

Cattlemen had a rail outlet to the Northern plains

(within a year they would have another one via the Union Pacific Railroad
and its subsidiary the Oregon Short Line to Cheyenne, Denver, and Omaha)

Sawmills whining and smoking along the Columbia River now could ship their product
to the treeless parts of the Great Plains

Salmon canning industry displayed rapid growth

¹³ Kurt E. Armbruster, “Orphan Road: The Railroad Comes to Seattle,” *Columbia Magazine*, Winter 1997-98: Vol. 11, No. 4.

Butte, Montana Territory mines were booming and Coeur d'Alene, Idaho mines showed promise
Success, as usual, fed on itself

(new manufacturing operations and service industries had to be established for the new population)
(cities of the Northwest were embarking on a decade of the fastest growth, in terms of percentages,
that they would ever know)

PUGET SOUND DEVELOPS INTO A GOOD PLACE FOR FARMING

There was considerable agriculture land surrounding Seattle
in the valleys of the White, Green and Snoqualmie rivers
these newly successful farms attracted many people into Western Washington Territory
farmers in good years could make as much as \$60,000
farm land changed hands often and extravagantly
it was said if a farmer could raise nothing else, he could raise the price of his land
Puyallup hop farms from [1880 to 1890] increased their production from 500 acres to 5000 acres
yields ranged from one to four tons to the acre of the best hops in the world
La Conner tide flats grew oats and hay in record amounts
as diking provided remarkably rich, flat cropland
a few settlers grew vegetables
but because of their huge size this produce was more valued as seed than for food
Cities on Puget Sound were founded with the most extravagant expectations -- at least on paper
ever growing population centers provided a local market for vegetables, cattle and sheep
Portland packing houses increased production
while Seattle and Tacoma rapidly built slaughterhouses of their own in an effort to catch up

EASTERN WASHINGTON TERRITORY BECOMES A PRIME FARMING REGION

Northern Pacific Railway constructed several branch lines in Eastern Washington
more wheat farming was ushered in by the newly completed Northern Pacific Railway
markets for wheat grown in Washington Territory opened up the across the nation
Along the Columbia River and its tributaries farmers did well
wheat and potato harvests outdid other parts of the country that were known for these crops
settlers who came early could buy land for \$5 or \$10 an acre
with one harvest they could pay off their debt and still have money to put aside
Yakima Basin, a very fertile region enclosed by low mountains, quickly became a great farming area
Yakima, Naches, Cowlitz and Atlatum rivers provided water for irrigation
because of the expansion of farming mechanization Yakima ranchers complained
that cattle-raising was a thing of the past
As plows and machinery began to invade the rangeland of Eastern Washington
beef markets declined in the Inland Empire
overproduction, the intrusion of sheep herders and dirt farmers into the region forced

the great cattle herds to be driven eastward into the most rural portions of the territory

BOOMERISM SWEEPS WASHINGTON TERRITORY

After completion of the Northern Pacific Railway foreigners began arriving in ever-growing numbers attracted by the rich and abundant resources of the region and by the ballyhoo circulated in flyers, leaflets and newspapers ads by transportation companies hundreds of thousands of copies of promotional literature reached the hands of distressed people eager to go to the New World -- especially to the Far West sales literature boasted "ideal climate, hot springs, abundant water" and "vast and inexhaustible resources and cool nights conducive to sound slumber" railroad companies sold the glories of the region -- 1883 even as they bought the territorial politicians in Olympia Italians, Slavs, Asians and American Southerners left their mark on the Pacific Northwest but no one had the influence of the Scandinavians who planted and cultivated a new society they established a pattern repeated again and again: work in the sawmills, save, buy a small "stump ranch" around Puget Sound and establish a household

UNION MOVEMENT GAINS SUPPORT IN WASHINGTON TERRITORY

In Pierce County fifteen printers formed the Tacoma Typographical Union -- 1883 this was the first organized union in Tacoma Knights of Labor entered a period of rapid growth which included longshoremen, bakers, cigar makers, barbers, stone cutters, tailors, tanners, cornice makers and carpenters (within two years they joined the Knights of Labor movement which embraced over twenty-five different trades in Tacoma)

ECONOMIC BOOM CHANGES WASHINGTON TERRITORY

Steel link to the East had been completed by the Northern Pacific Railway (NPRY) this provided the impetus for industry to expand from fishing and farming to form an urban-industrial society Citizens of Washington Territory settled down to enjoy an economic boom real estate values exploded along Puget Sound and along the Columbia River and its tributaries But Tacoma remained at the mercy of Portland because of the Tacoma-Kalama spur link unsatisfied people of Tacoma demanded construction of a "Cascade Branch" line through Stampede Pass to the Yakima Valley and Spokane Falls to provide direct access to the Northern Pacific Railway and break their dependence on Portland

LEGISLATORS ASK CONGRESS FOR PERMISSION TO DRAFT A STATE CONSTITUTION

As railroad building in the Western United States expanded the population increased rapidly

very soon Dakota, Montana, Wyoming, Utah, Idaho and Washington territories had enough population to make statehood almost mandatory

Legislator Nathan P. Caton of Walla Walla, Columbia, Garfield and Whitman counties sponsored a bill in the territorial legislature to ask Congress to authorize Washington Territory to draft a new state constitution immediately -- 1883

this bill was passed the legislature and was sent to Congress but when it reached Congress it was sent to the usual hostile Committee on Territories

(there it stayed for the next six years)

(During the next five years Washington admission bills were routinely introduced into Congress but nothing came of them because the Democrats buried them as soon as they appeared

Democratic majority of the U.S. House of Representatives meant it when they said they were going to admit no more Republican states

on one occasion Connecticut Republican U.S. Senator Joseph R. Hawley introduced legislation to admit the State of Tacoma -- immediately Seattle and Olympia citizens opposed the measure but Congressional debate came to nothing as Democrats refused to admit a Republican state regardless of its name)

ILWACO CANAL AND RAILROAD COMPANY IS INCORPORATED

Ilwaco was a sawmill and salmon cannery town located at the bar of the Columbia River it served as the southern terminus of the Ilwaco Railway and Navigation Company (IR&NC)

Ilwaco Railway and Navigation Company (IR&NC) was incorporated -- 1888

(it had begun life as the Ilwaco, Shoalwater Bay and Grays Harbor Railroad Company)

this narrow-gauge railroad replaced the stagecoach line used to make the connections between Ilwaco, Washington Territory up the Long Beach Peninsula to Nahcotta, Washington Territory on Willapa Bay

IR&NC added a stop at the mansion of Ilwaco railroad president Lewis A. Loomis

Loomis House was a place to entertain railroad investors and hold board meetings

other frequent, unscheduled stops along the route from Ilwaco to Nahcotta earned the railroad such nicknames as "The Irregular, Rambling, and Never-get-there Railroad," "The Delay, Linger, and Wait Railroad," and the "Clamshell Railroad"

however, the train increased the flow of summer visitors

Seaview, Washington Territory was a favorite spot to stop and pitch a tent on the beach [until 1930] when the train made its last run

IR&NC railroad ran entirely in Pierce County, Washington Territory for over forty years from the bar of the Columbia River up the Long Beach Peninsula

it had no connection to any outside rail line

SURVEY OF THE NORTHERN PACIFIC RAILWAY CASCADE DIVISION BEGINS

Northern Pacific Railway (NP) Engineer-in-Chief General Adna Anderson had begun survey efforts

to find a route across the Cascade Mountains [March 1880]

he intended to connect the Northern Pacific mainline track with Tacoma on Puget Sound
at some place near the mouth of the Snake River

Anderson concluded that the new Cascade Division line
should be built through Stampede Pass -- autumn 1883

NORTHERN PACIFIC RAILWAY COMPANY HAS FINANCIAL PROBLEMS AGAIN

In spite of the incredible financial potential opened by the newest transcontinental railroad

Henry Villard was not without financial concerns:

- construction prices had surpassed all estimates
to complete the transcontinental railroad line

Henry Villard's expenditures exceeded his \$40 million in receipts by \$7,986,508;

- at the same time he had had to keep his promises to the investors in his blind pool
by declaring high dividends out of his shrinking treasury

HENRY VILLARD IS FORCED TO ISSUE ANOTHER ROUND OF BONDS

Villard's financial problems resulted in Northern Pacific Railway securities depreciating in value

Northern Pacific Railway's deficit swelled to \$9,459,921 -- October 1883

its bonded indebtedness stood at sixty-one million

To meet his rising expenses Villard issued \$20 million in second-mortgage bonds

these new bonds could be issued only on the strength of land-grant titles

provided only when track construction was complete -- after the costs had been incurred

to complicate matters the federal government was moving slowly in approving additional routes

because of deception by other railroads

PORT BLAELY SAWMILL BECOMES ELECTRIFIED

With the successful operation of the Blakely Line logging railroad

Port Blakely became the world's largest sawmill operation under one roof

its lumber was shipped all over the world

to California, Australia, England, Germany, France, South America,

and to the Eastern United States

Port Blakely's success forced the addition of a night shift

leading to the necessity to install privately owned electric lights in the mill -- 1883

SPOKANE'S OLD OPERA HOUSE IS REPLACED BY A NEW BUILDING

Within a year the old Opera House was converted into a new, barn-like theater

called the Joy Opera House

it was still located on the same corner -- the northeast corner of Riverside and Post Street

Joy Opera House hosted many different plays and concerts, and even a few operas

it was managed by Harry Hayward
its first show, probably the first real theatrical event in Spokane, was a tour of the comic opera
The Bohemian Girl starring Emma Abbott -- 1883

JAMES JEROME HILL FACES COMPETITION FROM TWO TRANSCONTINENTAL RAILROADS

Railroad builder and Canadian Pacific Railroad (CPR) director James (Jim) Jerome Hill
needed to expand his St. Paul, Minneapolis and Manitoba Railroad to the West
he faced direct competition from the Canadian Pacific Railway to the north
and the Northern Pacific Railway to the south
Jim Hill resigned from the Canadian Pacific Railway Board of Directors
to build a competing railroad of his own
just south of the international border in the United States
Jim Hill became President of the St. Paul, Minneapolis and Manitoba Railroad
(For the next three years 1883-[1886] he added only a few feeder lines
to his St. Paul, Minneapolis and Manitoba Railroad system principally in North Dakota
he also leased other small, scattered railroad lines)

UNITED STATES AND CANADIAN ESTABLISH TIME ZONES

Railroad leaders in both countries met -- November 18, 1883
they established four time zones -- each composed of fifteen degrees' longitude
this eliminated conflicting local time systems so cross-country train schedules could be kept

WOMEN OF WASHINGTON TERRITORIAL GAIN THE RIGHT TO VOTE

Nonstop agitation on the part of suffragists and temperance workers yielded an early victory
(Washington Territory's all male House of Representatives had passed a bill
granting women's suffrage (the right to vote and serve on juries by a vote of 13-11 [1881]
but the measure lost in the also all male Council [Senate] by a vote of five to seven)
Finally, both houses of the Washington Territorial Legislature passed a women's suffrage bill
this legislation stipulated that where "his" was used in the voting laws
it was to be construed as "his and her"
another territorial law made all qualified "electors" (eligible voters)
and "householders" (head of the household) eligible to serve on juries
thus by implication Washington Territory women voters were permitted to sit on juries
this was greater equality for women than was required under existing federal law
Territorial Governor William Newell signed the suffrage bill into law -- November 23, 1883
only Wyoming and Utah territories had enacted women's suffrage before Washington Territory
Catherine Paine Blaine was listed on voter registration rolls for the Third Ward in Seattle
making her the first known female signer of the [1848] Seneca Falls, New York Convention
Declaration of Sentiments to legally register as a voter

members of Seattle's small African American community rejoiced
as they became the first black women to ever vote in the United States of America
Women of Washington Territory participated in several local and territorial elections
but they could not vote on national issues
because the federal government still refused to allow women to vote
Women provided effective leadership in Seattle's government
as a corrupt city administration was removed from office
strict enforcement of ordinances regulating gambling, liquor sales and prostitution
went into effect
but of all of the effective reforms initiated by women the most horrible affront
in the minds of many men was the effort to organize to vote local areas "dry"
(no liquor could be sold)

CATHERINE PAINE BLAINE IS REMEMBERED IN WASHINGTON HISTORY

Catherine Paine Blaine, the wife of Methodist-Episcopal Minister Rev. David E. Blaine,
had attended the [1848] Seneca Falls Convention and moved to Seattle as a missionary's wife
she was Seattle's first teacher
she saw women in Washington get the vote, lose it, regain the right and lose it again
she died in Seattle [1908] two years before Washington State granted women's suffrage for good
a permanent plaque was placed in Seneca Falls to commemorate the 60th anniversary
of the first Women's Rights Convention that same year
she did not live to see the 19th Amendment to the United States Constitution ratified
giving women the vote, but her legacy and that of women like her continues each election day
Catherine Paine Blaine is remembered:

- Blaine Street in Seattle which begins in the west at Magnolia Bluff
is named for Rev. David and Catherine Paine Blaine;
- Cherry Street in Seattle is reported to be named after the cherry trees on the Blaine property;
- Catharine P. Blaine Home located at 11th Avenue and East Terrace Street in Seattle [1911]
helped young immigrant Japanese women transition to urban life;
- Catharine Blaine Wing of University of Washington's Hansee Hall is named in her honor [1936];
- University of Washington Historical Society members placed a historical marker at the downtown
site of her first school in Pioneer Square at First Avenue between Columbia and Cherry [1950]

FRANKLIN COUNTY IS CREATED IN EASTERN WASHINGTON TERRITORY

Franklin County, formerly part of Whitman County, was created
by the territorial legislature -- November 28, 1883
it was named in honor of American patriot Benjamin Franklin
town of Ainsworth served as the county seat --1883-[1885]
(until the county government was moved to Pasco [1885-present])

YAKIMA CITY ANTICIPATES THE COMING OF THE NORTHERN PACIFIC RAILWAY

Northern Pacific Railway Company began construction on its Cascade Division
from Pasco through the Yakima Valley to Ellensburg

In anticipation of the arrival of the Northern Pacific Railway

Yakima City with a population of 400 was incorporated -- December 1, 1883
and became the county seat of Yakima County

Soon the Northern Pacific Railway Company disappointed Yakima City residents
when it was announced the town would be bypassed as difficulties had been encountered
in locating railroad facilities at Yakima City (now Union Gap)

Yakima Indians also exhibited unrest as the coming railroad infringed on their land and treaty rights
but they were even more concerned about interference with their Dreamer religious ceremonies

SALMON FISHING ON THE COLUMBIA RIVER REACHES A PEAK

Salmon canning industry displayed rapid growth

(it had begun in [1866] when two boats produced a pack of 4,000 cases)

There seemed to be no limit to the gigantic schools of huge Chinook (King) salmon
and smaller, redder bluebacks (called sockeye salmon on the Fraser River and in Alaska)
during the peak years of the [1880s and 1890s] Columbia River canneries annually packed
as many as 630,000 cases of forty-eight one-pound tins during the annual fish runs
between Portland and the mouth of the Columbia River
twenty-five hundred boats vied for the native salmon
competition to claim choice fishing spots to cast nets was relentless
or to construct a water-wheel-like fish wheel that could deposit flopping salmon
onto a barge as the owner sat at his leisure

teams of horses harnessed to deep-pouched seines were driven shoulder-deep into the river
and dragged the loaded net onto the beaches

Chinese laborers in Washington Territory found their greatest job stability

and the least resistance to their presence in the canning industry

next to lumbering salmon canning was the steadiest source of cash income year after year
in Western Washington Territory

Peak salmon fishing production on the Columbia River was achieved -- 1883-1884

it seemed the supplies of fish and demands of consumers were limitless

besides England, Australia and New Zealand, South America also provided buyers

Territorial Governor William Newell pressed Congress and the territorial legislature to pass laws
regulating Washington's over-fished waters -- but to no avail

NORTHERN PACIFIC RAILWAY (NPRY) COLLAPSES FINANCIALLY

Northern Pacific Railway (NPRY) stock prices collapsed -- January 4, 1884

because of the financial turmoil unleashed

Henry Villard lost control of the Northern Pacific Railway

then he was forced to resign from all his companies

Villard remained on Northern Pacific Railway Board of Directors

until, shattered in health and fortune, he returned to Germany to try to recoup both

Robert Harris was named the new president of the Northern Pacific Railway

and of the Oregon and Transcontinental holding company

and its subsidiary: Oregon Railway and Navigation Company (OR&N)

driven by jealousies long smoldering between Portland and the cities of Puget Sound

these antagonistic financial concerns promptly fell into a feud

but construction continued as steps were taken to build the Cascade Division of the NPRY

across Stampede Pass in Washington Territory's Cascade Mountains

RIGHT OF WASHINGTON TERRITORY WOMEN TO SIT ON JURIES IS CHALLENGED

(Congress had provided in the [1853] Organic Act that created Washington Territory

that only male inhabitants would be permitted to vote in the first territorial election

in addition, the Organic Act stated the first legislative assembly

was to identify the qualifications of all voters in subsequent elections

“U.S. Supreme Court held in *Strauder v. West Virginia* [1879] that a state could not exclude black men from jury service, because it is ‘practically a brand upon them, affixed by the law, an assertion of their inferiority,’ but states were free to establish other types of qualifications for jurors, including laws that ‘confine the selection to males’.”¹⁴

Washington Territorial legislature had granted women the vote [1883]

all voters were eligible for jury duty)

Seating of women on a grand jury panel was challenged in court by a female defendant

Mollie Rosencrantz was charged with running a Tacoma house of ill repute -- 1884

Tacoma grand jury that indicted Ms. Rosencrantz included married women

Ms. Rosencrantz was found guilty and fined \$400 plus court costs

her attorneys appealed to the Washington Territory Supreme Court

Ms. Rosencrantz's attorneys argued the presence of women on juries, including grand juries,

was not legal as all jury members must be both “electors” (eligible voters)

and “householders” (head of the household) -- only a husband could be a householder

CHINESE PEOPLE EXERT A SIGNIFICANT INFLUENCE IN THE PACIFIC NORTHWEST

Chinese workers on the Columbia River and along the coastal streams did the slimy, dangerous work

of cutting, cleaning, and packing fish into cans

after the fishing season, they moved back to Portland or San Francisco

¹⁴ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 13.

to spend the winter months
Chinese risked exhaustion and boredom, life and limb in the construction industry
while others opened laundries and worked as domestic staff in the homes of the wealthy
Some Chinese also took up farming as they cleared land by cutting trees and grubbing up stumps
some were employed as ranch hands and others worked in the harvest
such as in the hop fields around Puyallup, Washington Territory

AINSWORTH HOUSES NORTHERN PACIFIC RAILWAY WORKERS

Ainsworth, Washington Territory averaged between 400 and 500 people
with a maximum of about 1,500 during its heyday
up to half of the population was Chinese laborers working for the Northern Pacific Railway
Irish laborers were the second largest contingency
during its brief life Ainsworth had become the county seat of Franklin County [1883]
Northern Pacific Railway's Snake River bridge near Ainsworth opened -- April 20, 1884

OREGON AND CALIFORNIA RAILROAD CONTINUES ON TOWARD CALIFORNIA

Oregon and California Railroad along the Willamette River from Portland
continued its expansion as track was laid from Grants Pass, Oregon
to Ashland, Oregon -- May 1884
Construction gangs next attacked the Siskiyou Mountains into California
to link with the Central Pacific Railroad at Sacramento
(first through train between Portland and Sacramento
ran over Oregon and California track [December 1887])
Chinese workers helped build the Oregon Central Railroad and the Oregon and California Railroad
and Northern Pacific Railway's Tacoma-Kalama spur link

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD (BB&BC) BEGINS CONSTRUCTION

Construction on Pierre B. Cornwall's Bellingham Bay & British Columbia Railroad (BB&BC)
began with a burst of activity -- 1884
roadbed was graded up from the Sehome Wharf at Fairhaven beside the waterfront bluff
before rising (to the present corner of Railroad Avenue and Maple Street)
in what was then known as Whatcom (now Bellingham's Old Town district),
at Whatcom the grade flattened as it headed north through the village of Sehome
(Bellingham's downtown today) toward Whatcom Creek
Sehome's principal street was Elk Street (now State Street)
BB&BC's broad railroad right of way created a new street: Railroad Avenue
(today the old railroad grade can still be seen
paralleling the park department's walking trail and passing just west
of the new housing authority building where the railroad roundhouse used to be)

two miles of track were laid to Whatcom Creek that first year
then work stopped because of a slowdown in Canadian Pacific Railway's westward progress

PANIC SWEEPS THE AMERICAN ECONOMY

Banks had become closely tied with the New York Stock Exchange
vast amounts of money were loaned to railroads and other businesses
many of these, based upon the security of stocks and bonds, were highly speculative
Business failures had occurred [1883] and there was financial uneasiness across the nation
financial collapse of the Northern Pacific Railway and the New York and New England Railroad
elevated concerns regarding the American economy
failure of the Marine National Bank of New York set off a financial panic -- May 4, 1884
foreigners began to lose confidence in the willingness of the United States
to remain on the gold standard -- American gold flowed overseas
further drying up access to money for loans for American businesses

SALMON WARS BREAK OUT ON THE COLUMBIA RIVER

Gillnet salmon fishers organized to drive out the big webs of fish traps gobbling up salmon
fish traps were set in the best locations where gillnetters had previously enjoyed great success
night raids were held to cut fish trap mooring lines setting them adrift and damaging them
watchmen hired to protect the traps were terrorized
Many gillnetters lived in Ilwaco, Washington Territory
they spread the word they intended to destroy all of the traps on Baker Bay
Ilwaco's rough reputation grew due to the activities of its residence
during the "Salmon Wars" 1884-(well into the [1900s])

LUMBER BECOMES A MAJOR INDUSTRY IN WASHINGTON TERRITORY

Lumbering grew by leaps and bounds -- 1884
loggers attacked forests along Puget Sound resulting in more land being cleared for farmers
Chehalis forests alone held giant trees averaging 50,000 to 60,000 board feet an acre
Olympic Peninsula forests drew the attention of mid-west lumbermen
townsite of Aberdeen was platted -- 1884 and Hoquiam in [1885]
Aberdeen, Hoquiam and Cosmopolis became the home of large lumber mills
Collectively Washington Territory sawmills cut a total of one million board feet a day
Pope and Talbot Lumber Company operated sawmills in Port Ludlow and Port Gamble,
Seattle and Tacoma also were sawmill towns,
Port Blakely bragged of a new mill with engines which developed 3,000 horsepower
and saws which chewed 150-foot long logs
an average day's work produced 300,000 board feet of dressed lumber
Most of the lumber cut was used to build Washington towns and cities

however, 148 lumber hauling ships in the timber fleet

carried only the lumber excess to California and the Orient

California lumber trade rose to nearly 200 million board feet -- [1883]-1884

Controlling and stabilizing the price of lumber was difficult

there was no single national or world market organization and transportation costs were high

lumber companies over-cut to pay their taxes and interest on debts

NORTHERN PACIFIC RAILWAY (NPRY) FACES A LOOMING DEADLINE

Northern Pacific Railway's Charter stated that Puget Sound must be reached directly [by June 3, 1888]

or the federal government would withdraw all of the railroad's land grants

NPRY began construction on the Cascade Division over the Cascade Mountains to Tacoma

Bennett brothers, Captain Sidney Bennett and his younger brother Nelson,

won the contract to build the first 134 miles of the Eastern Section of the Cascade Division

that ran from the confluence of the Columbia and Snake rivers (today's Pasco)

up the Yakima River

WORK BEGINS ON THE EASTERN SECTION OF THE NPRY'S CASCADE BRANCH

Northern Pacific Railway (NPRY) began grading a roadbed

for its Eastern section of the Cascade Division line from (today's Pasco, Washington Territory)

beside the Yakima River toward Yakima City -- July 1, 1884

Yakima River was traced upriver past sleepy settlements

until Prosser, Washington Territory was reached (1,723 miles from St. Paul)

here the land was dry and covered with sagebrush

but was blessed with fertile soil only waiting for water

several telegraph station towns were located along this section of the Yakima River

NPRY Eastern section of the Cascade Division continued along the Yakima River

through the Simcoe Indian Reservation for about thirty miles

passing through the villages of Mabton and Toppenish, Washington Territory

IMPROVEMENTS ARE MADE TO THE ENTRANCE TO THE COLUMBIA RIVER

Mouth of the Columbia River had always been partially blocked by sandbars

leaving only two channels for the river to escape into the Pacific Ocean

Both entrances to the river were plagued by adverse ocean currents

as a result of this difficult navigation, many ships had been lost

in fact, the area was known as the "The Graveyard of the Pacific"

many ships had stood out to sea waiting for a storm to abate

sometimes the wait extended up to four weeks before safe passage was assured

Congress appropriated \$100,000 to start construction of jetties for the Columbia River-- July 1, 1884

in an effort to control the ocean currents and provide a safe entry

(Additional money was appropriated until the project was completed after decades
\$27,000,000 in additional expenditures, three substantial jetties were constructed
they were made of concrete and stone and extended into the ocean to restrain currents
improvements such as buoys, beacons and navigation lights
marked the river channel from the Pacific Ocean upriver to the mouth of the Shake River

YAKIMA CITY IS BY-PASSED BY THE NORTHERN PACIFIC RAILWAY (NPRY)

NPRY selected the site of Yakima City for its Cascade Division construction headquarters
however, NPRY engineers were not at all satisfied with the depot location mandated by the city
as the ground was marshy, the railroad had little control over surrounding property,
there was lack of available property for establishing adequate railroad support facilities
and the location was inconvenient to businesses
most importantly, the railroad was unable to negotiate favorable terms
with the chief real estate owners who asked an exorbitant price for a depot site
and the railroad had extensive holdings of grant lands north of Yakima City
Northern Pacific Railway executives selected a site for their railroad station four miles
north of Yakima City where the train station site was to be known as North Yakima -- 1884
giving the railroad control of a potential town site -- although there was no town there

WASHINGTON TERRITORY RECEIVES A NEW GOVERNOR

Republican President Chester A. Arthur appointed Republican Watson Carvosso Squire
as the new Washington Territorial Governor William A. Newell
Squire replaced William A. Newell -- July 2, 1884
(Watson C. Squire had served as an infantry officer in the Civil War [until late 1861]
before he trained as an attorney and was employed by the Remington Arms Company
as secretary, treasurer and manager
he married Ida Remington [December 23, 1868] and they had four children
Philo Remington, Shirley Herbert, Adine and Marjorie
Watson C. Squire had moved to Washington Territory [1876] and purchased a large land holding
he operated a dairy farm before moving to Seattle
to become the manager of the Dexter-Horton Bank [1879]
after his appointment Watson C. Squire served as territorial governor until [April 9, 1887]

COLUMBA (MOSES) RESERVATION IS OPENED FOR SETTLEMENT BY WHITES

By an act of Congress, the Columbia (Moses) Reservation was officially opened
for white entry and settlement -- July 4, 1884
(the resulting influx of people was so great that Okanogan County
was split from Stevens County and became a separate county two years later [1886])

SEATTLE RECEIVES ITS FIRST TRAIN

Northern Pacific Railway engine number 315, a baggage car and coach

after a three hour twenty-five-minute run from Tacoma

steamed along the standard gauge track into Seattle -- July 6, 1884

no one in Seattle much minded if the train had to back out of town to return to Tacoma

According to an incredulous Post-Intelligencer, **“The trains were started so suddenly that people could not fully realize the road had been opened to traffic, and in Tacoma, where the idea was entertained that we (Seattle) would be disconnected from rail communication by taking up the track (from Tacoma) they (Tacoma) could not believe it.”**¹⁵

First timetable appeared on July 10, 1884:

Train 23 departed Tacoma at 10:15 P.M., arriving in Seattle at 1:38 A.M.

Train 24 left for the south the following afternoon at 1:50

WOMEN’S RIGHT TO SIT ON JURIES IS UPHELD

In *Rosencrantz v. Territory of Washington* Supreme Court justices

upheld the conviction of Mollie Rosencrantz by a 2-1 vote -- July 1884

Associate Justice John P. Hoyt was joined by Associate Justice Samuel Wingard,

Justice Hoyt explained that in the past **“the relation of the wife to the husband was such that while she was living with him she was not such a householder, as her identity was largely lost in that of her husband, and she had no right to be heard as to the disposition of the property or children that resulted from her marriage, so long as her husband survived.”** This ‘harsh rule of the common law’ had been overridden by the Washington Territory’s community-property law of 1879, which declared: ‘All laws which impose or recognize civil disabilities upon a wife, which are not imposed or recognized as existing as to the husband, are hereby abolished.’ Justice Hoyt explained that this statute was not limited to ownership of property, but was instead ‘imbued with [the] spirit of progress,’ and created a marital relationship ‘of absolute equality before the law.’ Women and men were both ‘householders,’ because ‘each, acting for himself or herself, but in conjunction with his or her companion, is the keeper of the entire household.’

“Justice George Turner dissented vigorously, arguing that women could not be ‘householders’ because the husband is ‘the head and the only head of the family. ... The idea of a double head in nature or in government is that of a monstrosity.’ The community-property act dealt only with property, and the suffrage act dealt only with voting: neither one changed Justice Turner’s abiding belief that women were legally incompetent to act as jurors. At common law, a juror must be *liber et legalis homo*, which Blackstone and other commentators translated as ‘a free and lawful man.’ Just as unnaturalized aliens were disqualified from jury service by defect of birth, women were disqualified *propter defectum sextus*, by defect of sex. To Justice Turner, ‘the advanced ideas of the nineteenth century’ regarding sex equality could not salvage this inborn defect.

¹⁵ Kurt E. Armbruster, “Orphan Road: The Railroad Comes to Seattle,” *Columbia Magazine*, Winter 1997-98: Vol. 11, No. 4.

Justice Turner continued, **“Legislative enactment would not make white black, nor can it provide the female form with bone and sinew equal in strength to that with which nature has provided man. No more can it reverse the law of cause and effect, and clothe a timid, shrinking woman, whose life theater is and will continue to be, and ought to continue to be, primarily the home circle, with the masculine will and self-reliant judgment of man”.**

“Justice Turner also expressed his ‘repugnance’ at the notion that women would be exposed to the grisly details of criminal trials, for doing so ‘must, in my opinion, shock and blunt those fine sensibilities, the possession of which is [woman’s] chiefest charm, and the protection of which, under the religion and laws of all countries, civilized or semi-civilized, is her most sacred right’.”¹⁶

This ruling by Justices John P. Hoyt and Samuel Wingard set a legal precedent not only in Washington Territory but across the United States

RIGHT TO SIT ON JURIES IN WASHINGTON IS UPHELD A SECOND TIME

Washington Territory’s Supreme Court heard the appeal of a second case involving women jurors

Hays v. Washington Territory involved a case where the defendants were found guilty

of violating a Thurston County ban on hunting deer with dogs -- July 1884

on appeal Washington Territory Supreme Court Justices Samuel Wingard and Roger Greene

“rejected the idea that the federal constitutional right to trial by jury required a jury of men. The federal constitution incorporated the common law concept of jurors *as liber et legalis homo*, which Justice Greene understood to encompass ‘freedom, law, and humanity; in other words, the juror must be free, lawful, and of the human race.’ He noted that some common law trials, such as those involving determination of pregnancy, had exclusively female jurors. Even though ‘ordinary issues’ were decided at common law by male juries, the Legislature could expand the uses of female jurors without violating the common law or the U.S. Constitution. Justice George Turner again dissented.”¹⁷

POLITICAL WINDS CHANGE ARE FELT IN THE UNITED STATES

Republicans convened their presidential nominating convention in Chicago -- 1884

they nominated former U.S. Speaker of the House James G. Blaine of Maine

for the office of President on the fourth ballot

Blaine’s nomination alienated many Republicans because they were concerned

about financial corruption in awarding railroad charters

associated with their candidate, James G. Blaine

they viewed James G. Blaine as both ambitious and immoral

Republican political activists bolted from their political party

¹⁶ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News* March 2005, P. 13-14.

¹⁷ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 14.

reform-minded Republicans were called “Mugwumps”

based on the Algonquin word *mugguomp* -- an “important person” or “war leader”

implying they were sanctimonious and self-righteous

because they believed themselves to be above party politics

Democrats also held their nominating convention in Chicago -- 1884

their nominee, Stephen Grover Cleveland, was a reformer who wanted to restructure the American patronage system used to make political appointments

NORTHERN PACIFIC RAILWAY REACHES NORTH YAKIMA

North Yakima, the railroad’s own town, was the next stop to be reached

by Northern Pacific Railway’s Eastern section of the Cascade Division construction crews

North Yakima marked the opening through a low mountain range that led to the Yakima Basin

(this very fertile land enclosed by low mountain ranges became a great farming region

water from the Yakima, Naches, Cowlitz and Atlatum rivers provided for irrigation)

North Yakima became the trade center for the surrounding valleys

NORTHERN PACIFIC RAILWAY OPERATES A TRAIN FERRY ACROSS THE COLUMBIA

(Northern Pacific Railway shipped a new train ferry in 57,159 pieces from New York to Portland)

this ferryboat was christened *Kalama* but was renamed *Tacoma* before she was placed into service

Tacoma, 338 feet long and 42 feet across the beam (wide), was launched [May 17, 1883]

she was the second largest ferryboat in the world

Tacoma was essentially a floating rail yard with three parallel tracks

she was able to carry entire trains composed of twelve passenger cars and their engines

or twenty-seven freight cars and their engines

Tacoma was placed into operation crossing the Columbia River

between Hunter’s Landing, Oregon and Kalama, Washington Territory -- October 9, 1884

Pacific Division’s Prairie Line spur became an all-rail route to Tacoma on Puget Sound

although one requiring a short trip on the railcar ferry across the Columbia River

this spur line assured that Puget Sound also would be served by a railroad

After the ferryboat went into service, the Northern Pacific Railway saw a sharp increase in ridership

between Portland and Tacoma as four passenger cars operated on these trains

where before only one passenger car was needed before

(Northern Pacific tracks were extended from Hunter’s Landing to Goble, Oregon [1890]

where the ferryboat *Tacoma* loaded and unloaded train cars to link with Kalama)

(This train ferry was a critical link in the rail service for twenty-five years until [1909]

when major rail bridges in Portland were completed)

WORK BEGINS ON THE WESTERN SECTION OF THE NPROY’S CASCADE BRANCH

Tacoma served as both a seaport and a railroad center

next to San Francisco, Tacoma was the most important wheat-shipping point on the coast
it also shipped more lumber and coal than any other port on the Pacific coast
there were daily steamboats from Tacoma to Seattle, Port Townsend, Olympia
Victoria, British Columbia and other places on Puget Sound
there was a weekly connection with San Francisco by large ocean steamships
Western section of the Northern Pacific Railway Cascade Branch
began in Tacoma on the shore of Puget Sound
(1,935 miles from the Northern Pacific Railway headquarters in St. Paul, Minnesota)
Tacoma was the headquarters of the Western Branch of the Northern Pacific Railway
and had extensive car and repair shops
exiting Tacoma, the railroad followed the Puyallup River
across about eight miles of Puyallup Indian Reservation before reaching the village of Puyallup
Puyallup was a trading point for all of the hop-raising farms along the glacier-fed
Puyallup and White rivers from the slopes of the Mount Rainier
land near the Puyallup River was the most productive hop growing region in the world
there a few acres of hops could make the farmer independent for life
at the White (Stuck) River (today's Sumner) the Cascade Division divided:
•mainline track of Northern Pacific Railway's Cascade Division toward Stampede Pass
followed the White River before crossing to the upper Green River,
a beautiful mountain stream well stocked with trout in the midst
through superb mountain scenery of dense forests of fir, cedar and spruce
to Eagle Gorge (site of today's Howard Hanson dam)
where it abruptly stopped
several telegraph station towns were located beside the track as it reached eastward
•Western Branch line of the main route continued up the Puyallup River
to the glacial-fed Carbon River
just beyond Orting the branch line ran to Carbonado, Wilkeson and South Prairie
where important coal mines provided ore to be sold in California
to help defray Northern Pacific Railway expenses

RAILROAD NETWORK EXPANDS BRINGING WEALTH TO WASHINGTON TERRITORY

With the coming of the railroad to various parts of Washington Territory fortunes were to be made
farmers led the way,
lumber companies invested their finances back into their sawmills,
fish canning, ship building and the manufacture of wood products such as shingles and doors
offered financial opportunity for both investors and those needing jobs

TACOMA BOOMS WITH THE COMING OF THE NORTHERN PACIFIC RAILWAY

Town of "Old" Tacoma fronting of Commencement Bay

consolidated with “New Tacoma” located by the Northern Pacific Railway depot

combined population of the city of Tacoma was 4,400 -- 1884

Besides shipping and railroad transport, the basic industry of Tacoma

was the manufacture of forest products, including pulp and paper, plywood, shingles,
building sashes and doors and furniture

However, most Tacoma businessmen invested their finances in real estate

Illinois school teacher and chicken farmer Allen C. Mason arrived in Tacoma

with \$2.85 in his pocket -- 1884

he purchased a sign and opened a real estate office -- land sales were very good

he soon constructed a large bridge across a gulch (where 34th Street is today)

and developed a new section of Tacoma to the south of downtown

more settlers arrived from the East every day and all of Tacoma’s businesses flourished

TACOMA LIGHT AND WATER COMPANY IS FORMED

Philadelphia capitalist and former president of the Northern Pacific Railway Charles Wright

took an active part in developing the city of Tacoma

he endowed Annie Wright Seminary for high school girls

was founded 1884 and named for Wright’s daughter

Charles Wright also founded Washington College for boys

this was the male equivalent of Annie Wright Seminary -- it opened [September 2, 1886]

with an enrollment of sixty-five boys, half of them day students

(Depression of 1892-1893 forced many students to leave and the school closed [1892])

(Charles Wright Academy [founded in 1957] in Tacoma was named in his honor)

Charles Wright received a franchise to use city streets and alleys for utilities

from the Tacoma City Council

Charles Wright organized the Tacoma Light and Water Company -- 1884

Isaac Smith was named engineer and began work on construction of a utility system for the city

Tacoma Light and Water Company drew drinking water from several creeks

and distributed it through pipes made from hollowed-out logs

with the monopoly provided by his franchise, Wright could charge what the market would bear

because he lived in Philadelphia, customer service was an afterthought

DEMOCRAT GROVER CLEVELAND IS ELECTED PRESIDENT OF THE UNITED STATES

Grover Cleveland was elected Democratic President -- November 4, 1884

he was the only Democrat elected to the Presidency in an era of Republican domination

that lasted more than half a century [from 1860 to 1912]

he received 48.5 % of popular vote: 4.87 million votes to James G. Blaine’s 4.85 million votes

he received 219 electoral votes to 182 electoral votes

bitter Republicans blamed the “Mugwumps” who had bolted from their party

Following the shift in national politics Washington Territory voters
elected Democratic Congressional Delegate to Congress C.S. Voorhees [1885-1889]
he replaced Republican Territorial Delegate Thomas H. Brents

At first Grover Cleveland, a bachelor, was ill at ease with the comforts of the White House
at age forty-nine he married 21-year-old Frances Folsom [June 1886]
he was the only President to be wed in the White House

ANOTHER BATTLE FOR THE POSITION OF COUNTY SEAT: SPRAGUE VS. DAVENPORT

(When Lincoln County was created [November 24, 1883] Sprague expected to be named county seat
but Davenport, Washington Territory was selected instead)

Election of 1884 gave Sprague a large majority of votes to become the county seat
but Davenport refused to give up the official county records

Anticipating trouble, Davenport residents dug trenches around the courthouse
and posted guards day and night

Sprague townsmen arrived and a skirmish took place near Davenport
after losing the election to Sprague, Davenport still retained the county records

LUMBER BARON T.D. STIMSON COMES WASHINGTON TERRITORY

Stimson Lumber Company had its beginning in Michigan [1850]
when Thomas Douglas (T.D.) Simpson and his business partner set up operations
after some success the young partners agreed to go their separate ways
with hard work and determination T.D. and his children established a sound financial operation
along the Muskegon River of northern Michigan

T.D. turned daily operations of the company to his children and moved to Chicago
but early in the [1880s] he sensed a change in the lumber market

T.D. visited the Pacific Northwest and traveled up the Columbia River to Portland, Oregon
before he continued on to Puget Sound

there he and his sons cruised (explored) the forests for weeks leaving few areas unchecked

T.D.'s party arrived in Seattle -- November 1884

they found timber of unrivaled quality, a saltwater port and a booming population

T.D. Stimson decided to move his lumber operation from Michigan to Seattle

(it would take five years to carry out the move)

CITY OF PASCO, WASHINGTON TERRITORY IS ESTABLISHED

Northern Pacific Railway laid a new three-mile section of track west of the Snake River bridge
to the Columbia River crossing site where the "Great River of the West" would be spanned

Northern Pacific Railway workers were moved from Ainsworth to the construction location
which was known first as "Hummely" and then as "Melton" but finally became "Pasco"

City of Pasco was established by the railroad company -- November 28, 1884

several versions of the origin of the name Pasco exists -- one of the most widely accepted is that it was named by Northern Pacific Railway construction engineer Virgil G. Bogue, who had helped build a railroad in the Andes Mountains near Cerro de Pasco, Peru (Franklin County courthouse was moved from Ainsworth to Pasco [1886])

Ainsworth, Washington Territory soon faded from the scene

Pasco replaced Ainsworth as the population center at the confluence of the Snake and Columbia many of the buildings in Ainsworth were either dismantled or moved to Pasco Chinese laborers also moved to the new town and established their own district (over the years, Pasco increased in size and engulfed the original town of Ainsworth)

CONSTRUCTION BEGINS ON THE BRIDGE ACROSS THE COLUMBIA RIVER AT PASCO

Construction on a temporary bridge was begun to cross the Columbia River just above the Snake River's merger with the Columbia between Pasco and (today's Kennewick) Chinese workers helped build the bridges across the Snake and Columbia rivers Trains were ferried by steamboat from Pasco across the Columbia River until the temporary bridge could be constructed on the west bank (at today's Kennewick)

OREGON RAILWAY LINKS WITH THE UNION PACIFIC RAILROAD

Oregon Short Line Railroad had been constructing a railroad west from Granger, Wyoming through Idaho to a junction on the Snake River at Huntington, Oregon surveys by Union Pacific engineers were completed on the route all the way from Huntington to Umatilla, Oregon on the Columbia River Oregon Railway and Navigation Company (OR&N) track from Umatilla to Huntington, Oregon was completed -- November 1884 through service started -- December 1, 1884

THREE FORKS BECOMES PULLMAN, WASHINGTON TERRITORY

Orville Stewart had opened a general store in the mail drop village of Three Forks [June 1881] Missouri Flat Creek, Dry Fork and the South Fork of the Palouse River Bolin Farr platted about ten acres of his land and named the town Pullman [1881] in honor of the railroad sleeping-car tycoon George Pullman -- 1884 (Pullman was incorporated with a population of about 200 people [1886] later it became the home of Washington State College [University] -- the agricultural school)

WASHINGTON TERRITORY COAL MINES ARE LINKED BY RAILROAD TRACK

Columbia & Puget Sound Railroad completed construction from Meeker Junction (Puyallup) to Black Diamond -- December 12, 1884 this allowed for transportation of heavy equipment to mining sites and for the movement of coal to the King Street Coal Wharf in Seattle

Additional coal mines were opened at Cedar Mountain --1884
and Franklin, Washington Territory [1885]
(Franklin is now a ghost town in King County
located within undeveloped Hanging Gardens State Park)
these Green River coal fields added to the production of mines in Renton and Newcastle
most of the coal was shipped to San Francisco

UNIONISM EXPANDS IN PIERCE COUNTY

Coal was king in the nineteenth century
history of coal along Puget Sound was tied to the development and expansion of the railroad
locomotives burned coal which is heavy and bulky and could not be transported without trains
both railroads and coalmining grew together in the region
each enabled the growth of the other
Washington Territory coal was used to fuel locomotives and steamships, and to heat homes
California quickly developed as a major market
Coal miners at Carbonado and South Prairie in Pierce County, Washington Territory
were organized into unions by the Knights of Labor -- 1884

YAKIMA CITY IS MOVED

Embittered by the Northern Pacific Railway's decision to skip their town
determined Yakima City residents attempted to fight the decision to build a station
in North Yakima four miles north of Yakima City
Northern Pacific Railway officials offered to move buildings free of charge
and give free building lots to any business willing to migrate to North Yakima
Townsppeople met the challenge by moving their town to the railroad station
there was an exodus from Yakima City
some one hundred buildings were trundled on rollers and skids four miles to the northwest
to North Yakima -- winter 1884-1885
light buildings were placed on great trucks to be pulled by forty or fifty mules,
larger ponderously tipsy structures were positioned on big iron rollers
to be slowly moved to their new location
stores and hotels continued in business as they rolled along
this was a very pleasant circumstance for the Northern Pacific Railway
instead of buying building lots the railroad was now selling them

NORTHERN PACIFIC RAILWAY CONSTRUCTION CONTINUES ALONG THE YAKIMA RIVER

North Yakima, the railroad's own town, was the next stop to be reached
which marked the opening through a low mountain range that led to the Yakima Basin
(this very fertile land enclosed by low mountain ranges became a great farming region

water from the Yakima, Naches, Cowychee and Attanum rivers provided irrigation)
North Yakima became the trade center for the surrounding valleys
Leaving North Yakima tracks continued on through a gap in the surrounding low mountain range
along the Wenass River through the settlement of Selah, Washington Territory
there the Cascade Division track ended just before entering the Yakima River Canyon

IDAHO LEGISLATURE REQUESTS TO BECOME PART OF WASHINGTON TERRITORY

Idaho legislators became concerned about the increasing number of Mormon settlers
arriving in Idaho -- winter 1884-1885
they went on record favoring the annexation of the Idaho panhandle to Washington Territory
they presented a Memorial to Congress specifying this request

INLAND EMPIRE OF WASHINGTON TERRITORY EXPERIENCES HARD A WINTER

Sheep, cattle, wheat and potatoes raised in the Inland Empire of Eastern Washington
all were shipped east by the train load
cattle and sheep were being driven to the nearest rail shipping point in Wyoming
to be sent to markets in the United States -- providing a 100% profit over costs
Cattle Kings, sheep herders, wheat ranchers and potato farmers
had managed to survive a series of hard winter
then the worst snow storm in Northwest history
destroyed whole herds of animals -- winter 1884-1885
a five-year period of ranching and farming prosperity came to an end

UNEMPLOYMENT ELEVATES FEAR ALONG PUGET SOUND

More than 700 Chinese lived in Tacoma and a total of 3,186 Asian immigrants were in the territory
Chinese people had come into Washington Territory to work on the railroads
some were even kidnapped from their homeland to fill the need for laborers
they had built California's Central Pacific Railroad [1869]
in the race to join with the Union Pacific to form the first transcontinental railroad
Economic hard times kept the United States in the grips of a deep recession --[1882]-1885
scarce jobs during the economic downturn spurred anti-Chinese sentiment
completion of the transcontinental railroad [1869] left tens of thousands of Chinese unemployed
completion of the Northern Pacific Railway [September 1883]
threw many men, both Asian and white, out of work
Chinese immigrants took unwanted, low-paying work
they moved to abandoned mining claims in Idaho and Montana territories
to re-work the gold fields
they worked on Puyallup and Squak Valley (Issaquah) hop farms, in coal mines,
they worked as household servants and as laundrymen in the cities

CHINESE LAUNDRY OPENS IN TACOMA

When a Chinese merchant leased a lot on Pacific Avenue for a washhouse

Tacoma Ledger newspaper warned in flamboyant language of Tacoma's peril
because of the Chinese establishment -- January 1885

Eight or nine men met in the rooms above Tacoma Mayor R. Jacob Weisbach's grocery store
to discuss the Chinese question

(German-born Mayor Weisbach would prove to be the wrong man elected at the wrong time)
petitions that called for a mass meeting to address the situation were printed and circulated

NORTH YAKIMA REPLACES YAKIMA CITY AS THE CENTER OF THE YAKIMA VALLEY

North Yakima, four miles north of Yakima City was incorporated -- January 27, 1885

on the same day it was named the Yakima County seat -- replacing Yakima City for the honor
Yakima City, also known as "Old Town,"

(it later changed its name to Union Gap and languished without even a depot
until a lawsuit awarded them a depot some years later)

Bustling town of North Yakima soon established itself as the commercial center
of the rich agricultural valley

it became a depot and cattle-shipping point -- (North Yakima became simply Yakima [1918])

NORTHERN PACIFIC RAILWAY TRACK CONNECTS YAKIMA CITY AND SELAH

Northern Pacific Railway (NPRY) Cascade Division on the East side of the Cascade Mountains
continued as the tracks led out North Yakima through a gap in the surrounding low mountain range
along the Wenass River through the settlement of Selah, Washington Territory
there the Cascade Division track ended just before entering the Yakima River Canyon

EASTERN WASHINGTON IS PROVIDED WITH ANOTHER SHORTLINE RAILROAD

Eastern Washington Railway (a Northern Pacific Railway subsidiary)
was incorporated -- February 1885

(this railroad changed its name to the Spokane & Palouse Railway [March 1, 1886])

Eastern Washington Railway was to provide a rail link south from the Northern Pacific Railway's
main line to some point on or near the Snake River in Washington Territory

In addition to laying track south from the NPRY's mainline, work was begun

on the new town of Belmont, Washington Territory (five miles south of Oakesdale, Washington)

Belmont was considered by Northern Pacific Railway officials as having the potential
to become an important agricultural and commercial center for the famous Palouse Country
within months of beginning construction on the Eastern Washington Railway

into the rich farmland of the Palouse

railroad officials offered residential and commercial lots for sale,

plans for the construction of all necessary railroad-related buildings were proposed
residents of Farmington, Washington Territory less than ten miles away were not happy
their established center of trade and commerce was being bypassed
in favor of the undeveloped and unpopulated Belmont

MINING BOOMS AGAIN ALONG THE CANADIAN BORDER

Old Dominion silver mine was opened just across the international border near Colville -- 1885
this rich strike turned Colville from a hamlet of two stores and a brewery into a sturdy town
First huge nugget found was a ball of silver with many veins which resembled a globe
Canadian mining village was founded and named Globe, British Columbia (now a ghost town)
after the nugget

Other finds east of Colville sent miners' spirits soaring all along the lower Pend Oreille River
into British Columbia

Toad Mountain silver mines near Kootenay Lake boomed
and the town of Nelson, British Columbia came into prominence

(Additional finds would be discovered in the Slocan District beyond Nelson
and also at the headwaters of Trail Creek just west of the Columbia River
and only six miles north of the international boundary
after some time, mined copper became much more important than the silver
Globe became a copper mining town

to make these potential millions of dollars accessible to Spokane

Dan Corbin laid Spokane Falls & Northern Railway track through Colville
and on toward a projected smelter at Northport just south of the border [1889])

CANADIAN INDIANS RISE UP IN REVOLT AND SAVE THE CANADIAN PACIFIC RAILWAY

Canadian Indians living in Saskatchewan led by Louis Riel conducted brief and unsuccessful uprising
directed against the Dominion of Canada -- February 1885

Natives believed the government had failed to address concerns regarding their survival
despite some early victories at Duck Lake, Fish Creek and Cut Knife, Saskatchewan
this rebellion resulted in the destruction of numerous Aboriginal fighters

Louis Riel was hanged

Tensions between French Canada and English Canada increased for some time
because the Canadian Pacific Railway transported troops into battle
political support for the railroad increased

Canadian government provided sufficient funds to save the nearly bankrupt railroad
and authorized funds to complete the Canadian transcontinental railway

MASS MEETING IS HELD IN TACOMA TO DISCUSS REMOVING THE CHINESE

Acting on the petition for a mass meeting, Tacoma Mayor R. Jacob Weisbach gathered residents

to devise a method to get rid of the Chinese -- February 21, 1885

It was decided the Chinese must go and a three-man committee led by Judge E.G. Bacon would organize a committee of three men from each of Tacoma's three Wards (council district) this "Committee of Nine" was to formulate a definite plan to remove the Chinese from Tacoma

TACOMA'S COMMITTEE OF NINE MEETS

Judge E.G. Bacon was chosen to serve as permanent chair of the Committee of Nine

William Christie was named secretary

After approving drafts of a boycott agreement, committee members voted

to print a hundred for circulation -- February 28, 1885

names of people who refused to sign the agreement were to be reported to the committee

PRESIDENT GROVER CLEVELAND TAKES OFFICE

As Democratic President Grover Cleveland was sworn into office -- March 4, 1885

his admirers praise him for his honesty, independence, integrity and commitment to liberal politics

As a leader of the "Bourbon Democrats" who demanded political reforms:

- he strongly supported the Civil Service Reform movement
 - he also worked against the patronage system and political corruption by city bosses;
- he supported the goals of business and banking interests and railroads
 - but he opposed subsidizing banks, railroads or other companies with federal money or protecting them from competition;
- he opposed U.S. overseas expansion often referred to as "imperialism";
- to stop potential inflation he fought to maintain the gold standard
 - rather than adding silver to also back the dollar to create more money
- he also was opposed to increasing taxes

WASHINGTON TERRITORY SUPREME COURT DENIES WOMEN THE VOTE

Voting rights, and subsequently the right to serve on juries,

was taken from Washington Territory women voters when the Territorial Supreme Court ruled that the "title of the [1883] Suffrage Act" substituting "his and her" for "his" in the voting laws did not adequately describe the Act's content -- 1885

with this technicality the right of women to vote and serve on juries in Washington Territory was lost

CONSTRUCTION ON THE EASTERN PORTION OF THE CASCADE DIVISION CONTINUES

Tracks left Selah, Washington Territory and entered the Yakima River Canyon -- 1885

building through the narrow and rugged Yakima Canyon was difficult at best

tracks wound westward for miles through the picturesque canyon

at one point the river rose and swept away most of the NPRY rudimentary bridge works

emerging from the Yakima Canyon the Northern Pacific Railway (NPRY) route entered the Kittitas Basin -- this is the largest fertile valley cut by the Yakima River Ellensburg, the county seat of Kittitas County, served as the headquarters for the Cascade Division's Eastern portion climbing the Cascade Mountains from Ellensburg the NPRY route continued northwest along the Yakima River it entered the Cascade Mountains up remarkably light grades these mountains presented a magnificent spectacle of lofty rocky peaks crowned with snow tracks followed the Yakima River until (what became Cle Elum, Washington) was reached and continued on to (today's Easton, Washington) where the climb over Stampede Pass began

CONSTRUCTION ON THE WESTERN PORTION OF THE CASCADE DIVISION CONTINUES

West of the Cascade Mountains Northern Pacific Railway track was continued from Eagle Gorge on the Green River and followed that river tracks on the west side of the Cascades had grades no steeper than those found on the east temporary end of the line was marked (at what became the small railroad town of Weston) located in the dense forests on the western slope of the Cascade Mountains at the foot of the Stampede Pass grade

TACOMA CITY COUNCIL PASSES ORDINANCES DIRECTED AT CHINESE RESIDENTS

Tacoma City Councilmen passed two ordinances -- April 1, 1885 wash houses (laundry) must be connected to the city sewer, sleeping quarters must contain at least five hundred cubic feet of air for each occupant

CRIME IS NOT UNKNOWN IN TACOMA

Tacoma City Council officially created the Tacoma Police Department Ordinance Number 77 was passed -- April 15, 1885 E.O. Fulmer, who had previously been serving as the Marshal of New Tacoma, was named chief At the time there were thirty saloons in Tacoma leader of Tacoma's underworld was Harry Morgan who used as a front his *Theatre Comique* located at 815 Pacific Avenue which offered drinks, ribald theater, prostitution and games of chance known as twenty-one

SEATTLE LAKE SHORE & EASTERN RAILROAD (SLS&E OR LAKE SHORE) IS ORGANIZED

Pioneer Judge Thomas Burke and prominent Seattle attorney Daniel Gilman laid plans to build a railroad from Seattle through Woodinville, Squak (now Issaquah), Preston, The Landing, Rangers Prairie (now Snoqualmie and North Bend) and over Snoqualmie Pass to Eastern Washington Judge Gilman obtained financing for the route from New York financiers -- April 28, 1885 Seattle, Lake Shore and Eastern Railroad (SLS&E or Lake Shore) Company was organized

Seattle, Lake Shore and Eastern Railroad was to accomplish four purposes:

- build and run the initial line from Seattle to the town of Ballard
to provide immediate results and returns to investors;
- exploit the coal resources east in the valleys and foothills of the Cascade Mountains
and connect with Eastern Washington to attract more venture capital;
- provide Seattle a connection with the Canadian border and the Canadian Pacific Railway;
- boost Seattle as a hub for the transcontinental Northern Pacific Railway
and replace Tacoma with Seattle as the Western Terminus for the railroad system

FREE BANDS OF NEZ PERCE INDIANS ARE ORDERED TO RETURN TO THE NORTHWEST

(Those Free Bands of Nez Perce who had fled toward Canada
and had survived their experiences in Oklahoma

had been moved to a reservation in Kansas where they stayed until 1885

before they were permitted to return to the Pacific Northwest they loved

an Indian Commissioner ordered the Nez Perce returned to the Northwest [April 1885]

but not to their homeland in the Willapa hills and valleys)

Out of nearly 500 Native Americans who had surrendered with Chief Joseph, 268 survived

they left Arkansas City, Kansas by train for their return to the Pacific Northwest -- May 1885

PUGET SOUND AND PORT BLAKELY MILLS EXPAND

Captain William Renton's Port Blakely Mill Company ran extensive logging railroad tracks
into the Olympic Peninsula foothills -- 1885

his shortline railroads opened the rail age in the woods

(Captain Renton's enterprise later became the foundation of the Simpson Logging Company)

SHEEP DRIVES DELIVER ANIMALS TO MARKET

Emphasis in sheep raising shifted from wool to mutton after the devastating winter of 1884-1885

raising sheep for food kept sheep ranching alive -- 1885-[1890]

It became necessary to move the huge flocks to grazing lands as they traveled on their way
to the stockyards of Omaha for slaughter

Walla Walla was the gathering point for Washington Territory sheep

Oregon flocks started from towns like Prineville, Heppner and Pendleton

Idaho Territory's sheep drive started from the Boise area

in preparation for the drive, sheep had to be sheared

and dipped in chemicals to eliminate vermin and skin disease

Drives were composed of 5,000 to 7,000 sheep in a herd

most flocks moved East over the old Oregon Trail along a route ten to forty miles wide

other flocks traveled slowly along the upper Missouri River

then East across Montana with St. Paul, Minnesota as the destination

Shepherders had to be very cautious when finding shepherds for the drive
as they had to understand not only the trail but also the sheep as well
they had to be responsible and willing to take care of the flock

however, shepherds were not romanticized in novels like the cowboy cattle drover was
Sheep drives usually took seven months -- life on the trail was difficult and routine
shepherds would get their flocks underway at sunrise

shepherders were obliged to eat on the run -- distances averaged eight to ten miles a day
finding adequate pasture and water and keeping the flock together kept shepherds occupied
sheep do not like to drink from pools as they prefer running water

this presented a real problem in dry areas

Sheep and their shepherds faced dangers on the trail

flooding rivers, stampedes, outlaws, Indians, poisonous herbs, wolves and other predators,
and stretches of parched alkali land

encountering unfriendly cattlemen and homesteading farmers could initiate full scale range wars
often horses and cattle were driven along the same routes as sheep

when this occurred sheep would follow along behind

since their narrower mouths striped the land bare as they grazed

however, as the larger animals tired, sheep would often push ahead

causing feeding problems for the herds driven by cowboys

and resulting in herds of sheep arriving at the destination towns first

BLACK DIAMOND IS A COAL MINING COMPANY TOWN

Labor-Management disputes were numerous in Washington Territory

just as were clashes in mining areas across the country

issues centered on wages, hours, safety, workmen's compensation and union recognition

these provided grounds for frequent strikes, lockouts and incredible hardships

on mining families

periodic, national economic depressions added to the misery experienced in mining towns

Black Diamond was shaped by the demands of the coal industry and its management

land on which most of the homes were built remained the property of the company

mine superintendent Morgan Morgans determined who could buy and sell their house to whom
and at what price

Superintendent Morgans controlled liquor, electricity, medical care and political rallies

he permitted collection of relief funds for families in need and determined mine holidays

he even donated land for the town cemetery

Pacific Coast Coal Company which owned the town of Black Diamond did not operate a store

residents had to travel to Seattle for major purchases such clothing and household furnishings

development of businesses and services in Black Diamond was strictly limited by the company

PUGET SOUND COAL MINES FACES WORLD-WIDE COMPETITION

Production at the Black Diamond and Franklin coal mines had increased sharply -- 1885

King County's Newcastle mines were relegated to a second position in coal production

Chinese were driven out of Newcastle by white workers fearing the loss of their jobs

Most coal from Puget Sound mines went to San Francisco by ship but faced stiff competition there

higher-quality coal from England and Australia was brought to California as ballast in grain ships

coal from British Columbia was mined by lower-paid Chinese labor

which drove prices downward

Puget Sound mine owners made money only if there was a poor grain harvest in Australia or England

or if there were coal miners' strikes there

BLACK DIAMOND COAL MINERS GO ON STRIKE

At this time, miners and management did not negotiate their demands

if management decided to cut wages, the owners simply issued notices to the workers

if the miners objected the mines were closed and all employees were laid off

in response, miners held mass meetings to discuss issues and resolve their internal conflicts

sometimes miners used their fists to make a point

when a course of action was decided upon, miners presented their demands to management

in Black Diamond this was the Pacific Coast Coal Company

Knights of Labor Union led a strike seeking a pay increase for coal miners

in the Black Diamond mines -- May 1885

this one-week strike was successful and coal miners returned to work

TACOMA POLICE CONDUCT A RAID ON A CHINESE WASH HOUSE

Tacoma police officers raided a Chinese laundry -- May 20, 1885

several occupants were arrested for violating the cubic air ordinance

but for the most part the nuisance ordinance was largely unenforced

SOME FREE BANDS OF NEZ PERCE INDIANS RETURN TO IDAHO TERRITORY

Free Bands of Nez Perce Indians who had fled to Canada arrived at Pocatello, Idaho

U.S. Indian Bureau insisted the non-Christian Nez Perce Indians including Chief Joseph

and many of the leading warriors and others might be accused of atrocities in Idaho

There came another parting -- June 1885

118 Christian Indians continued to the Nez Perce reservation at Lapwai

refugees who chose or were assigned to Lapwai

they received a warm welcome from others of their blood

150 Dreamer Indians were sent to the Colville reservation agency then located at Fort Spokane

(Colville reservation had been created in [1872] for local tribes

including Nespelems, Okanogans, Methows, and San Poils)

those who followed Chief Joseph to Fort Spokane were greeted by a cold blast from the Colville Indian Agent: “...the Nez Perce had become used to Oklahoma, ‘sickly sentimentality’ forced their return, insufficient funds were available to feed them...”¹⁸

CORRUPTION RUNS DEEPLY IN TACOMA

Tacoma Police Chief E.O. Fulmer was accused of being involved with Tacoma racketeer Harry Morgan -- June 5, 1885
city council members began proceedings against Chief Fulmer which resulted in his dismissal
Mayor R. Jacob Weisbach then appointed himself Chief of Police
he was quickly confirmed by the members of the city council
Tacoma Mayor/Police Chief Weisbach was himself a sketchy character

ANTI-CHINESE LEAGUE IS ORGANIZED IN TACOMA

Members of the Tacoma Committee of Nine led by Judge E.G. Bacon recommended the formation of a Tacoma Anti-Chinese League
with Tacoma Mayor/Police Chief R. Jacob Weisbach as president and M.P. Bulger secretary
seventy-six men signed the roll of membership -- June 9, 1885
committees to circulate the roll for additional signatures
in each of Tacoma’s three wards were appointed

NORTHERN PACIFIC RAILWAY CASCADE MOUNTAIN TUNNEL GOES TO BIDDERS

Best railroad builders in the nation were invited to bid on the Stampede Pass Tunnel project
this was the second longest tunnel in America at 1.89 miles long, twenty-two feet high
and sixteen-and-a-half feet wide
(only the Hoosac Tunnel in Massachusetts was longer)
because of the wildness of the country and the distance from sources of supplies
the Stampede Pass Tunnel could be regarded as a greater work of tunnel engineering
than were more famous projects
several companies that had helped push the NPRY to this point threw in their bids
hoping for the million-dollar job and the \$100,000 bonus if the tunnel could be finished
before [June 3, 1888] to beat the government’s deadline and save the NPRY’s land grants
among bidders were the Bennett brothers: Captain Sidney Bennett and his younger brother Nelson
who won the contract
they had previously won the contract for the first 134 miles
of the Eastern section of Cascade Division running from Pasco to North Yakima
Before tunnel construction could even begin a 700-foot approach had to be filled and leveled
hand drills, hammers and blasting materials had to be hauled in

¹⁸ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

cookhouse, bunkhouse, warehouse and other wooden structures had to be built
these preliminary operations cost \$125,000

NORTHERN PACIFIC RAILWAY FACES A LOOMING DEADLINE

Northern Pacific Railway's (NPRY) Charter stipulated that to save railroad's land grants
Puget Sound must be reached directly by [June 3, 1888]

Track reaching up the West side of the Cascade Mountains were seventy miles
from the end of the track on the East side of the mountains
and almost two miles of that was solid rock

with the government's deadline for completion of the route only twenty-eight months away

POINT ROBERTSON IS FREQUENTLY SHOURDED IN FOG

Point Robertson station on the northeast corner of Maury Island
marked the halfway point between Tacoma and Seattle

To guide ships through Puget Sound, a steam fog whistle was put in place
one-story, fog-signal building, measuring thirty-six by sixteen feet, was constructed on the point
original boiler and twelve-inch steam whistle came from Oregon's Point Adams lighthouse
fog signal was a six-second blast each minute when necessary

To protect the station from high tides, a log bulkhead that enclosed more than four acres
was built along the beach

hydraulic sluicing was used to raise the ground behind the bulkhead and fill in a lagoon
most of this land was raised anywhere from two to twelve feet and then seeded with grass

Franklin Tucker became the head keeper at Point Robinson -- July 1, 1885

first keeper's house was a one-and-half story swelling painted white with green shutters
it was located 630 feet south of the fog signal

ANTI-CHINESE LEAGUE TAKES ROOT IN TACOMA

Tacoma Mayor/Police Chief R. Jacob Weisbach was elected president of the Anti-Chinese League
anti-Chinese League passed a resolution stating their belief that most Chinese
had entered the United States illegally

they attempted to scare these "illegal aliens" out of Tacoma using persuasion and threats

Anti-Chinese League members occupied themselves by provoking crowds of unemployed
and under-employed men in protests against the Chinese inhabitants

frequent mass meetings and protest marches were held in Tacoma

Anti-Chinese League gave Chinese living in Tacoma thirty days to leave town -- August 1885

SEATTLE ALSO EXPERIENCES ANTI-CHINESE TENSION

Racial tensions in Seattle continued to rise when Chinese laborers
shifted from mining and railroad construction to urban labor

many whites felt as though they were being driven from the labor force
by Chinese workers who agreed to work for less money
some argued that hiring Chinese workers would only serve to lower the standard of living
for the average American working man in the West
who would be forced to accept lower wages to get a job
others asserted that Chinese workers were stripping America of her wealth
because many immigrants sent a portion of their wages
back to their families in China in gold

RACIAL TENSIONS INCREASE IN SEATTLE

Knights of Labor in Washington Territory were only loosely affiliated with the national organization
Daniel Cronin, a thirty-eight-year-old carpenter, arrived in Seattle from California -- August 1885
he recognized that anti-Chinese feelings could provide a catalyst to recruit union members
some business owners suspected he was actually attempting to organize
a radical, militant wing of the Seattle Knights of Labor
members of the Knights of Labor took a leadership role
in the organized movement against Chinese workers in Seattle
Dan Cronin formed a secret organization -- the "Committee of Nine"
made up of members of the Seattle Knights of Labor, unemployed men and Chinese hate-mongers
this conspiratorial group was fashioned after European Socialists and revolutionists' plans
each member of the Committee of Nine was to form a sub-committee of nine
dedicated to removing the Chinese not only from their jobs but also from the territory
these eighty-one men became known as the "Anti-Chinese League"
Anti-Chinese League spread hatred and discounted toward the Chinese across the territory
they argued that American business was protected from cheap Chinese goods by a high tariff
therefore, workers should also be protected from cheap Chinese labor by an end to immigration
Dan Cronin and his followers harangued crowds in Seattle
they insisted the Chinese must be removed or there would be riots and bloodshed
In opposition, and Seattle Mayor Henry Yesler and Seattle Judge Thomas Burke
openly expressed sympathy for the Chinese

SEATTLE, LAKE SHORE & EASTERN RAILROAD LINKS SEATTLE WITH BALLARD

First phase of construction for the Seattle, Lake Shore and Eastern Railroad (SLS&E)
laid track from the Seattle harbor in old Downtown Seattle along Elliott Bay to Salmon Bay
which served as the industrial district for the lumber and fishing town of Ballard -- 1885
(along what is now called the Burke-Gillman Trail)
Chinese labor for this project was supplied by the Wa Chong Company of Seattle
founding partner Chin Gee Hee became close friends with Judge Burke

NOAH S. KELLOGG SEARCHES FOR GOLD IN MILO GULCH, IDAHO

Grubstaking was a practice where someone with a little extra money invested in a prospector this was a common practice in the days of gold seekers in Idaho
grubstaker would provide a prospector with a burro and a month's provisions
in exchange for an agreement to share in any mineral wealth discovered
John T. Cooper and Origin O. Peck, Murray, Idaho Territory merchants grubstaked Noah S. Kellogg when he set out to look for gold up the South Fork of the Coeur d'Alene River -- August 1885

EFFORT TO ANNEX IDAHO TO EASTERN WASHINGTON REMAINS ACTIVE

Annexing Idaho Territory's panhandle into eastern Washington Territory continued to be pushed by advocates of Idaho statehood
even southern Idaho counties reluctantly supported a memorial to Congress to propose the idea
But other problems delayed Congressional consideration
labor troubles in the coal mines of Washington and Wyoming territories
resulted in violence against Chinese and black laborers brought in to replace Caucasian workers who were on strike against the mining companies
Democratic Party opponents of statehood for Washington and Wyoming Territories
seized on these outrages to denounce Western society as unfit for self-government

ELECTRIC SERVICE IS BEGUN IN EASTERN WASHINGTON

Edward A. Fitch installed the first hydroelectric plant in Washington Territory -- 1885
he privately purchased a five-horsepower steam engine from the steamboat *Columbia*
this steam-driven generator was delivered to Spokane Falls
where it was installed in the basement of the Echo Flour Plant owned by Fitch
Fitch secured a franchise to distribute electric power to the city of Spokane Falls,
Spokane Falls' public utility began when twelve arc lamps were lit
on the city's streets -- September 2, 1885

VIOLENCE TOWARD CHINESE WORKERS SPREADS IN WASHINGTON TERRITORY

Chinese arrived in Tacoma from Portland and British Columbia to pick hops -- late summer 1885
Brothers L.A. and Ingelbriht Wold grew hops on their successful Squak Valley (Issaquah) farm
because the market price for hops was down, the Wold Brothers
replaced white and Indian pickers with thirty-seven Chinese pickers at reduced wages
several whites and two Indians climbed a fence and entered the Chinese labor camp
they shot at tents where the Chinese workers slept
and pursued the fleeing victims into the woods -- night of September 7, 1885
three Chinese were killed -- three others were wounded
Chinese tents and possessions were piled high and burned
(eight men were charged with murder -- none were convicted)

KNIGHTS OF LABOR SPREAD RACIAL HATRED IN TACOMA

Knights of Labor were in the forefront of the anti-Chinese activities

Anti-Chinese League leader Daniel Cronin of Seattle organized Tacoma -- September 7, 1885

attempted to gather an anti-Chinese following among Tacoma workingmen

by using political action, worker education and workingmen's cooperatives

NOAH S. KELLOGG FINDS SIGNS OF SILVER IN MILO GULCH, IDAHO

Noah S. Kellogg was searching for silver along the South Fork of the Coeur d'Alene River

Milo Creek formed a deep gorge, from one thousand to fifteen hundred feet deep

Legend says that it was Noah Kellogg's wandering mule

that found an outcropping of ore containing lead -- September 9, 1885

lead frequently can be found in conjunction with silver and zinc

Since Kellogg did not know the value of the ore he found,

he showed some of the iron-stained ore to former Leadville miner Philip O'Rourke

who recognized at once that this was a valuable strike

O'Rourke, himself, was then grubstaked by Jacob Goetz of Spokane

After a little more searching Kellogg and O'Rourke staked their claim

on what they called Bunker Hill ledge located at the north end of Milo Gulch

on the west side of Milo Creek (in today's Kellogg, Idaho)

this claim, which became known as the Bunker Hill claim,

was staked by in the name of Philip O'Rourke

PLANS ARE MADE TO BUILT A SMELTER IN IDAHO TO EXTRACT MINERALS FROM ROCK

Noah S. Kellogg's Milo Gulch Bunker Hill discoveries of lead ore in Idaho Territory

indicated the possibility of silver and/or zinc in the rock

Kellogg, who actually very little about mining practices, leased his share of the Bunker Hill claim

to Jim Wardner -- September 1885

Wardner was to secure capital for development of the mine

and construction of a smelter to extract lead ore from the rock

ANTI-CHINESE CONSPIRATORS SPREAD FEAR IN SEVERAL CHINESE CAMPS

At the Coal Creek mine near Newcastle, Washington Territory the Oregon Improvement Company

employed forty-nine Chinese coal pickers at \$1.00 to \$1.45 a day

these were wages white workers would not accept

Coal Creek Chinese coal miners were attacked by a band of ten to fifteen masked white men

armed with rifles -- night September 11, 1885

Chinese workers were chased into the woods

armed men returned and burned the dormitory, cook house and Chinese property

there were no casualties and the Chinese left the mine
At about the same time, in Chehalis gangs of men armed with pistols
drove off Chinese railroad workers
Many of the evicted Chinese people fled to the cities of Seattle and Tacoma

VIOLENCE TAKES PLACE AT THE BLACK DIAMOND COAL MINES

Miners at Black Diamond used violence to remove the Chinese working there -- September 19, 1885
nine Chinese people were injured during the confrontation

PUGET SOUND REGION BECOMES A HOTBED OF HATRED

Disgruntled over the presence of more than 3,000 Chinese immigrants in the Seattle-Tacoma region
Knights of Labor organizer Dan Cronin organized a mass meeting in Seattle at Yesler Hall
he delivered an inflammatory anti-Chinese speech
to the crowd of 700-800 in attendance -- September 21, 1885
during that meeting the "Anti-Chinese Congress" was formed
Tacoma Mayor/Police Chief R. Jacob Weisbach was unanimously elected chairman

ANTI-CHINESE CONGRESS ESTABLISHES PLANS TO REMOVE CHINESE RESIDENTS

Anti-Chinese Congress was organized following the format used by the Anti-Chinese League
Anti-Chinese Congress vowed to drive the Chinese out of the region
unless they voluntarily left -- September 28, 1885
nine members of the organizing committee formed subcommittees of nine members each
dedicated to removing the Chinese not only from their jobs but also from the territory
these eighty-one members represented eight communities and seven labor unions
their goal was to create an orderly plan to expel the Chinese
from the Puget Sound region as a replacement for random acts of violence
Anti-Chinese Congress members were told to organized campaigns to ensure that the Chinese departed
mass meetings were to be called in their local communities on [October 3]
to notify the Chinese they must leave [by November 1]
employers were urged to dismiss their Chinese workers immediately
Mass meetings, secret meetings, threats and verbal abuse delivered in person and in newspapers
ordered the Chinese community that they must get out

ANTI-CHINESE CONGRESS CONTINUES TO SPREAD RACIAL HATRED

All Chinese workers at coal mines in the Coal Creek-Newcastle-Renton area
had been discharged by September 29, 1885
due to threats to both Chinese workers and mine owners
Delegates from several mining areas, including Renton, Black Diamond, Newcastle and Squak Valley
attended a widely publicized anti-Chinese meeting sponsored by the Knights of Labor

TERRITORIAL GOVERNOR WATSON C. SQUIRE RECEIVES A TELEGRAM

Events in Tacoma gained wide attention reaching the Chinese consulate in San Francisco who sent a telegram to Territorial Governor Watson C. Squire -- September 30, 1885

“SAN FRANCISCO, *September 30, 1885.*

The GOVERNOR of WASHINGTON TERRITORY,

Olympia:

Complaints arc made to this consulate from your Territory that evil-disposed persons have attacked and murdered several Chinese residents, and that further violence is threatened. That in fact, the, Chinese arc to be expelled from the Territory. Will you please inform me if the local authorities can afford the Chinese protection under the law and the treaty, in event that those designs are attempted to be carried out. It seems to me that energetic action on your part now will put a stop to further outrage and avoid extreme measures now in force in Wyoming.

P. A. BEE,

Chinese Consul.”¹⁹

PORTLAND OREGONIAN NEWSPAPER CONDEMNS THE ANTI-CHINESE CONGRESS

Portland Oregonian characterized the Anti-Chinese Congress participants -- September 30, 1885

as: **“men of no note or character,” “ruffians,” who “belong to the vicious, liquor-guzzling unthrifty class, who want to work as little as possible,” “white loafers”**

Oregonian further declared that the Seattle congress **“could take place only in a frontier community, governed like a mining camp, under a very primitive civilization.”²⁰**

CHINESE WORKERS FLEE RURAL KING AND PIERCE COUNTIES

Chinese coal miners fled from Wilkeson, Washington Territory -- September 30, 1885

after a salvo of gunfire into the air convinced them to get out before a mob could be formed

Hop pickers camped in Puyallup were told to leave -- morning October 1

(Additional acts of violence were committed against Chinese workers:

- South Prairie residents gave a Chinese railroad section gang living there three days to leave they picked up and left immediately;
- some Tacoma employers discharged their Chinese employees;
- at Puyallup the owner of a barrel factory dismissed his Chinese workers after a bomb exploded under his factory)

Many Chinese left Tacoma for Portland, and some for Victoria -- there to take passage for China

¹⁹ Report of the Governor of Washington Territory for the Year 1884, P. 22.

²⁰ *Portland Oregonian* September 30, 1885.

CHEMAWA INDIAN BOARDING SCHOOL IS NOT ADEQUATE TO MEET STUDENTS' NEEDS

Chemawa Indian Boarding School at Forest Grove, Oregon faced several difficulties:

- local resistance from the white population to the school,
- more land than was available was needed to teach farming skills to the Indian boys,
- girl's dormitory was destroyed by fire [1884]

Three possible new locations were identified and a site near Salem Oregon was selected it offered 171 acres of partially cleared, sparsely timbered land

that was served by a spur of the main railroad through the Willamette Valley

John Lee became superintendent of what became known as the Salem Indian Training School

led a group of some staff and older Chemawa Indian Boarding School students to a site

five miles north of Salem where construction on several wooden buildings

was begun -- October 1, 1885

(these would later be replaced with brick structures)

CORNELIUS SULLIVAN FILES A SECOND IN MILO GULCH, IDAHO

Cornelius Sullivan, a friend of Philip O'Rourke, located the Sullivan claim in Milo Gulch

across Milo Creek from Philip O'Rourke and Noah Kellogg's Bunker Hill claim -- October 2, 1885

quickly all of the adjacent ground was taken up in claims

Because of the friendly nature of the original grubstake agreements

there were seven or eight litigation cases over disputed claims of ownership

for the Bunker Hill and Sullivan claims -- 1885 to [1912]

(principle suit involving the Last Chance Mining Company was settled in [1910])

SEATTLE HOLDS AN ANTI-CHINESE PARADE

Drifters and ruffians from all around Washington Territory gathered in Seattle

where they smelled an opportunity for sanctioned mayhem

it was common knowledge that most of Seattle's police officers

were in sympathy with those who favored "direct action" against the Chinese

Seattle held the largest parade in the city to that time -- October 2, 1885

this was really a huge anti-Chinese demonstration

many respected Seattleites marched making common cause with people

with whom they would not ordinarily associate

Clarence Bagley, a leading Seattle historian, asserts: **"It was not always the most vicious element in every community that took the lead in the anti-Chinese agitation and in the rioting and murders that followed in due sequence; it is to their everlasting shame that a large part of the sober, industrious and peaceable citizens joined the other class and became law-breakers and criminals with them, as well as at all times apologists and defenders."**²¹

²¹ Clarence Bagley *History of Seattle From the Earliest Settlement to the Present Time, Vol II, P. 457.*

Seattle Mayor Henry Yesler called a meeting to urge restraint and respect for law and order,
but even he stressed the Chinese should be removed

ANTI-CHINESE PROTESTS HIT TACOMA

The *Tacoma Ledger* printed an editorial written by “Jim Jams Jack” Comerford -- October 3, 1885
he bemoaned the town’s decline after a Chinese laundry was built [January 1885]
he editorialized for action and concluded: “Chinese must go”

Anti-Chinese Congress met in Tacoma as planned -- October 3

their meeting was preceded by a torchlight parade of some five hundred men
as the oldest labor organization in Tacoma, the Typographical Union displaying a huge banner,
was given first place in the parade behind the band

Anti-Chinese Congress meeting endorsed the platform of the Seattle Anti-Chinese Congress
and resolved to unite to expel the Chinese without violence
to implement the decision, a Committee of Fifteen was elected

Both Tacoma newspapers supported Chinese expulsion

Tacoma Ledger editorials condemned the Chinese presence,
Tacoma News upheld working people’s right to be free from Chinese competition
it declared that only a few who profited personally wanted the Chinese to remain in Tacoma
Tacoma News further assured those people who hesitated to support the expulsion
because they feared violence, that their participation would help to prevent violence

Tacoma’s business community was becoming convinced

that Tacoma should no longer be dominated by railroad interests who hired Chinese workers
Tacoma Chamber of Commerce split roughly into two camps over Chinese expulsion:

- railroad people and employers of Chinese labor opposed the expulsion movement,
- independent business people supported the Anti-Chinese Congress’s Committee of Fifteen

Forewarned, most Chinese departed from their homes and businesses on the Tacoma tideflats

SECRET COMMITTEE OF NINE IS FORMED IN TACOMA

Secret Committee of Nine was organized in Tacoma -- October 1885

committee members included Tacoma Mayor/Police Chief R. Jacob Weisbach,
County Judge James Wickersham, Fire Chief Jacob Ralph, other city officials
and prominent businessmen

each member organized another circle of nine, and so on

white, red, and yellow membership cards arranged the network in a pattern

TACOMA’S COMMITTEE OF FIFTEEN INTIMIDATE THE TOWN’S CHINESE POPULATION

Chinese were leaving the outlying towns and moving into Tacoma

Tacoma’s Anti-Chinese Congress’s Committee of Fifteen had been given a mandate by the community
to expel the Chinese without violence

fortified by a community mandate visited all Tacoma Chinese houses -- October 9, 1885
they notified the Chinese residents to leave [by November 1]

TACOMA'S ANTI-CHINESE CONGRESS CONDUCTS ANOTHER MASS MEETING

Another mass meeting was held -- this one in a Tacoma opera house -- October 10, 1885
this was followed by torchlight parade led by Tacoma Mayor/Police Chief R. Jacob Weisbach
who prominently displayed a banner that declared: "*CHINESE MUST GO*"

YREKA MINING DISTRICT OF IDAHO COMES INTO EXISTENCE

Milo Gulch, Idaho Territory was the scene of a mining boom
thanks to the finds of Noah Kellogg and his partner Philip O'Rourke, development by Jim Wardner
and additional rich discoveries by Cornelius Sullivan
Mining officials named the Milo Gulch region
the "Yreak Mining District" of Idaho -- October 10, 1885

COAL MINERS ONCE AGAIN INTIMIDATE CHINESE WORKERS

Coal miners at Franklin, Washington Territory
(located in the Green River Gorge, about 1.6 miles east of Black Diamond) burned a building
from which Chinese miners had only recently been expelled -- October 12, 1885
this was done to assure the Chinese would not return

TACOMA CHINESE MERCHANTS APPEAL TO GOVERNOR SQUIRE FOR HELP

Tacoma Chinese businessmen requested protection from Territorial Governor Watson C. Squire
Governor Squired notified Pierce County Sheriff Lewis Byrd
he was to appoint a hundred deputies or the governor would request federal troops
Knights of Labor immediately offered to provide as many law-abiding citizens as necessary
deputized Knights of Labor was not what the governor had in mind

TACOMA DEADLINE FOR THE CHINESE TO LEAVE IS FAST APPROACHING

As the Anti-Chinese Congress deadline neared, Tacoma's major employers fell into line:

- Northern Pacific Railway replaced Chinese workers with white laborers in Washington Territory,
- corporations controlling the mines at Newcastle, Black Diamond, Franklin, Wilkeson
and South Prairie fired their Chinese workers and hired whites,
- Tacoma Hotel fired its last Chinese staff member,
- Tacoma Mill discharged its last Asian employee,
- salmon cannery just outside of Old Town Tacoma let go its crew of thirty-two Chinese

Most of the Chinese remaining in Tacoma were merchants and laundrymen

TACOMA'S ANTI-CHINESE CONGRESS MEETS AGAIN

Anti-Chinese Congress's Committee of Fifteen considered what to do if the Chinese remained seven hundred people marched in a torchlight parade
crowds cheered and ladies waved handkerchiefs from the gallery of the Alpha Opera House,
but some Chinese still remained in Tacoma
After the parade the Committee of Fifteen sponsored a huge mass meeting in Tacoma
this also was attended by a large delegation from Seattle
meeting attendees resolved that the Tacoma Committee of Fifteen be made permanent
to assist the anti-Chinese movement effort all along the Pacific Coast -- October 31, 1885
and that another Anti-Chinese Congress be held to plan a systematic boycott
of Chinese products and labor on the Pacific Coast
just before the meeting closed a resolution was passed instructing the Committee of Fifteen
to make an investigation of the Chinese remaining in Tacoma [on November 3],
report the findings and devise means to make the Chinese leave

EDISON ELECTRIC LIGHT COMPANY IS FORMED IN SEATTLE

Inventor of the incandescent light bulb Thomas Alva Edison wanted to establish his utility company,
Edison's Electric Light Company, in the Pacific Northwest
When Edison's friend Henry Villard turned down the opportunity to represent Edison's interests
twenty-three-year-old Sidney Z. Mitchell was sent to Seattle -- 1885
Mitchell was named exclusive agent for the (Thomas) Edison Electric Light Company
covering Oregon State and Washington, Montana and Alaska territories
Seattle Electric Lighting Company was formed
as a subsidiary of the Edison Electric Light Company -- end of October 1885
Seattle Electric Lighting Company secured a privately owned franchise from city leaders
to **"erect poles and stretch wires for electrical purposes"**²²
under the direction of Seattle Electric Lighting Company president, George D. Hill

PLANS TO REMOVE THE CHINESE FROM TACOMA ADVANCE

Fifty extra Tacoma police officers were sworn in -- November 2, 1885
Committee of Fifteen at the call of Chairman James Chilberg gathered that night
in Tacoma Mayor/Police Chief R. Jacob Weisbach's office
during the meeting Chair Chilberg expressed his conviction that it would be impossible
to remove the Chinese and it would not be safe to try
Chairman Chilberg was relieved of his duties
Committee of Fifteen adjourned
all that night was spent waking people and communicating a mysterious message to them
this message probably came from the Tacoma secret Committee of Nine

²² A.L. Valentine, "Story of Pioneer Utilities in Seattle" *Railway and Marine News*, Vol XIV, March, 1916, P. 20.

which also spent the night planning for the next day's activities
Committee of Fifteen members divided the city into districts and notified every man
that the blast of the Lister foundry's whistle the next morning
would signal the beginning of the drive to expel the Chinese

ANTI-CHINESE RIOTS TAKE PLACE IN TACOMA

(About five hundred Chinese people had fled from Tacoma earlier in the week,
ahead of the Anti-Chinese Congress deadline) -- but another two hundred remained
Anti-Chinese Congress members in Tacoma took action -- November 3, 1885

Lister foundry whistle sounded and saloons closed -- 9:30 A.M.

this brought some five hundred men led by Mayor/Police Chief R. Jacob Weisbach
and the Pierce County Sheriff Lewis Byrd to 15th and Pacific Avenue

This unruly mob brandishing clubs and pistols marched to the Tacoma waterfront

where Chinese homes and businesses were located on railroad land

they went from house to house as they ordered the Chinese to pack up their belongings

they were given four hours to leave town

members of the mob, now in a frenzy, began to drag Chinese laborers from their homes,

pillage Chinese laundries and businesses and throw furniture into the street

many of those who composed the mob had no real feelings either for or against Chinese people

they were simply hoodlums interested in rioting, burning and looting -- not in social issues

they were incited by prejudiced "responsible" citizens who encouraged them

Displaced Chinese people desperately stuffed a lifetime of treasures into sacks, shawls and baskets
along with bedding, clothing, pots and some food

some of which was placed into waiting wagons but most was carried on shoulder poles

desperate Chinese merchants pleaded with the Tacoma mayor and the Pierce County Sheriff

for an extra twenty-four hours to pack up their shops

150 Chinese were forced-marched south eight miles through a heavy rain

to a muddy railroad crossing at Lakeview Junction (today's Lakewood)

which was a stop on the Northern Pacific Railway

that ironically had been built by Chinese laborers

young children and the infirm were allowed to ride in wagons

as were merchants' wives, unable to walk on their tiny bound feet -- all others walked

Chinese people were forced to spend the entire day and the night that followed at the train station

at least one of the elderly Chinese man died of exposure

This planned and organized act of violence and injustice sanctioned by the Mayor, city officials,

and the Tacoma police became known as the "Tacoma Method" of Chinese removal

TERRITORIAL GOVERNOR WATSON C. SQUIRE RECEIVES APPEALS FOR HELP

Territorial Governor Squire received telegrams from Chinese residents requesting help:

“Governor W. C. SQUIRE,

Olympia:

Mob driving Chinamen out of town. Will you not protect us?

TEN SIN YEE LEE.

PUYALLUP, November 3, 1885.

Governor SQUIRE:

People driving Chinamen from Tacoma. Why sheriff no protect. Answer.

GOON GAU.

To which following answer was sent:

OLYMPIA, November 3, 1885.

GOON GAU,

Puyallup:

Telegram received. I have telegraphed facts to the Government at Washington (D.C.).

WATSON C. SQUIRE.”²³

RESENTFUL CHINESE SPEND A BITTER NIGHT

Only a few of the evicted Chinese found damp shelter in abandoned storage sheds, in stables, or inside the small railroad station house -- night of November 3-4, 1885

Most huddled outside on the prairie without shelter -- exposed to a drenching storm
two members of the Chinese community died from exposure

During the cold and rainy night, two or three trains stopped at the station
when the 3:00 A.M. train came through some Chinese with cash paid six dollars
to board the train to Portland, Oregon

later, when the early morning freight train passed through, the engineer said:

“Put ‘em aboard. I’ll take ‘em to Portland!”²⁴

Chinese men, women and children were crammed into boxcars
(For several days, forlorn Chinese stragglers could be seen walking the hundred-thirty-five-mile trek southward where they hoped to find sanctuary in Portland’s Chinatown
some began the one hundred eighty-five-mile journey for Canada)

CHINESE PROPERTY IN TACOMA IS BURNED TO THE GROUND

With the exception of a few house servants, the Chinese in Tacoma were gone never to return
after the departure of Tacoma’s Chinese residents, their property was burned -- November 4, 1885

“Ah Chung Charley’ was arrested as a suspect in the arson but was acquitted in trial. He had been one of a very few Chinese permitted to remain to look after abandoned Chinese property

²³ Report of the Governor of Washington Territory for the Year 1884, P. 23-24.

²⁴ Chinese Reconciliation Project Foundation, Tacoma, Washington

and it was a bitter irony to accuse him of being the person who destroyed it. There was some poetic justice in the fact that much of Tacoma's dirty linen had been in the Chinese laundrys at the time of this entire affair and was forever lost to its owners.)²⁵

SEATTLE'S CHINESE IMMIGRANTS SEEK PROTECTION

Seattle Chinese merchants prepared to respond to an anticipated assault on their community they contacted the Chinese consulate in San Francisco who contacted the Chinese ambassador in Washington, D.C.-- November 4, 1885 United States Secretary of the Interior promised federal protection for the threatened Chinese

PORTLAND OREGONIAN VILIFIES TACOMA FOR WHAT HAS BEEN DONE

Oregonian newspaper noted editorially "The Chinese have been driven out of Tacoma by methods that would disgrace barbarians. The act is a crime against civilization and mankind, on the level with the expulsion of the Jews and Moors from Spain and the Huguenots from France. Such a thing would not be possible in any community governed by principles of justice and civilization. It is characteristic of a mushroom railroad town."²⁶

TERRITORIAL GOVERNOR WATSON C. SQUIRE ISSUES A PROCLAMATION

In response to the destruction and injustice that occurred in Tacoma, Governor Squire appealed to the people of Washington Territory to stop the violence -- November 4, 1885

"Proclamation by the governor, Executive Office, Olympia:

Whereas...certain persons have concerted together and determined to cause the removal of all Chinese residents from such counties in Washington Territory;

And whereas all acts of violence and intimidation against Chinese residents are plainly against the laws of Washington Territory and the laws and treaty of the United States;

And whereas...the sheriff of Pierce County and by the Chinese residents of the city of Tacoma... (have) said Chinese residents have been forcibly removed beyond the limits of said city;

And whereas the mayor of the city of Seattle now represents the immediate danger of disturbances of the peace in that city on account of the present anti-Chinese agitation;

And whereas the United States Government has, by the Secretary of the Department of State, instructed the executive of the Territory that every power of law should be lent to secure the Chinese from assault;

Now, therefore, I, Watson C. Squire, governor of the Territory of Washington, hereby warn all persons against participating in any riot or breach of the peace; and at this time I especially warn all persons against inciting others to riot or a breach of the peace, in that they will be held responsible for such acts, under the penalties of the law.

²⁵ Lenore Ziontz, "The Anti-Chinese Riots in Seattle" *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

²⁶ *Portland Oregonian*, November 4, 1885.

Fellow-citizens, I appeal to you! Array yourselves on the side of the law! This is the time in the history of the Territory for an intelligent, law-abiding, and prosperous community, who love their country and their homes, who are blessed with boundless resources of forest, field, and mine, and who aspire to soon become a great self-governing State, to assert their power of *self-control* and *self-preservation* as against a spirit of lawlessness which is destructive alike to immigration, to labor, and to capital.”²⁷

MANY PEOPLE IN SEATTLE FOUND THE EVENTS IN TACOMA SHOCKING

Alarmed by the rioting in Tacoma, a meeting was called in Seattle to keep the peace at the same time the Anti-Chinese Congress and Seattle newspapers kept emotions at a fever pitch urging that action be taken to remove the Chinese from the city
Judge Thomas Burke called for restraint pointing out that a good neighbor can be of any race he reminded his audience of the oppression Chinese had suffered
he strongly noted that a victim of oppression was hardly likely to become an oppressor he also noted that Tacoma Mayor R. Jacob Weisbach had allowed the terrible incident to take place
oddly, Judge Burke remarked that the Tacoma Mayor was not an American but a German
he alleged that Germans are frequently perpetrators of racial and religious discrimination
some people applauded Judge Burke’s speech, but many were incensed
The Seattle Daily Call termed the speech “silly and viperous”²⁸

DEVASTATION IN TACOMA HAS WORLD-WIDE CONSEQUENCES

Tacoma’s Chinatown had been burned to the ground
however, the Chinese residents did not go quietly away
aided by China’s consul in San Francisco they compelled the U.S. Attorney
to arrest the mayor of Tacoma, the chief of police, two city councilmen,
a probate court judge and the president of the YMCA -- November 5, 1885
they also filed seventeen civil claims against the U.S. government for a total of \$103,365

SEATTLE BECOMES AN ARMED CAMP

As a result of the organized protests, 150 Chinese left Seattle by train or boat
citizens walking the streets in Tacoma and Seattle carried guns under their coats
Several more anti-Chinese meetings were held in Yesler Hall in Seattle
Mayor Henry Yesler urged that the Chinese be given full protection
he and King County Sheriff John H. McGraw organized to resist the mob

²⁷ Report of the Governor of Washington Territory for the Year 1884, P. P. 25.

²⁸ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum* Volume 6, Number 2, P. 28-37.

GOVERNMENT OFFICIALS RESPOND TO THE CRISIS IN TACOMA AND SEATTLE

Washington Territory Governor Watson C. Squire declared Martial Law -- November 6, 1885

he mobilized the Home Guard (local National Guard unit) who provided energetic assistance

Anti-Chinese Congress forces were enraged with the governor's action

Federal Marshal J.W. George subpoenaed twenty-eight leaders of the purge

who were hiding in Portland on charges of **“conspiring to insurrection and riot, depriving**

Chinese subjects of equal protection under the law, and of breaking open houses and driving out the oriental subjects.”²⁹

he ordered them to appear before a federal grand jury in Vancouver, Washington Territory

he then subpoenaed fifteen Tacoma residents to testify on behalf of the Chinese

WASHINGTON TERRITORY GOVERNOR SQUIRE SEEKS FEDERAL ASSISTANCE

Territorial Governor Squire telegraphed the Secretaries of War and Interior in Washington, D.C.

he informed them that he was present in Seattle and had personally evaluated the situation

he requested soldiers be sent because the Chinese in Seattle

could not be protected without federal troops -- November 7, 1885

FEDERAL RESPONSE TO THE CRISIS IN WASHINGTON TERRITORY IS RAPID

Territorial Governor Watson C. Squire's telegram to Washington, D.C. brought prompt results

“THE PRESIDENT OF THE UNITED STATES OF AMERICA:

A PROCLAMATION.

Whereas it is represented to me, by the governor of the Territory of Washington, that domestic violence exists within the said Territory, and that, by reason of unlawful obstructions and combinations and assemblages of evil-disposed persons, it has become impracticable to enforce, by the ordinary courts [course] of judicial proceedings, the laws of the United States at Seattle and other points and places within said Territory, whereby life and property are threatened and endangered; and

Whereas the legislature of said Territory cannot be convened, and in the judgment of the President an emergency has arisen and a case is now presented which justifies and requires, under the Constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded:

Now, therefore, I, Grover Cleveland, President of the United States of America, do hereby command and warn all insurgents and all persons who have assembled at any point within the said Territory of Washington for the unlawful purpose aforesaid to desist therefrom and to disperse and retire peaceably to their respective abodes on or before twelve o'clock...on the eighth day of November;...and I do admonish all good citizens of the United States and all persons within the

²⁹ Herbert Hunt, Tacoma: Its History and Its Builders; a Half Century of Activity, Volume 1, P. 379.

limits and jurisdiction thereof against aiding, abetting, countenancing, or taking any part in such unlawful acts or assemblages.

In witness whereof I have set my hand and caused the seal of the United States to be thereunto affixed.

Done at the city of Washington, this seventh day of November, in the year of our Lord one thousand eight hundred and eighty-five, and of the Independence of the United States the one hundred and tenth. [SEAL.] GROVER CLEVELAND.”³⁰

CANADIAN PACIFIC RAILWAY IS COMPLETED

Canadian Pacific Railway (CPR) built between [1881] and [1884]
linked Eastern Canada and British Columbia and fulfilled the [1871] commitment
made by the Canadian federal government which stipulated that a railroad would be built
to join the Pacific province to Central Canada
last spike (a regular spike as bad weather kept the ceremonial silver spike
in Ottawa the Canadian capital city) was driven -- 9:22 A.M. November 7, 1885
at Craigellachie, British Columbia to the west of the Eagle Pass summit
(however, the need for other work besides the track itself meant that the railway
did not actually open until [June 1886])

FEDERAL TROOPS ARRIVE IN SEATTLE

Ten companies of soldiers under Colonel De Lewis G. Russy arrived in Seattle by special train
from Vancouver Barracks (Fort Vancouver) -- 2:00 A.M. November 8, 1885
to monitor and maintain order in Seattle by patrolling the streets

Presence of the troops restored order but did not entirely protect the Chinese
sometimes the soldiers themselves accosted the luckless Chinese
and extracted a “tax” for protecting them³¹

General John Gibbon arrived in Seattle that evening
several companies of soldiers were sent to Tacoma
where the United States marshal arrested twenty-eight people for assaulting Chinese people
and other unlawful acts
soldiers escorted the suspects to Vancouver Barracks

FEDERAL GRAND JURY IS CALLED TO INVESTIGATE THE TACOMA RACE RIOTS

U.S. Attorney empaneled a Federal Grand Jury was formed in Vancouver, Washington Territory
of the 500 participants in the Tacoma attack on Chinese people
twenty-eight, including Mayor R. Jacob Weisbach were indicted

³⁰ Report of the Governor of Washington Territory for the Year 1884, P. 29.

³¹ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

seventeen Seattle anti-Chinese leaders also were indicted
for conspiracy to deprive the Chinese of their rights
all were released on \$5,000 bail -- none ever came to trial

TACOMA IS INDIGNANT REGARDING THEIR TREATMENT IN THE NATIONAL PRESS

People of Tacoma elected a committee of citizens not involved in the expulsion of the Chinese
to examine and report on the character of the indicted citizens -- November 13, 1885

four of the five committee members and seventeen prominent citizens signed the statement that:

“The parties indicted are all men of property, character and social worth. Of them, three are merchants, three journalists, two retail butchers, six carpenters and builders, three blacksmiths, one draughtsman, two plumbers, one photographer, one brickmason, one shoe manufacturer, one farmer, one moulder, one boat builder, one civil engineer, and one lawyer. They include the Mayor of Tacoma, two of the city council, the Probate Judge of Pierce County, the Chief of the Fire Department, the President of the Young Men’s Christian Association. All but two have families, and represent sixty-four children and eleven grandchildren. All of them are citizens, sixteen native-born. Eleven served in the United States army during the late (Civil) war. These men simply carried out the wishes of nine-tenths of the people of Tacoma.”³²

TWENTY-LEADERS OF THE TACOMA PURGE RETURN HOME

After their arraignment in Vancouver, Washington Territory

all twenty-eight leaders of the Tacoma purge returned to their homes

they were given a hero’s welcome with a torchlight parade from the railroad station

ladies, including the wives of three of those indicted, prepared a festive supper

which was followed by a mass meeting at the Alpha Opera House

FEDERAL TROOPS WITHDRAWN FROM TACOMA AND SEATTLE

Federal troops were withdrawn from the Puget Sound region -- November 17, 1885

members of the Anti-Chinese Congress mob waited to see what the Territorial legislature would do
when they went into session

Seattle seethed with antagonism

wealthy business and community leaders kept their Chinese domestic workers on staff

unemployed men (who certainly did want THOSE jobs) insisted all Chinese must go

Territorial Governor Squire’s reports to the Secretary of the Interior were remarkable

in them he emphasized an exhaustive list of western progress that had been made to date

these reports were reprinted and distributed in large numbers by the territorial legislature

to Northern Pacific Railway directors and others -- to motivate additional immigration

Governor Squire’s reports played an important role in securing statehood for Washington

³² George W. France, *The Struggle for Life and Home in the Northwest*, P. 529.

FRANKLIN COAL MINERS GO ON STRIKE

Coal miners were in short supply in Pierce County following the example of a successful [May 1885] work stoppage at Black Diamond Franklin miners demanded a pay increase and went on strike -- December 1885 Oregon Improvement Company, the owners of the mine, settled within a few weeks when a seventeen per cent increase in wages was provided

FINAL NEZ PERCE RETREAT BEGINS

After six months of antagonistic treatment on the Colville Reservation Chief Joseph and his non-Christian followers at their own request were transferred to the Nespelem Reservation Chief Joseph adhered to the Dreamer religion -- a belief that stressed a reverence for the earth and tribal traditions about 120 people crossed into Okanogan country -- December 1885 there the Nez Perce easily detected the resentment on the part of some tribes this feeling was mutual

Once again religion may have also played a part in who was sent to which reservation

Yellow Wolf said an interpreter asked each of the exiles: **“Where you want to go? Lapwai and be Christian, or Colville and just be yourself?”**³³

Yellow Wolf reported that **“On the Colville (Reservation) we found wild game aplenty,” “Fish, berries, and all kinds of roots.... Deer everywhere and good salmon at Keller. It was better than Idaho, where all Christian Nez Perce and whites were against us.”**³⁴

Chief Moses, also living on the Nespelem Reservation, became friendly with Chief Joseph an act which did a great deal to ease the friction among the Nez Perce people

TACOMA IS SERVED BY A PRIVATE UTILITY COMPANY

Charles Wright used the water flow from the wooden pipes of his Tacoma Light and Water Company to power a small dynamo that first lit Tacoma's streets -- late 1885 Retiring Northern Pacific Railway Superintendent General John Sprague became Tacoma Light and Water Company president with a monopoly franchise, Wright could charge what the market would bear customer service was an afterthought

CHINESE VIOLENCE SPREADS IN WASHINGTON TERRITORY

Vigilantes burned Chinese railroad workers out of their homes in Tenino -- Christmas Eve, 1885

³³ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

³⁴ Bruce A. Wilson, *From Where the Sun Now Stands*, The Omak Chronicle, 1960.

men, women and children escaped with only their blankets
Elsewhere in Thurston County sporadic outbreaks of violence against the Chinese
persisted throughout the winter

GENERAL UNREST EXISTS IN THE UNITED STATES

America's economy remained depressed and men continued to be out of work
people searched for causes for their discontent -- both real and imagined
Chinese residents became the target of hatred in some communities
About 500 Chinese people continued to live in Seattle's Chinatown
Knights of Labor meetings with the goal of removing the Chinese continued through January 1886

ORGANIZER DANIEL CRONIN MOVES TO OLYMPIA

Daniel Cronin, Knights of Labor organizer and leader of the Puget Sound Anti-Chinese League,
saw that the Chinese had no intention of leaving Seattle
After successfully stirring up so much trouble first in Seattle and then in Tacoma
he left the Seattle Chinese expulsion effort largely to others
Daniel Cronin moved on to Olympia

NORTHERN PACIFIC RAILWAY FACES A LOOMING DEADLINE

Northern Pacific Railway's (NPRY) Charter stipulated that to save railroad's land grants
Puget Sound must be reached directly by [June 3, 1888]
Track reaching up the West side of the Cascade Mountains were seventy miles
from the end of the track on the East side of the mountains
and almost two miles of that was solid rock
with the government's deadline for completion of the route only twenty-eight months away

CONSTRUCTION ON THE NORTHERN PACIFIC RAILWAY'S CASCADE DIVISION IS SLOW

Northern Pacific Railway (NPRY) officials struggled over whether or not
Oregon Railway and Navigation (OR&N) track along the Oregon side of the Columbia River
would remain the railroad's route into western Washington Territory
OR&N interests were so strong that 700 NPRY workers actually were laid off
Also, NPRY officials considered using a cog-wheel railroad to cross the Cascade Mountains
until the Stampede Pass Tunnel could be completed

NORTHERN PACIFIC RAILWAY CONTRACTS TO BUILD THE STAMPEDE PASS TUNNEL

Captain Sidney Bennett, temporarily living in North Yakima, received a telegram
from his brother Nelson, a Tacoma businessman who was then visiting in Philadelphia,
Nelson's telegram stated that they had won the contract to construct a 1.89-mile-long tunnel
sixteen feet wide and twenty-two feet high at the crown

through the north shoulder of Mount Rainier below Stampede Pass
(this was the second largest tunnel in the United States and proved to be
one of the most difficult engineering projects undertaken in the United States)
their contract pledged a \$100,000 performance bond
plus, the Bennett brothers stood to forfeit ten percent of the contract price as a penalty
if they failed to have trains rolling under the Cascades [by May 22, 1888]
their bid was so low (less than half that by some of their more experienced competitors)
that even if they beat the deadline they could still lose a fortune
Bennett brothers were unlikely winners of the huge contract -- they had never constructed a tunnel
Nelson, who was forty-three years old, five feet nine inches tall and nearly as wide,
but he was a shrewd operator -- on the day after he learned the job was theirs
he was in New York City buying equipment

PREPARATIONS BEGIN IMMEDIATELY ON THE STAMPEDE PASS TUNNEL

To beat the deadline, save their performance bond and avoid the penalty that would be imposed
Bennett brothers decided they would dig the tunnel from both ends at once,
electric lights were installed in the tunnel so work could keep moving forward around-the-clock
In New York Nelson Bennett bought everything he could find to help with the project:
eight seventy-horsepower boilers, thirty-six air-drilling machines, several tons of steel drill bits,
two miles of six-inch wrought-iron pipe, two miles of water pipe, five air compressors,
two complete electric arc-light plants (reputed to be the first in Washington), two sawmills,
two fully equipped machine shops, five construction donkey engines, sixty dump-cars,
four large exhaust fans, a telephone system, two water wheels,
two small locomotives for hauling out of the tunnel named *Sadie* and *Ceta* after his daughters,
and then there were the tons of food supplies
Nelson Bennett sent everything he purchased to Ellensburg at the end of the Cascade Division
beyond the railheads only vague pack-trails twisted through the forests
and up the mountainsides of Stampede Pass
men and horses had to drag tons of material up eighty-seven miles of roadless mountain
to an altitude of twenty-eight hundred feet
after a frantic struggle against snow, trees, canyons and waterfalls they succeeded

WASHINGTON TERRITORIAL LEGISLATURE OPENS A SCHOOL FOR DEAF CHILDREN

Washington School for Deaf Youth was established in Vancouver, Washington Territory
by Territorial Governor Watson Squire -- February 3, 1886
Students were first housed in an abandoned frame boarding house called "Alta House"
located at the foot of Washington Street (near the present beginning of the Interstate-5 Bridge)
(it is thought that no classes were taught here)
(this school was moved to a frame court house building on West Reserve Street

in the middle of Vancouver [March 11, 1886]
first classes were most likely held at this location)

INCREASING LABOR UNREST TAKES PLACE IN WASHINGTON TERRITORY

Coal miners at Newcastle led by the Knights of Labor struck
miners wanted higher wages, an end to the monopolies of the company store
and company saloon, and the right to board in private residences
rather than company dining halls
sixty Newcastle miners walked thirty miles to the mining town of Franklin, Washington Territory
they prevailed on the men there to walk off their jobs in sympathy -- February 1866
striking miners caused coal shipments from Seattle
to fall to less than a tenth of coal shipped the year before
Mine owners respond by firing and "blacklisting" (never again to be hired) strike leaders
and importing armed guards
jobless miners could find work only on farms or in mines outside of Washington Territory

ANTI-CHINESE MOOD PREVAILS IN SEATTLE

Actions against Chinese workers had become increasingly violent throughout Washington Territory
Yet another vigilante meeting was held in downtown Seattle -- February 6, 1886
members of Tacoma Mayor/Police Chief R. Jacob Weisbach's Anti-Chinese Congress
were still very active -- they formed a new "Committee of Fifteen"
that passed a resolution to discover if, by any chance, the Chinese in Seattle
violated a city regulation limiting the number of persons per square foot of air
allowed in a residence

SEATTLE'S CHINATOWN IS INVADED BY VIGILANTIES

Several groups of five or six men invaded Seattle's Chinatown -- 7:00 A.M., February 7, 1886
located between Second and Fourth Avenues on Washington and Main Streets
to see if Chinese were violating any Seattle codes
leaders of each group knocked on the door of each Chinese house
and announced he was checking for violations of the city health codes
once the Chinese residents were outside
they were informed the building was condemned as a health hazard
they were ordered to leave the territory immediately to avoid trouble
Members of the vigilante mob rounded up about 350 Chinese -- nearly all of those in Seattle
these confused people were herded toward the dock at the foot of Main Street
Wa Chong Company business partner Chin Gee Hee was caught by the mob
he insisted he would not leave Seattle until he was paid the money owed to him
due to his stature in the community he was released

PEOPLE OF SEATTLE WANTED TO SEE THE CHINESE RESIDENTS GO

It was the general desire of the citizens of Seattle that the Chinese should go
it appeared that the entire city was in sympathy with the eviction of Chinatown
Mob escorting the Chinese people from Chinatown to the waterfront dock at the foot of Main Street
grew to about 3,000 and the entire city seemed to be subject to their control
there were no threats made to speak of, nor tendency toward mob violence
it was simply understood an uprising might result if the mob's purpose was impeded

JUDGE THOMAS BURKE ADDRESSES THE MOB

Judge Thomas Burke was at breakfast when a panting Chinese man burst into the room
Judge Burke was notified that people were being driven out of town
Judge Burke went to the Seattle waterfront and called upon his considerable stump speaking abilities
he stood between the angry mob and their would-be Chinese victims with a shotgun
(that day he gave three speeches to the mob, saying that he was an Irishman just like them,
he said he sympathized with their concerns but minority rights must be respected
he told his listeners they should be concerned with the city's reputation
he said he was sure they would respect the law unlike the hooligans of Tacoma

GOVERNMENT OFFICIALS RESPOND TO THE CRISIS

Word of the events on the Seattle waterfront reached King County Sheriff John McGraw
he ordered the mob to disperse but this only resulted the mob loading the Chinese faster
U.S. Attorney W.H. White raced to the waterfront and ordered police officers to break up the mob
however, the policemen responded they were only capable of seeing
that no physical harm came to the Chinese
police attitude toward the Chinese expulsion was clear

STEAMER *QUEEN OF THE PACIFIC* WAS TIED TO THE MAIN STREET WHARF

Steamer *Queen of the Pacific* was about to sail for San Francisco, California
Seattle's Chinese were given no choice but to board the ship
Queen of the Pacific's Captain Jack Alexander wanted \$7 per person
to carry the Chinese to San Francisco
he kept the mob at bay by arming his crew and instructing them to attach hoses to the ship's boilers
and spray with live steam any rioters who dared set foot on board without permission
Members of the Seattle Committee of Fifteen passed the hat
fares for 171 Chinese were donated in less than fifteen minutes
it was obvious that wealthier citizens were interested in seeing the Chinese depart from Seattle
eighty-seven Chinese people agreed to leave on the *Queen of the Pacific* and were boarded

TERRITORIAL CHIEF JUSTICE ROGER S. GREENE IS NOTIFIED OF EVENTS IN SEATTLE

Chinese businessman Chin Gee Hee had appeared before Territorial Chief Justice Roger S. Greene who agreed the Chinese were being detained illegally aboard the *Queen of the Pacific*
Chief Justice Greene issued a writ of habeas corpus
(an order that the persons being detained must be brought to court)

TERRITORIAL GOVERNOR WATSON C. SQUIRE BECOMES INVOLVED

Territorial Governor Watson C. Squire happened to be in Seattle
he was informed of the situation - February 7, 1886
Governor Squire next attempted to bring in federal troops
he wired General John Gibbon stationed at Vancouver Barracks

**“General GIBBON,
Department Commander, Vancouver, Wash.:**

Immense mob forcing Chinese to leave Seattle. Civil authorities arming posse comitatus to protect them. Serious conflict probable. I respectfully request that United States troops be immediately sent to Seattle. Troops at Fort Townsend can arrive soonest and probably will be sufficient. Have issued proclamation.

WATSON C. SQUIRE, Governor.”³⁵

General Gibbon wired back that no one but the President of the United States could order out federal troops

Governor Squire sent a telegram to Secretary of the Interior L.Q.C. Lamar:

**“Hon. L. Q. C. LAMAR,
Secretary of the Interior, Washington, D. C.: Immense mob forcing Chinese to leave Seattle.**

Civil authorities arming posse comitatus to protect them. Serious conflict probable. I respectfully request that United States troops be immediately sent to Seattle. Troops at Fort Townsend can arrive soonest and probably will be sufficient. Have issued proclamation.

WATSON C. SQUIRE, Governor.³⁶

Governor Squire sent an identical telegram to Secretary of War Bob W.C. Endicott
United States Revenue Cutter *Thomas Corwin* was dispatched from Port Townsend to Seattle

CHINESE CONSULATE IN SAN FRANCISCO IS NOTIFIED OF EVENTS IN SEATTLE

While Territorial Governor Watson C. Squire was attempting to restore law and order in Seattle
Chinese businessman Chin Gee Hee sought help on his own -- February 7, 1886
he made a direct appeal to the Chinese consul-general in San Francisco
(Chin Gee Hee also kept a record of damage done to Chinese businesses during the rioting
he later was able to collect \$700,000 through a ruling by Judge Thomas Burke)

³⁵ Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.34.

³⁶ Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.34.

STEAMER *QUEEN OF THE PACIFIC* IS ORDERED TO REMAIN IN PORT

As the Chinese were being loaded aboard the *Queen of the Pacific*

a man pushed through the crowd and handed Captain Jack Alexander a writ of habeas corpus
Territorial Chief Justice Roger S. Greene had ordered Captain Alexander to remain in port
Captain Alexander was to produce the Chinese people aboard the *Queen of the Pacific*
in court (the next morning) to ascertain whether they had been deprived of their liberty
Justice Greene hoped he had frustrated the mob's purpose and they would disperse
instead, about 215 Chinese were taken with their possessions to a large warehouse on the dock
(after they had a supper furnished by those in charge of them
they spread their blankets and stretched out for the night)

WASHINGTON TERRITORIAL GOVERNOR WATSON C. SQUIRE DECLARES MARTIAL LAW

Governor Squire issued a "*Proclamation of martial law by the governor.*

Whereas, heretofore on the 7th day of February, in consequence of an inflamed condition of the public mind in the city of Seattle, and grave disturbance of the public peace therein, I, Watson C. Squire, governor of the Territory of Washington, issued my proclamation warning all persons to desist from breaches of the peace, and peacefully to return to their homes, except such as were disposed to assist the sheriff and the other duly constituted authorities in maintaining law and order, and requesting all persons who were disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose; and

Whereas said proclamation has proved ineffectual to quiet the public mind and preserve the peace; and

Whereas numerous breaches of the peace have occurred and more are threatened; and

Whereas an insurrection exists in said city of Seattle, by which the lives, liberty, and property of the citizens of the Territory and sojourners within the Territory are endangered; and

Whereas the civil authorities have proved powerless to suppress said insurrection or prevent such breaches of the peace; and

Whereas the necessity for martial law within said city exists, and it is deemed proper that all needful measures should be taken for the protection of such citizens and sojourners and of all officers of the United States and of the Territory in the discharge of their public duties within said city:

Now, therefore, I, Watson C. Squire, governor of Washington Territory, do hereby publish this my proclamation warning all persons to desist from breach of the peace, and that peaceably disposed persons shall retire to their homes, except such persons as are disposed to assist the sheriff and the duly constituted civil authorities in maintaining law and order. And I request all such persons who are disposed to assist in maintaining order to enroll themselves under the sheriff immediately for that purpose.

“Furthermore, I order the military companies of this city to immediately place themselves under arms, and that the commanding officers of such companies report forthwith to the sheriff of King County for the purpose of rendering him military assistance, if need be, in maintaining the law.

Done at Seattle this 7th day of February, A. D. 1886.

WATSON C. SQUIRE, *Governor*³⁷

Three units of the territorial militia responded to the governor’s order
“Home Guards,” the “Seattle Rifles” and “Company D”

Governor Squire also ordered several deputy sheriffs and deputy U.S. Marshals into Seattle
additional citizen volunteers were given guns and ammunition to help preserve order
using this strategy allowed those in favor of public peace to keep control of the city

COMMITTEE OF FIFTEEN DEVELOPS A NEW PLAN

Terrified Chinese people stood and waited as Committee of Fifteen members debated what to do next
it was finally agreed by mob leaders that Chief Justice Roger S. Greene’s writ of habeas corpus
applied only to the eighty-seven Chinese who were been aboard the *Queen of the Pacific*
Committee of Fifteen members raced to the Northern Pacific Railway office
there the railroad superintendent agreed to carry the Chinese to Tacoma for \$1.00 each

KING COUNTY SHERIFF JOHN MCGRAW STOPS THE PLAN TO SHIP CHINESE TO TACOMA

Word of the plan to ship the exiled Chinese people to Tacoma
reached Sheriff John McGraw about 10:00 P.M., February 7, 1886
he notified the Northern Pacific Railway agent that the railroad would be held responsible
for any damages resulting from carrying off of the Chinese unlawfully and against their will
Several leaders of the rabble were jailed overnight by the sheriff
this eventuality was a deterrent to the mob

SHERIFF JOHN MCGRAW PROTECTS THE CHINESE WAITING ON THE SEATTLE DOCK

King County Sheriff McGraw sent a posse of armed deputies to the docks
to guard the waterfront warehouse holding the Chinese
no one to pass on or off the dock during the night without a special permit
Northern Pacific Railway train bound for Tacoma pulled out of Seattle empty of Chinese
[1.30 A.M. February 8, 1886]

SEATTLE CHINESE ARE MOVED FROM THE WATERFRONT TO THE COURTHOUSE

Eighty-seven Chinese detainees were guarded by two companies of militiamen as they were marched
from the warehouse and the *Queen of the Pacific* to appear in court -- morning February 8, 1886
they had to pass a long line of angry unemployed white men filling the streets of Seattle

³⁷ Report of the Governor of Washington Territory for the Year, Washington Government Printing Office, 1884 P.36.

who thought the Chinese should have been on the steamer *Queen of the Pacific*

CHINESE HAVE THEIR DAY IN COURT

Eighty-seven Chinese people who had spent the night aboard the steamer *Queen of the Pacific* were taken to Chief Justice Roger S. Greene's courtroom -- 8:00 A.M. February 8, 1886
remainder of the Chinese people under guard by the militia remained outside the courthouse
United States prosecuting attorney represented the Chinese people in court
after getting the names of the eighty-seven Chinese in court,

Chief Justice Greene had Lue King sworn in as interpreter and through him told the Chinese:
“Lue King tell them that the court has been told that they are confined on board the steamship ‘Queen of the Pacific’ against their will. The court is willing, if they desire, that they shall go as passengers, but no man or set of men has a right to compel them to go. So, if they wish to stay, they must let the court know it now. I will have the name of each man called separately, and let him tell whether he wants to go or stay. Tell them, not to be afraid to speak what is in their hearts. The Government is strong and will protect them. Tell them, that as their names are called all those who are willing to keep their tickets and go to California must express a willingness to do so, and all who want to give up their tickets and stay here must say so.”³⁸

Seventy-one of the eighty-seven Chinese people who held tickets aboard the *Queen of the Pacific* said they were willing to go to San Francisco
they were marched out of the courtroom where they were joined by the other captive Chinese
all of the Chinese were marched back down the street to the waterfront
where they assembled once again
before those who agreed to leave boarded the waiting steamboat

However, there was a substantial number who could not be accommodated on the *Queen of the Pacific*
next ship scheduled to arrive in Seattle, the *George W. Elder*, was not due in for six days
there was no alternative but that these Chinese return to their homes
to await passage on the next steamer

Meanwhile, peace-keepers and members of the mob surrounding the remaining Chinese raised \$600
this was sufficient to pay Captain Jack Alexander to take all of those who wished to depart
Chinese boarded the steamer for the trip to San Francisco after first stating their desire to leave

QUEEN OF THE PACIFIC SETS SAIL FROM SEATTLE

Captain Jack Alexander walked to the Pacific Coast Steamship Company office
he reported he had 196 Chinese people on board the *Queen of the Pacific*
this, counting the other passengers on board, was all he was allowed by law to carry
King County Sheriff McGraw, anti-Chinese mob leaders and Captain Alexander held a discussion
it was mutually agreed that the Chinese still on the wharf would be allowed to remain in town

³⁸ George W. France, *The Struggle for Life and Home in the Northwest*, P. 531.

until the *George W. Elder* arrived in port in six days
Captain Alexander returned to his ship and the *Queen of the Pacific* cast off her lines
members of the mob on the Seattle waterfront shook hands and congratulated each other
over what they supposed was a happy ending to the very unpleasant but exciting controversy

CHINESE REMAINING IN SEATTLE RETURN HOME UNDER GUARD

Departure of the steamer *Queen of the Pacific* had been witnessed by a huge crowd
they did not know an agreement had been reached that the remaining Chinese
would take the next steamboat, the *George W. Elder*, when it departed from Seattle
those Chinese residents who had not sailed on the *Queen of the Pacific*
were ordered to return to Chinatown under the guard of one company of militia
When the rabble grasped this turn of events, they became incensed
at the sight of their victims returning to their homes
their growing rage made it apparent that trouble could not be averted
preparations were undertaken to attack the militiamen

REMAINING SEATTLE CHINESE PEOPLE WITNESS RIOTING IN PIONEER SQUARE

Chinese people under militia escort began up Main Street from the waterfront
when they reached First and Main they faced a mob about 2,000 strong that became infuriated
shouts rang out from the angry gathering:

“Kill them!” “Put them in the bay!” “Drown them!”³⁹

Many in the crowd did not believe the militiamen’s guns were loaded
or that civilian militiamen would really protect the Chinese
but the Home Guard was resolved to preserve order and protect the Chinese
there were many militiamen who felt the anti-Chinese sentiment was unfair
George Kinnear, the leader of the Home Guard, told his men that should it become necessary
they must use their guns

VIOLENCE ERRUPTS IN PIONEER SQUARE

Territorial Home Guard and sheriff’s deputies confronted the mob -- Tuesday February 8, 1886
as a big, bearded logger stepped in front of the militiamen someone yelled “Arrest that man!”
when the logger grabbed for a guardsman’s rifle he was clubbed
Civil War Veteran Captain George Kinnear gave the order to open fire
shooting by the Home Guard broke out -- one civilian was killed and four others wounded
with the sound of rifle fire, volunteer militia Company D
rushed to support their fellow militiamen

³⁹ Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2, Pages 28-37.*

MILITIA AND MOB ENTER INTO A STALEMATE

Firing on the mob by the militiamen resulted in a half-hour stalemate
members of the mob would not retreat and the Chinese and their defenders could not move forward
many in the crowd were armed and the situation threatened to become even uglier
Captain J.W. Haines, a well-known figure around Seattle, arrived on the scene
leading his militiamen of Company D
members of the mob cheered and allowed them to pass
George Kinnear's Home Guard, now reinforced by Company D, forced the rioters to withdraw
Chinese and their escorts were able to move forward toward Chinatown

THE MOB BECOMES FURIOUS AS THE MILITIA ESCORTS THE CHINESE TO THEIR HOMES

Following the pause caused by the shock of the militiamen shooting
more and more people gathered as the mob swelled in size
soon there were thousands of people on the street
Seattle rioters wanted to lynch the militiamen who had done the shooting
but the leading anti-Chinese agitators advised them to abstain from any further violence

POLITICAL LEADERS ADDRESS THE MEMBERS OF THE MOB

Seattle Mayor Henry Yesler conferred with Territorial Governor Watson C. Squire
regarding the status of the threatening situation
Territorial Chief Justice Roger S. Greene stood outside the city courthouse
and read a proclamation to the crowd
Unable to maintain their fever pitch, many members of the mob went home
Seattle's race riot was over by 3:00 P.M., February 8, 1886
(but for the four following days and nights the militia kept guard
and all business in Seattle was interrupted by fear of another attack)

PRESIDENT GROVER CLEVELAND SENDS FEDERAL TROOPS TO SEATTLE

President Grover Cleveland responded to Territorial Governor Squire's request for soldiers

"Telegram from the President.

EXECUTIVE MANSION, Washington, D. C, February 9, 1886.

Hon. WATSON C. SQUIRE, Governor Seattle, Wash.:

The following proclamation has just been issued, and General Gibbon has been ordered to proceed at once in person with troops to Seattle:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas it is represented to me by the governor of the Territory of Washington, that domestic violence exists within the said Territory, and that by reason of unlawful obstructions and combinations, and the assemblage of evil-disposed persons, it has become impracticable to enforce,

by the ordinary course of judicial proceedings, the laws of the United States at Seattle and at other points, and at places within said Territory, whereby life and property are thus threatened and endangered; and

Whereas in the judgment of the President an emergency has arisen, and a case is now presented which justifies and requires, under the Constitution and laws of the United States, the employment of military force to suppress domestic violence and enforce the faithful execution of the laws of the United States, if the command and warning of this proclamation be disobeyed and disregarded:

Now, therefore, I, Grover Cleveland, President of the United States of America, do hereby command and warn all insurgents, and all persons who have assembled at any point within the said Territory of Washington for the unlawful purpose aforesaid, to desist therefrom and to disperse and retire peaceably to their respective abodes, on or before six o'clock in the afternoon of the tenth day of February, instant, and I do admonish all good citizens of the United States, and all persons within the limits and jurisdiction thereof, against aiding, abetting, countenancing, or taking any part in such unlawful acts or assemblages.

In witness whereof I have set my hand and caused the seal of the United States to be hereto affixed.

Done in the City of Washington, this month of February, in the year of our Lord one thousand eight hundred and eighty-six, and of the Independence of the United States the one hundred and tenth.

[SEAL.] GROVER CLEVELAND.”⁴⁰

FEDERAL TROOPS ARRIVE IN SEATTLE

Soldiers from Port Townsend arrived by ship to Seattle -- February 9, 1886

General John Gibbon arrived from Fort Vancouver that evening

By order of General Gibbon several companies of soldiers were sent to Tacoma

United States Marshal arrested leaders of the Tacoma anti-Chinese riots

these prisoners were taken to Fort Vancouver

MARTIAL LAW IS IMPOSED IN SEATTLE

General John Gibbon ordered eight companies of federal troops from Fort Townsend

to patrol Seattle's streets night and day

meetings of all kinds were forbidden except by permission of Brigadier General John Gibbon

reserve soldiers were kept in readiness to attack the mob if it should form again

several leaders of the Seattle riot were arrested

notice was given to Seattle's idle to seek employment or to leave town

under this order the riotous element, for the time being at least, went elsewhere

⁴⁰ Report of the Governor of Washington Territory for the Year 1884, P. 29.

RACE RIOTS TAKE PLACE IN OLYMPIA

Refugees escaping from violence in other cities and towns came to the relative safety of Olympia bolstering the territorial capital's small Asian population
With the arrival of Daniel Cronin (in January), Olympia's Chinese people came under scrutiny many of the anti-Chinese tactics employed in Tacoma and Seattle were employed in Olympia
Olympia's Chinatown was attacked -- February 9, 1886
at a prearranged signal, the ringing of the city fire bell,
demonstrators converged on the Chinese dwellings along Fourth Avenue
more than one hundred rioters demanded that the Chinese depart at once
majority of the white population of Olympia approved of the Chinese expulsion
However, some citizens of Olympia were determined to uphold the rule of law
during the riot Thurston County Sheriff William Billings
deputized many prominent Olympia businessmen
they arrested the leaders of the rioting mob and patrolled the scene to uphold order
although agitators harassed the Chinese residents who were shaken by these events,
Chinese living in Olympia kept their homes and businesses

U.S. SOLDIERS MAINTAIN ORDER IN SEATTLE

Presence of the military made it clear that the time for violence had passed -- February 10, 1886
exhausted Seattle militiamen and deputies were relieved of their round-the-clock duty
of preserving Seattle from mob rule
badly shaken Chinese continued their exodus from the city

WORK BEGINS ON THE NORTHERN PACIFIC RAILWAY STAMPEDE PASS TUNNEL

Captain Sidney Bennett and his younger brother Nelson, began construction
on the Cascade Division of the Northern Pacific Railway (NPRY) that was to run
from Pasco, Washington Territory through the Cascade Mountains at Stampede Pass
to Tacoma on Puget Sound -- February 13, 1886
they blasted through solid rock at both ends of the Stampede Pass Tunnel,
removed the tailings and blasted again repeating this process over and over
they bored constantly forward overcoming soot, rock and underground streams
timbers for support were put in place as they progressed
walls were lined with a million bricks imported from China
(Drilling and blasting the Stampede Pass Tunnel would take twenty-eight months)

LAST OF SEATTLE'S CHINESE POPULATION DEPARTS FROM THE CITY

Steamer *George W. Elder* arrived in Seattle -- February 14, 1886
one hundred ten of Seattle's Chinese inhabitants boarded the steamer

forty-four others chose to travel to Port Townsend to await passage to China
Anti-Chinese riots had resulted in the expulsion of virtually all of Seattle's Chinese labor force

RACIAL HATRED SPREADS IN THE PACIFIC NORTHWEST

Despite the valuable work of the Chinese people on Whidbey Island
they could not escape anti-Chinese sentiments
while some white farmers got along well with the Chinese, Coupeville business owners
spearheaded a movement to drive the Chinese out of town
editorials in local island newspapers called for the ouster of the Chinese
on one occasion unidentified vigilantes dynamited piles of potatoes
harvested by the Chinese and shots were fired at their homes
Chinese residents of Ebey's Prairie, once numbering about 200, gradually left for Port Townsend
or for Canada to return to China

Port Townsend also was the scene of anti-Chinese resentment
Port Townsend was the location of a large smuggling operation
bringing considerable numbers of Chinese into the United States from Canada
after passage of the [1882] Exclusion Act
anti-Chinese hostility surfaced in Port Townsend -- February 1866
community leaders attempted to remove its Chinese
especially since many were arriving from other towns where they had been expelled
Chinese businesses were boycotted and Chinese men were fired
from jobs in white-owned businesses
two Chinese men were attacked and killed
some people in Port Townsend recognized the economic contributions the Chinese made
employers and customers in Port Townsend came to realize
how much they depended on Chinese labor for the smooth running of the town's economy
also the Chinese invested a considerable amount of money in the town itself
this likely prevented the kind of unrestrained hostility that was unleashed elsewhere
but Chinese immigrants were never integrated socially into the Port Townsend community
over time the Asian population there dwindled as a result

RACIAL PEACE RETURNS TO SEATTLE

Finally, Martial Law was lifted by President Grover Cleveland -- Monday, February 22, 1886

"Proclamation by the governor.

**Whereas...a proclamation was issued by me for reasons then set forth, declaring martial law
in the city of Seattle; and**

**Whereas it appears to me that such reasons have, in a great measure, ceased to exist, and that
the civil authorities of the city can, from this date, properly resume their functions under the law;
and**

Whereas the mayor of Seattle has this day communicated to me his assurance that, by reason of the reorganization of the police, and the presence of additional power, he is henceforth able to preserve order:

Now, therefore, I, Watson C. Squire, governor of the Territory of Washington, by virtue of authority vested in me, do hereby revoke and annul said proclamation...;

And on this, the birthday of Washington, I do sincerely exhort all my fellow-citizens to a calm acceptance of the condition of order now obtained, and to the most vigilant and patriotic efforts for its maintenance in the future

Done at Seattle, Wash., this the 22d day of February, A. D. 1886.

[SEAL.] WATSON C. SQUIRE.”⁴¹

All but a very small handful of Chinese had been deported

Seattle’s original Chinatown became history

Slowly quietly, the few remaining Chinese occupants began work on a second (today’s) Chinatown

UNITED STATES BECOME AWARE OF EVENTS ALONG THE PACIFIC COAST

Americans across the nation knew of the Chinese purges in Washington Territory and also in Oregon, California, Wyoming, Nevada and Colorado

violent raids were documented by the local press in the *Tacoma Register*, the Eureka, California *Times-Standard*, and many other newspapers

word of the raids on Chinese settlements resounded in state capitals, in Congress,

in the boardrooms of railroad companies and lumber mills -- and across the Pacific Ocean nationwide, stories of racial strife were printed in *The New York Times* and *Harpers Weekly*

Defying protests from both Republicans and Democrats in Congress, President Grover Cleveland decided to grant the Chinese refugees’ demands for reimbursement

with the hope that this might cause China to revive trade talks with the United States

China’s government might open trade routes to foreign expansion for a nation-come-lately

China’s population of four hundred million people, President Cleveland believed,

could purchase the United States out of its ongoing deep economic recession

But unlike the President, Congress was undecided regarding how to deal with Chinese immigrants

Congressmen understood that whatever political party controlled California

would likely control the U.S. House of Representatives, U.S. Senate and the next presidency

outbreaks of Chinese roundups in California was compelling evidence of the sentiments there

Before Congress complied with President Cleveland’s request to repay Chinese exiles for their losses

Congressmen wanted to ascertain the economic value of the property lost by the Chinese in riots

at the order of Congress, Washington Territory Governor Watson C. Squire

desperately sought to track down the two hundred Chinese men and women

who had been driven out of Tacoma

⁴¹ Report of the Governor of Washington Territory for the Year 1884, P. 44.

so that they could bear witness to the public violence done against them
ultimately he could locate only a few -- most were unwilling or unable to be found

SEATTLE RECEIVES CREDIT WHERE NONE IS DUE

Neither Tacoma nor Seattle was nationally shamed as the location of other anti-Chinese riots were rather it was noted that: **“Seattle benefitted rather than lost from the entire (anti-Chinese) affair because it gained a national reputation as a city which valued and upheld the rule of law. But too many Seattleites had been concerned about the possibility of losing business if they took a position contrary to those impatient to rid the community of Orientals. They had not been forthright about standing up for the underdog. This lack of resolution encouraged those ready to abandon equal justice and the rule of law and take matters into their own hands. Equivocating created the necessity to call in the Army, organize volunteer militia, and declare martial law. And it allowed several hundred Chinese to be driven out of Seattle.”**⁴²

ANTI-CHINESE LEADERS TURN FROM VIOLENCE TO POLITICAL ACTION

Calling themselves the “People’s Party,” anti-Chinese leaders organized to politically defeat those who insisted on maintaining law and order in the face of rioters
“establishment” candidates for political office in Washington Territory and around the nation who had upheld the law faced challengers who worked to replace them in office
(Eventually the leaders of the Seattle mob were tried and convicted of conspiracy they were fined and sentenced to the federal penitentiary on McNeil Island because the Knights of Labor set forth the expulsion of the Chinese as their major recruiting issue removal of the Chinese left little reason for the labor union to continue to exist in the Northwest Knights of Labor soon lost their popularity in the Pacific Northwest)

ELECTRIC UTILITY IS ESTABLISHED IN SEATTLE

Sidney Z. Mitchell and F. H. Sparling were agents of the (Thomas) Edison Light Company they won the first municipal franchise to provide electricity for lighting Seattle’s public streets central utility systems, unlike small, isolated systems such as the Tacoma Mill Company, used one or more large dynamos to produce power for hundreds rather than a dozen bulbs Mitchell sold the town its first electric incandescent lights -- 250 bulbs to be paid for on a flat-rate monthly basis
Seattle Electric Lighting Company, a subsidiary of the Edison Light Company, built a small steam generating station that was installed by Sidney Z. Mitchell and F. H. Sparling Jackson Street power plant near the foot of Jackson Street had two steam dynamos producing enough generating capacity to light 600 electric lamps this was the first central station system for incandescent electric lighting

⁴² Lenore Ziontz, “*The Anti-Chinese Riots in Seattle*” *The Pacific Northwest Forum Volume 6, Number 2*, P. 28-37.

west of the Rocky Mountains

Dignitaries including Mayor Henry Yesler, the city council and a delighted group of onlookers gasped as an exhibition of eleven 16-candlepower and one 30-candlepower light suspended from the overhead wires came to life and glowed in prominent display over the Seattle Electric Light Company headquarters street entrance -- March 22, 1886 these were the first incandescent light bulbs west of the Rocky Mountains

TACOMA LONGSHOREMEN GO ON STRIKE

Work on the Tacoma waterfront stopped as Tacoma longshoremen refused to load lumber onto ships they demanded a 10¢-an-hour raise -- March 26, 1886

This work stoppage continued for five days while employers attempted but failed to hire strikebreakers strikers won their pay increase and returned to work as members of a new union:

Stevedores, Longshoremen and Riggers' Union of Puget Sound

MORE SHORTLINE RAILROADS SERVE WASHINGTON TERRITORY

Oregon Railway and Navigation (OR&N) began operations serving the wheat fields from Starbuck to Pomeroy -- April 1, 1886

Columbia Valley Railroad & Navigation Company was incorporated --1886

this narrow-gauge track was under construction at the mouth of the Columbia River between Ilwaco Junction and Knappton, Washington Territory

last section of 13.39 miles of track between Ilwaco and Megler, Washington Territory completed the line

VANCOUVER, BRITISH COLUMBIA IS BORN

Canadian Pacific Railway (CPR) announced it would bring its transcontinental line down Fraser River Canyon to connect with salt water at Burrard Inlet (today's Vancouver, B.C.)

Canadian Pacific Railway Vice President Sir William Cornelius Van Horne

arbitrarily rechristened Granville, British Columbia as the City of Vancouver -- April 6, 1886 to the sad confusion of Vancouver Island and Vancouver, Washington Territory

simply because he liked what he had read about the celebrated English explorer

(Within a year the new town's population had jumped from a few dozens to seven thousand)

TOWN OF SLAUGHTER (AUBURN) IS PLATTED

(Town of Slaughter's Post Office opened [January 21, 1867]

it was named in honor of Lieutenant William A. Slaughter

killed at this location in the [1855-1856] Indian War)

Dr. Levi Ballard platted the settlement of Slaughter, Washington Territory -- 1886

plats consisted of a map drawn to scale showing the divisions of the piece of land

in order for plats to become legally valid, a local governing body

must normally review and approve them

(This morbid name offended residents -- for example the local hotel was called the Slaughter House residents petitioned the state legislature for a name change [in 1893]

Auburn was not incorporated until [1914])

CONGRESS ATTEMPTS A BOUNARY CHANGE FOR WASHINGTON TERRITORY

Both Houses of Congress passed legislation

calling for annexation of the Idaho panhandle to Washington Territory --April 1886

but President Grover Cleveland did not sign the measure resulting in a veto of the proposal

NPRY PRESIDENT ROBERT HARRIS VISITS WASHINGTON TERRITORY

Northern Pacific Railway President Robert Harris arrived in Tacoma -- April 30, 1886

he personally inspected the planned location of the proposed tunnel over Stampede Pass

NPRY President Harris made two decisions regarding the Cascade Division:

- Oregon Railway and Navigation (OR&N) track would not be used as the entry into Washington Territory

this decision was supported by Congress who insisted on a direct link with Puget Sound;

- a switchback track, not a cog-wheel railroad, would be constructed across Stampede Pass to be used until the tunnel could be built

after the tunnel was completed the switchback route would be used for tourists

NPRY President Harris wanted the switchback route completed and carrying through trains by [November or Christmas] 1886 if it was at all possible

SURVEY OF A SWITCHBACK ROUTE OVER STAMPDEDE PASS IS UNDERTAKEN

Northern Pacific Railway managers had decided that while the tunnel through Stampede Pass was under construction a switchback track would be used to cross Stampede Pass

Northern Pacific Railway Chief Engineer Anderson had studied the route over Stampede Pass as early as [1884]

Survey work on the route was begun line -- spring 1886

there were to be three switchbacks on each side of the Cascades and a great double horseshoe at the summit

UNITED STATE GOVERNMENT FOCUSES ON INDIAN EDUCATION

United States government operated sixty schools for 6,200 Indian students

these included both reservation day schools

and boarding schools that housed the children of several tribes

day schools were relatively inexpensive to operate and generated less opposition from parents

“Throughout the 1800s, the Midwest and Pacific Northwest were partitioned among competing Christian denominations for the twin purposes of Christianizing and civilizing the ‘savage,’ ‘unsaved’ Indian population.”⁴³

Boarding schools were resisted by many Indian people

“...Indians were suspicious of the life of the government schools. A typical school would have about a hundred children from ages six to sixteen enrolled. For the most part, these children would be members of the reservation families, although sometimes they would be from neighboring reservations.”⁴⁴

CHEMAWA INDIAN BOARDING SCHOOL MOVES

Salem Indian Training School superintendent John Lee completed construction

three new Indian boarding school wooden buildings -- spring 1886

Chemawa Indian Boarding School's remaining Forest Grove students

were reunited with the staff and older students on the new Salem, Oregon campus

(this site will soon take the old Chemawa Indian Boarding School name)

this Chemawa Indian Boarding School's first graduating class completed the sixth grade -- 1886

(Chemawa Indian School is currently the oldest continuously operated boarding school

for Native American students in the United States)

COAL IS DISCOVERED ON STAMPEDE PASS

Northern Pacific Railway (NPRY) surveyors found coal deposits on railroad land east of (today's Cle Elum) -- May 1886

NPRY needed coal to fuel its locomotives as work to complete the Cascade Division line

continued across the Cascade Mountains through Stampede Pass

Cle Elum Railroad connected Cle Elum with the coal mines of Roslyn [1886-1898]

CITY OF ROSLYN, WASHINGTON TERRITORY BURSTS INTO EXISTENCE

Northern Pacific Railway (NPRY) surveyors found coal deposits on railroad land east of (today's Cle Elum) -- May 1886

NPRY needed coal to fuel its locomotives as work to complete the Cascade Division line

continued across the Cascade Mountains through Stampede Pass

as well as for continuing railroad operations along the NPRY route

Roslyn, near the route over Stampede Pass, was to provide coal for the Northern Pacific Railway

it became the most important coal-mining operation on the entire Northern Pacific Railway line

“Company town” of Roslyn, Washington Territory was platted by the Oregon Investment Company

which was a division of the Northern Pacific Railway

⁴³ Montana Office of Public Instruction (OPI), *Montana American Indian Student Achievement Data Report*, Fall 2010, P. 4-8.

⁴⁴ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 66.

Roslyn was named by Northern Pacific Railway Vice-President Logan M. Bullitt
either for a town in Delaware (the birthplace of a sweetheart)
or for a town in New York (the residence of a friend)

CLE ELUM AND ROSLYN ARE LINKED BY THE CLE ELUM RAILROAD

Cle Elum on the east side of the Northern Pacific Railway (NPRY) main line over Stampede Pass served as a junction for the three-mile long Cle Elum Railroad branch line of the NPRY
Cle Elum Railroad connected Cle Elum with the coal mines of Roslyn that provided superior hard, black lignite coal used for locomotives and heating homes [1886-1898]

RAILROAD SERVICE TO PENDLETON, OREGON EXPANDS

Northern Pacific Railway (NPRY) was in a complicated legal battle with the Union Pacific Railroad over routes leading into Oregon State in general and Portland in particular
(Oregon-Washington Railroad and Navigation Company [O-WR&N] was chartered [1883])
its principal route ran from Huntington, Oregon on the Idaho Territory border to Portland
important branch lines extended from a connection with this line at Umatilla to Spokane Falls and from Pendleton, Oregon to Wallace, Idaho -- 1886
shorter branches extend from these lines to points in the same region
O-WR&N also owned detached lines in Oregon and Washington
which used through rights over the tracks of other railroads or steamboat connections
principal cities served were Portland, Oregon, Seattle, Tacoma and Spokane Falls, Washington

CONSTRUCTION CREWS WORK ON THE STAMPEDE PASS TUNNEL

Northern Pacific Railway had 200 men working in three eight-hour shifts at the east portal
in addition, there were 156 men plus six families on the west side working on the tunnel
according the May 26, 1886 *Tacoma Ledger*
to reach the construction site a trail that passed through twelve feet of snow had to be dug to carry in equipment by mule

WASHINGTON TERRITORY LEGISLATORS PASS A DISCRIMINATORY LAW

In response to the spread of anti-Chinese unrest in the territory
Washington Territory legislators passed the Alien Land Law -- June 1886
which barred ownership of land from anyone “incapable of becoming citizens”
(at that time only Caucasians and Blacks could become United States citizens
thus eliminating both Chinese and Indians from owning land in Washington Territory)

SEATTLE DOCK WORKERS FOLLOWS TACOMA’S LEAD

Several Seattle dockworkers met at the home of Terry King, located at the foot of Union Street,
to form a Seattle longshoremen’s union -- June 12, 1886

to be known as the Stevedores, Longshoremen and Riggers' Union of Seattle

CONSTRUCTION ON THE SWITCHBACK ROUTE OVER THE CASCADES BEGINS

More than 2, 000 men began working in the deep gorges of Stampede Pass -- July 1886
Northern Pacific Railway route linking eastern Washington to western Washington
would require a little over eight miles of switchback tracks to climb the steep grade

IDAHO'S YREAKA MINING DISTRICT BECOMES FURTHER DEVELOPED

Bunker Hill mine operator Jim Wardner managed to gain the attention of an investment syndicate composed of A.M. Holter, S.T. Hauser, A.M. Euster, and W.E. Cox, all of Helena, Montana and railroad builder D.C. Corbin of Spokane
with their support Wardner negotiated a contract with Selby Smelting Company to refine the ore Bunker Hill mined -- July 1886
Helena Concentrating Company built the first mill on the Sullivan side of Idaho's Yreaka Mining District (at today's Wardner, Idaho) to extract silver from mined ore deposits

MAY ARKWRIGHT HUTTON WRITES IN SUPPORT OF THE EFFORT TO ORGANIZE UNIONS

(May Arkwright had been orphaned early in life
as a child she was raised in poverty and desolation among the miners in a rough Ohio town
as a teenager she cared for an elderly blind relative
May Arkwright, at age 26, traveled by train to Tacoma where a sister lived
on the trip west she met Jim Wardner who bragged of the mining town he was building in the Coeur d'Alene, Idaho Territory area
excited by his stories, May got off the train in Wardner, Idaho -- 1886
she became a cook in the town of Wardner's only restaurant
located one corner of the saloon)

May Arkwright listened to the complaints and concerns of miners:

- long hours and low wages;
- unsafe working conditions in the mines;
- anyone belonging to the union was fired

May eventually married Levi (Al) Hutton

a railroad employee who worked on a train between the Idaho mines and Spokane Falls

Violence was frequent in the Coeur d'Alene mines

May wrote a book reflecting the miners' side of social issues

she denounced mine operators and absentee owners bent only on making a profit

May and Al bought a small share in a mine they named Hercules and began searching for silver

CHINESE WORKERS ARE BROUGHT TO THE STAMPEDE PASS TUNNEL PROJECT

Finding enough workers for both ends of the tunnel project was a major problem for contractors
there was room and work with good pay for a thousand men **“good men who wanted to work and are not to be blamed for the conduct of the other half who will not work.”**⁴⁵

SILVER ORE DEPOSITS ARE DISCOVERED IN BRITISH COLUMBIA

Discovery by Osmer and Winslow Hall of a rich silver-lead deposit was made
on the flanks of Toad Mountain, (near today's Nelson, British Columbia) -- autumn 1886
Silver King Mine began producing ore
Not too far away, on Kootenay Lake, Bob Sproule's Bluebell silver-lead mine
was already being profitably worked

EMPIRE BUILDER JAMES J. HILL EXPANDS HIS RAILROAD EMPIRE

James Jerome (Jim) Hill, the President of the St. Paul, Minneapolis and Manitoba Railroad,
turned his attention and support to his proposed Montana Central Railroad -- 1886
which was to be built along a route linking Helena, Great Falls, and Butte, Montana Territory
Jim Hill moved cautiously, spreading feeder lines into every fertile nook of the Northern Plains region
he stimulated immigration even more tirelessly
than Henry Villard had done for the Northern Pacific Railway
Hill was in no rush to develop land-grant titles -- he had no land grants to develop
therefore, he was not tempted into hastily chosen routes or shoddy construction work
his engineers searched for shorter lines and easier grades to climb
than those followed by his rival, the Northern Pacific Railway
Jim Hill received permission from Congress to extend his Montana Central Railroad into Canada
he also extended his Manitoba Line track westward from Minot, Dakota Territory
until it linked with the Montana Central Railroad
trains ran west all the way to the Rocky Mountain copper mines
Final link in Hill's railroad was proposed to run from Helena, Montana Territory to Puget Sound

EDUCATION ADVANCES IN LYNDEN, WASHINGTON TERRITORY

(Lynden pioneer Phoebe Judson had opened the area's first post office in their home [1874]
she chose the name "Lynden" because she thought it looked prettier than "Linden"
she started the first school in her home with one of her own children, another settler's child
and three Native American children
Lynden Academy had opened its door [December 1882]
two teachers and a principal served the local farm pupils
they maintained a fine library composed of selections of history, biography, poetry and fiction)
Phoebe Judson opened the Northwest Normal School (school for teachers) in Lynden -- October 1886

⁴⁵ Art and Doug Chin, *Chinese in Washington State*. P. 23.

(Northwest Normal School would become Western Washington University in Bellingham)
by the end of the 1880s Lynden, Washington Territory was enjoying prominence and success

FEDERAL EFFORT TO COMPENSATE FOR THE RACIAL HATRED PASSES CONGRESS

Eventually Congress appropriated \$276,619.15 -- October 19, 1888
to compensate for the property losses of Chinese residents in the United States
because the individuals affected were scattered up and down the coast and were in China
their money was paid to the Government of China -- the actual victims never saw a dime
Chinese laborers would not soon be back in the Northwest
entrepreneurs and workers who would be needed in growing industries
such as fishing, timber and mining, and on the farms of Western Washington were lost

SPOKANE FALLS IS SERVED BY ANOTHER SHORTLINE RAILROAD

Spokane Falls and Idaho Railroad (SF&IRR) was incorporated -- October 23, 1886
13.3 miles of track passed through Hauser Junction and on to Coeur d'Alene City. Idaho Territory
(SF&IRR laid a second line of track under a contract with the Northern Pacific Railway
this route stretched north from Spokane Falls 140 miles through Mead, Deer Park, Summit,
to Colville and on toward a projected smelter at Northport south of the international border
sixty-five miles of the route were beside water [1889]
SF&IRR was later absorbed by the Northern Pacific Railway)

WORK STOPS ON THE NORTHERN PACIFIC RAILWAY SWITCHBACK OVER THE CASCADES

Series of zigzag tracks clung to the side of the mountain up Stampede Pass
from both the east and west sides of the Cascades
three switchbacks were built on the east side and two on the west side
to ascend and descend the pass
a mile of solid log cribbing, three-quarters of a mile of snowsheds and thirty-one trestles
also were required
trains were shuttled back and forth up the mountain pass until the summit was reached
a great double horseshoe track was laid across the summit of Stampede Pass
Construction was plagued by snowfall forty feet deep at the summit -- autumn 1886
many of the white workers refused to work but many of the Chinese laborers went on working
by creating air shafts and access tunnels, they worked and lived completely under the snow
between 500 and 1,000 Chinese workers were killed by rock and snow avalanches, falls
and other accidents
work was finally suspended [during the winter months]

OREGON RAILWAY AND NAVIGATION COMPANY LEASES PART OF ITS TRACK

Oregon Railway and Navigation (OR&N) Company's management decided to evaluate the line

from Umatilla, Oregon on the Columbia River to Huntington, Oregon on the Snake River
they found significant problems

this entire line was leased to the Union Pacific Railroad -- November 1886
(OR&N completed a branch line from Pendleton, Oregon to Walla Walla, Washington (1887))

TERRITORIAL LEGISLATURE PASSES A NEW WOMEN'S VOTING RIGHTS ACT

Vague wording in the title of the [1883] Washington Territory Suffrage Act
was clarified by the Washington legislators

instead of simply stating that where "his" was used
it was to be construed as "his and her" was replaced

this time the wording stated "[a]ll American citizens, male and female" could vote
This new voting rights act was signed by Governor Watson C. Squire -- November 26, 1886
after again gaining voting rights, women voted for reforms in local elections
they helped to send a Democrat to Congress -- a rarity in Washington Territory
women's votes played a role in enacting local option prohibition outlawing the sale of liquor

ELLENSBURG BECOMES A CITY IN EASTERN WASHINGTON TERRITORY

Ellensburg was incorporated when the Northern Pacific Railway passed through -- November 26, 1886
this town served as home base for most of the men and equipment
being used to lay track both over and through Stampede Pass

PERIOD OF INCREASING LABOR UNREST AND STRIKES HITS WASHINGTON TERRITORY

Federation of the Organized Trades and Labor Unions of the United States and Canada
changed its name to the American Federation of Labor (AFL) -- December 8, 1886
Samuel Gompers led the organizational effort

SAMUEL GOMPERS LEADS THE AMERICAN FEDERATION OF LABOR (AFL)

Samuel Gompers had been a cigar maker and organizer for the cigar-makers' union
he became the first successful and powerful leader of unionized working people
Gompers believed only skilled workers should be organized into the American Federation of Labor
these workers were organized into the AFL based on their trade

AFL leadership argued over including women, blacks and unskilled workers
before deciding against representing any of these

Samuel Gompers served as the leader of the American Federation of Labor (AFL) for forty-one years
he moved the organization toward the goal of improving the life of working people

AMERICAN FEDERATION OF LABOR (AFL) REPRESENTS SKILLED WORKERS

AFL was the least radical, most stable middle-of-the-road union in America at that time
its organization was democratic in that it represented the wishes of local members

each union local was autonomous

it paid a few cents per member to finance the national AFL organization
policies and programs were decided by delegates at a National AFL Convention

that also formulated proposed legislation and organized goals for the national union
national leaders represented union locals and their membership
and carried out the convention delegates' decisions

Union strategies stretched beyond company boundaries and across state lines:

- collective bargaining would be used to settle differences with employers
such as to resolve wages, hours, working conditions, and establish work rules;
- strikes (where workers refused to work) would be called until their collective demands were met
union-member pickets patrolled the strike sites:
 - they asked customers not to buy from the plant or store that was being struck;
 - they tried to keep the company from hiring scabs (non-union replacement workers);
 - they encouraged other unions to honor their picket lines
by not crossing to make deliveries or to pick up products

COAL IS SHIPPED OUT OF ROSLYN, WASHINGTON TERRITORY

First miners came from northern, southern and eastern Europe

representing countries such as Italy, Germany, Russia, Poland, Lithuania, Slovenia, Serbia, Croatia,
Ireland, Scotland and England -- December 1886

these immigrants maintained their homelands' traditions
many spoke languages other than English

(many Roslyn residents today are descendants of these immigrant miners)

Roslyn Cemetery is composed of twenty-six individual ethnic and lodge cemeteries
cemeteries vary in size from very small to quite large -- one has only one burial

Coal was shipped out of the Roslyn No. 1 mine -- December 1886

Roslyn No. 1 mine was followed by three more Oregon Investment Company mines in the area

WASHINGTON TERRITORY ENJOYS THEATRICAL ENTERTAINMENT

(John Cort was a stage actor and part of a comedy duo -- Cort and Murphy
together the comedians enjoyed remarkably little distinction

John Cort became a theater manager in Illinois before he headed west
to take over Seattle's Standard Theater -- a box house establishment)

John Cort quickly turned the Standard Theater into the city's leading "Box House"
that is a combination variety theater, saloon and brothel

Cort also pioneered the first "variety act" theater circuit in the world -- 1886
he booked the same act successively into multiple cities

to make it worth their while for entertainers to travel to his remote part of the country

John Cort's circuit extended from San Francisco to Butte, Montana

and included larger towns in Oregon state, Washington and Idaho territories

CITY OF SPOKANE FALLS WAS A LIVELY PLACE

School records for the term ending December 24, 1886

showed 503 pupils enrolled with an average daily attendance of 380

seven teachers were employed and these were paid a combined \$550 a month

which included janitor's fees and rent for some primary school buildings

Spokane's Joy Opera House on the northeast corner of Post Street and Riverside

saw the successful production of W. S. Gilbert and Arthur Sullivan's

H.M.S. (His Majesty's Ship) Pinafore -- 1886

it also was the scene of a charity ball -- December 1886

ladies attended in Mother Goose costumes

TACOMA LIGHT AND WATER COMPANY BEGINS TO GENERATE ELECTRIC POWER

Tacoma's power came from a hydroelectric plant

connected to the drinking-water supply from Galliher Creek

Not to be outdone by their Seattle rivals, Tacoma's private utility company ordered 600 light bulbs

from Thomas Edison's agents Sidney Mitchell and F. H. Sparling

Tacoma paid \$12 a month for each streetlight

Tacoma's streets were illuminated for the first time as lamps were placed into service

on Pacific Avenue -- December 26, 1886

(service expanded for three-quarters of a mile along Pacific Avenue [January 3, 1887]

service was erratic until [January 1889] when a new generator came online)

PACIFIC NORTHWEST FACES ANOTHER GRIM WINTER

Despite its booming mines, large segments of the Northwest's economy felt the effects

of the economic doldrums the nation had experienced for several years

overcapitalized ranches on the high plains were destroyed by the fierce winter

which ended the export market for cattle Washington Territory and Oregon -- 1886-1887

wheat prices sagged lower and lower

until the cost of shipping a bushel of grain three hundred miles

equaled what the farmer received for the same bushel at market

WASHINGTON NATIVE AMERICANS SUE THE STATE TO KEEP THEIR FISHING RIGHTS

Northwest Indians had long depended on the salmon harvest as a major source of food and wealth

salmon harvest for the Columbia River alone was estimated at 43,000,000 pounds yearly

United States government entered into a series of treaties with the Indians of Washington Territory

Territorial Governor Isaac I Stevens in the Medicine Creek Treaty [1854] agreed Indians had rights

“The right of taking fish at all usual and accustomed grounds and stations is secured to said Indians in common with all citizens of the Territory, and of erecting temporary houses for the purpose of curing the same; together with the privilege of hunting, gathering roots and berries, and pasturing their horses on all open and unclaimed lands. Provided, however, That they shall not take shell-fish from any beds staked or cultivated by citizens; and provided, also, that they shall alter all stallions not intended for breeding, and keep up and confine the stallions themselves.”⁴⁶

Initially, the federal government honored its treaties with the Indians

but as an ever increasing numbers of settlers moved into Washington Territory

native fishing rights were increasingly infringed upon

there were more than forty salmon canneries on the Columbia River [1883]

three salmon canneries were established on Puget Sound [1894] and twenty-four in [1905]

new fishing techniques prevented salmon from reaching the tribal fishing areas

United States Indian Agent and several members of the Yakima tribe filed suit in territorial court

to enforce their right to off-reservation fishing locations -- *United States v. Taylor*

settler Frank Taylor had fenced off his land claim

in the process he prevented Yakima Indians from accessing their traditional fishing grounds

trial court ruled in favor of Taylor but the Supreme Court of the Territory of Washington

held the Yakima Indians had reserved their rights to fish by signing a treaty -- January 25, 1887

Frank Taylor's land claim did not send the Indians' right to fish in their usual places

(this launched a legal form of resistance that would endure for more than a century)

U.S. SENATE TAKES UP THE ISSUE OF WOMEN'S SUFFRAGE

For the only time in the Nineteenth Century Congress the U.S. Senate took up Women's suffrage

joint resolution (Senate Resolution 5) proposed an amendment to the U.S Constitution

extending the right of women to vote and serve on juries

this proposal required a two-thirds favorable vote in both houses of Congress

and ratification by three-fourths of the state legislatures to amend the Constitution

vote in the United States Senate resulted in the defeat of a proposed Amendment

thirty-four "Yea" to sixteen "No"

with twenty-five members were recorded as absent -- January 25, 1887

PRESIDENT GROVER CLEVELAND RESPONDS TO COMPLAINTS INVOLVING RAILROADS

Political reformer President Cleveland angered the railroad directors and investors

by ordering an investigation of western lands they held through government land grants

because the railroads had failed to extend their lines according to agreements

he forced them to return 81,000,000 acres of public land which returned to the public domain

⁴⁶ Medicine Creek Treaty December 1854.

WOMEN LOSE THE RIGHT TO SERVE ON JURIES IN WASHINGTON TERRITORY

For a third time the Washington Territory Supreme Court took up the issues of women jurors

(first case had been *Rosencrantz v. Territory of Washington* [1884]

second case had been *Hays v. Washington Territory* [1884]

both had upheld the right of women to serve on juries in Washington Territory

Harland v. Territory of Washington provided a third court challenge -- 1887

Jeff J. Harland was charged with conducting a swindle game in Tacoma

Justice John P. Hoyt had presided over the original trial in Tacoma

so he did not hear the appeal to the Territorial Supreme Court

Justice George Turner writing for the majority overturned Harland's conviction -- February 3, 1887

Turner further noted the Territorial Supreme Court had granted women the right to sit on juries

however, both justices John P. Hoyt and Roger Greene who had ruled

in both *Rosencrantz* and *Harland* were about to retire

and their decision did not establish property rights for women

Justice Turner wrote: **“From the earliest period in the history of the common law, jurors, grand and petit, have been composed of men. The language of the *venire facias* was that they be *liber et legalis homo*, and according to Blackstone, ‘under the word *homo*, though a name common to both sexes, the female, however, is excluded, *propter defectum sexus*.’ When legislators have prescribed the qualifications of jurors, the requirement that they should be males has always been implied. ... Whatever may be thought of the propriety of making females voters, there is but one opinion among the great mass of the people, male and female, concerning the imposition on the latter of jury duty, and that opinion is firmly and unalterably against such imposition. The legislature which passed the suffrage act, coming from the people, and representing their sentiments, cannot be supposed to have intended the accomplishment of that which the people so universally disapprove, and it is fair to suppose that they would have expressly limited the effect of their act if they had foreseen the lengths to which it would be attempted to carry it.”**

Justice Turner suggested that the legislature could re-enact a women's suffrage law

if it was reckless enough to insist on a law

that **“...many men and women believe [to be] so disastrous.”**

Justice Roger Greene, as a reminder that he had not yet retired, issued a one sentence dissent:

“From all that is decisive, and from much that is not decisive, in the very able opinions just read by Messrs. Associate Justices Turner and (William) Langford, I totally dissent, and will in due time, if circumstances admit, file a dissenting opinion.”⁴⁷

INTERSTATE COMMERCE ACT PASSES CONGRESS

Interstate Commerce Act passed Congress -- February 4, 1887

it was designed to address the issues of railroad abuse and discrimination in applying shipping rates

⁴⁷ *Jeff J. Harland v. Territory of Washington*, Supreme Court of the Territory of Washington, February 3, 1887, P. 15.

it required shipping rates to be “reasonable and just”

secret rebates to favored shippers or pools of shippers were outlawed
and rates had to be published

price discrimination against small markets was made illegal

Alleged attempts by railroads to obtain influence over city and state governments
and the widespread practice of granting free transportation in the form of yearly passes
to opinion leaders (elected officials, newspaper editors, ministers)
to dampen any opposition to railroad practices were addressed

This act granted the Interstate Commerce Commission power to investigate abuses and call witnesses
but it lacked the government funding to accomplish its lofty goals

this effort to regulate railroads established a commission which, in fact, exerted little control
over the transportation industry

(later presidents would assure that reform would not go too far
by appointing pro-railroad commissioners

Interstate Commerce Commission was dissolved by act of Congress [December 31, 1995])

CONGRESS PASSES THE INDIAN GENERAL ALLOTMENT ACT

Indian Reservation land was collectively owned by members of the tribes living there
in the aftermath of military conflicts like the Battle of Little Big Horn [1876]
and the Nez Perce Retreat -- 1877

Congress and reformers alike showed renewed interest in individual Indian land ownership
this would advance the assimilation of natives into American life
or so it was suggested

policy makers and reformers alike began to promote “allotment in severalty”

that is, a division of Indian reservations into individually owned parcels

unallocated lands would be offered for sale as a final solution to the “Indian problem”

Indian General Allotment Act passed Congress -- February 8, 1887

better known as the Dawes Severalty Act it sought to integrate Indians into American society
under the terms of the act the president could use his discretion

to identify which reservations would undergo allotment in severalty

original legislation gave each tribal member 160 acres of land to farm

while the remainder of the reservation’s land would be turned over to white settlement

President Grover Cleveland decided to apply the Dawes Severalty Act to the Okanogan Reservation
each tribal member who be allocated 160 acres of land to farm

while the remainder of the reservation land was opened for general settlement --1887

CONGRESS PASSES THE COMPULSORY INDIAN EDUCATION ACT

Educators of Indian children had quotas to fill

considerable pressure was exerted on Indian families to send their youngsters to boarding schools

beginning when the child was six years old

if parents refused to send their children to school, authorities could withhold annuities or rations or send them to jail

Many Indian parents were uncomfortable having their children sent far away from home once their children were enrolled in a distant boarding school

parents lost control over decisions that affected them

some parents feared having their children taken to boarding school because they knew

that diseases such as tuberculosis and influenza took the lives of many Indian students

sometimes they hid their children or denied being Indian

however, some parents willingly sent their children to boarding schools to get an education or to escape poverty

Indian children's contact with their families often was limited to summertime

however, requests for holiday leave could be denied by the superintendent for almost any reason

many students were sent to homes near the school to learn how to be "civilized"

that is, to be maids or farmhands

fear and loneliness caused by the early separation from family was a common experience

shared by all former students

CARLISLE INDIAN INDUSTRIAL SCHOOL BECOMES A MODEL FOR INDIAN EDUCATION

Compulsory Indian Education Act provided funding for more Indian boarding schools

Carlisle Indian Industrial School in Carlisle, Pennsylvania became the model

To carry the plan for assimilation of Indian students, boarding schools forbade the cultural identity of children by doing away with all outward signs of tribal life:

- children were not allowed to speak their native languages,
- child's hair, which probably been growing uncut since birth, was cut off or trimmed depending on the child's gender,
- each child received new "white" name including a surname (last names)

strict rules and directives established by the Bureau of Indian Affairs were practiced

students marched to and from classes, meals, and dormitories

order, discipline and self-restraint were all prized values of white society

and were thought to make a person "civilized"

punishment was applied even for minor violations like speaking one's Native language

penalties consisted of confinement, kneeling in prayer, being deprived of privileges or food, and corporal punishment (spanking with a paddle or switch)

OKANOGAN COUNTY REQUESTS FEDERAL RECLAMATION ASSISTANCE

Rainfall in Okanogan County is less than thirteen inches a year

Federal Reclamation Activities began in Washington in Okanogan County -- 1887

to assist farming, water was diverted from Salmon Creek

this small project proved the value and practicability of irrigation
farmers, seeing that irrigation projects would be too large a project for private financing
petitioned the Federal Reclamation Service for assistance
Federal reclamation activities for Washington Territory began on the Colville Indian Reservation
in Okanogan County -- 1887
when President Grover Cleveland selected that land for allotment in severalty
remainder of the reservation was opened for general settlement

WORK BEGINS AGAIN ON THE NORTHERN PACIFIC SWITCHBACKS UP STAMPEDE PASS

As spring approached Northern Pacific Railway survey and track crews again got underway
much of the track that had been hastily laid on frozen ground (the previous autumn)
had to be replaced after the first thaw
There were 500 whites and 300 Chinese at work on extending the rail line on the West side
of the NPRY Cascade Division from Tacoma to the Stampede Pass summit -- March 28, 1887
On the east side of Cascade Mountains high up on the east side of Stampede Pass
500 Chinese shovelers, worked in eight hour shifts to chop their way
through the forty-foot deep snow drifts
closely following them, 200 whites completed the trestle bridges and laid tracks as they went

WASHINGTON TERRITORY RECEIVES A NEW TERRITORIAL GOVERNOR

Republican Territorial Governor Watson C. Squire was replaced
Democrat Eugene Semple was appointed Washington's thirteenth territorial governor
by Democratic President Grover Cleveland -- April 9, 1887
Governor Semple, a former newspaperman and lumberman,
had applied for the position [in 1885] but the appointment process consumed more than two years
as various political factions deluged Cleveland with petitions supporting Semple or his rivals
Semple's two-year term coincided with a period of turbulence and expansive territorial growth
an additional 95,000 people arrived in Washington Territory between 1887 and [1889] alone
raising the territory's population to more than 250,000 people
one in three new residents settled in Seattle, Tacoma, or Spokane
Many of the new immigrants were miners
whose demands for better working conditions and union recognition
led to additional violence in the coal mines of the Cascade Mountains
Territorial Governor Semple deplored the use of company strikebreakers,
but when called upon he refused to intervene forcefully on the workers' behalf
Semple made a sharp distinction between the interests of white workingmen and Chinese laborers
he thought of the Chinese as members of a "non-assimilating race"
during his efforts to gain the governorship and during his administration
he refused to condemn anti-Chinese rioters

even though he asserted the Chinese had a right to remain in Washington Territory
In addition to labor unrest, Territorial Governor Semple had to deal with other problems
he convinced the United States Congress and Interior Department to fund
an expansion of the territory's elementary school system and a school for delinquent youth
as well as construction of a new penitentiary and insane asylum

CHINESE LABORERS ON STAMPEDE PASS REACT TO THEIR POOR WORKING CONDITIONS

Some 15,000 Chinese in all worked to clear the land across Stampede Pass
they constructed bridges and laid down thousands of miles of railroad track
when there were not enough Chinese to do the work, shiploads were recruited from China
when the men got off the boat from China they were sent directly to the work sites
Irish immigrants were also heavily recruited
Chinese workers building the switchback route over Stampede Pass faced harsh conditions
near Sunday Creek strong winds ripped trees from their roots and sent them flying in all directions
a huge tree fell across a tent occupied by sleeping Chinese laborers killing nine
and injuring four others -- April 1887 (*Tacoma Ledger* newspaper)
Although Chinese hiring agents convinced the frightened survivors to stay their grievances festered
trouble began when a white foreman ordered some Chinese laborers
to camp higher up on the mountainside where the only shelter was an old log cabin
commotion broke out in the Chinese camp -- morning of April 11, 1887
workers tied a hated labor procurer to a tree and thrust a large knife into his back
white security guards protecting the camp intervened and a full-scale riot broke out
guards, forced on the defensive, opened fire killing one Chinese laborer
and wounding five others
Chinese laborers dispersed -- but 300 quit and made their way south
to work on a still not completed Oregon and California Railroad
along the Willamette River from Portland, Oregon
as track was laid from Roseburg, Oregon toward Sacramento, California

SWITCHBACK TRACKS REACH THE SUMMIT OF STAMPEDE PASS

Northern Pacific Railway track laying crews continued to lay switchback tracks up the Cascades
they worked between vertical walls of snow
until they reached the summit of Stampede Pass -- April 18, 1887

OREGON AND WASHINGTON TERRITORY RAILROAD SERVES SOUTHEAST WASHINGTON

Oregon and Washington Territory (O&WT) Railroad was incorporated -- May 4, 1887
to build from Wallula, Washington Territory to Pendleton, Oregon
O&WT was led by George Washington Hunt of Walla Walla but the primary financial backer
was Northern Pacific Railway (NPRY) director Charles Wright

O&WT was an independent company but was regarded as friendly to the Northern Pacific Railway
laying of track to link Wallula with Walla Walla quickly began

(when completed, the O&WT would link Wallula with Walla Walla through Dayton,
and Farmington and on to Spokane)

several branch lines in the area were constructed and several others were graded and surveyed

At the time the Northern Pacific Railway (NPRY) was involved in a complicated legal battle
with the Union Pacific Railroad (UP) to serve this region

NPRY backed the OW&T in order to gain a foothold into UP territory

(when the O&WT ran low on capital it was reorganized
as the Washington & Columbia River Railway)

OREGON AND CALIFORNIA RAILROAD IS SOLD

Oregon and California Railroad (O&C) was to run from Portland beside the Willamette River
to the Siskiyou Mountains and continue on to Sacramento, California

O&C was provided a land grant that included all odd-numbered sections of the Public Domain
within twenty miles of each side of the proposed railroad line

if this land was already homesteaded or otherwise claimed

O&C was allowed to extend their claim of unoccupied land to thirty miles from the rail line

total acreage of the Oregon portion of the land grant was 3,728,000 acres

three conditions were placed on the to the company regarding disposal of the lands granted:

- land had to be sold to bona fide settlers,
- no more than 160 acres could be sold to one individual,
- land could not be sold for more than \$2.50 per acre

Bankrupt Oregon and California Railroad and its very large land grant was acquired

by the Southern Pacific Railroad Company -- May 12, 1887

both railroad companies violated all three conditions of the land-disposition rules

but these activities went uncontested [until 1903]

Southern Pacific Railroad completed the route to Sacramento, California -- 1887

FIRST PASSENGER TRAIN ARRIVES IN VANCOUVER, BRITISH COLUMBIA

Port Moody, British Columbia had been selected by Canadian Pacific Railway (CPR) officials
as the Pacific coast terminus for their railroad

however, the harbor facilities there proved to be inadequate

Canadian Pacific Railway track was extended eleven miles west

to a small collection of sawmills and shacks called Granville (today's Vancouver, B.C.)

which was chosen to be the site of the new railway terminal

Engine 374 pulled the first passenger train into Vancouver, British Columbia -- May 23, 1887

NORTHERN PACIFIC SWITCHBACK ROUTE OVER STAMPEDE PASS IS COMPLETED

Northern Pacific Railway's Cascade Division Stampede Pass temporary route using a series of switchbacks, horseshoe curves and towering timber trestles was completed as the last spike was driven -- June 1, 1887

NORTHERN PACIFIC RAILWAY USES THE WORLD'S LARGEST STEAM LOCOMOTIVES

At one point the grade reached a staggering 5.6% to conquer its main line switchbacks over the Cascade Mountains the Northern Pacific Railway ordered the heaviest steam locomotives ever built in America (to that time)

To surmount the steep grade on both sides of the mountains trains were limited to a mere five cars two Baldwin decapods (ten-wheeled engines) were required despite their size, the steep grades meant one locomotive was stationed at each end of a five-car train to pull and push the cars over the Stampede Pass summit each steam locomotive had specially designed water brakes these huge locomotives were stationed on the route over Stampede Pass at Easton and Weston, Washington Territory

Easton on the east side of the Cascades became a small railroad town where helper engines were added at the start of the grade leading to the summit or removed on the return trip down the east side

Weston, a small railroad town on the west side of the Cascades, served the same purpose

NORTHERN PACIFIC RAILWAY CASCADE BRANCH SWITCHBACK ROUTE IS OPENED

First experimental train successfully passed over the switchback tracks -- June 6, 1887

two great Baldwin Decapods, Nos. 1 and 2, pounded their small driver-wheels on sanded rails as they pushed and pulled their five-car train over the Cascade Mountains

Crews drew hazard pay for running the huge locomotives typically, trains took an hour and fifteen minutes to traverse the eight-mile-long section of track every other car had a brakeman riding on the rooftop

Charles R. Wood, a brakeman, wrote of his experience during a crossing of Stampede Pass: **“Going up the grade was bad enough, but coming down again was a real hair raiser. Even a momentary loss of control could result in a runaway and disaster.”**⁴⁸

This difficult Stampede Pass switchback route was operated successfully for over a year while construction continued on the Stampede Pass Tunnel through the Cascade Mountains this treacherous climb and descent had a remarkable safety record

only one slight accident occurred to an engineer at Switch No. 2 when he was slightly bruised by the edge of the snow shed covering the tail end of the switchback (Even after the completion of the Stampede Pass Tunnel

⁴⁸ Charles R. Wood, *The Northern Pacific: Main Street of the Northwest, A Pictorial History*, P. 77..

switchback route was reopened for brief periods in the [1890s]
as maintenance work was carried out on the tunnel
very little remains to of the epic struggle to link Eastern and Western Washington
as the switchback grades have been almost entirely obliterated by access roads to power lines)

CHINESE WORKERS ON STAMPEDE PASS ARE COMEMORATED

Influential American journalist Oswald Garrison Villard summed up the Chinese contribution on the Northern Pacific Cascade Division construction effort as follows: **“I want to remind you of things that Chinese labor did in opening up the western portion of this country. ...[They] stormed the forest fastness, endured cold and heat and the risk at hands of hostile Indians to aid in the opening up of our northwestern empire. I have a dispatch from the chief engineer of the Northern Pacific telling how Chinese laborers went out into eight feet of snow with the temperature far below zero to carry on the work when no American dared face the conditions.”**⁴⁹

UNION ORGANIZING SWEEPS THE UNITED STATES

To spread the available jobs around and put more people to work
American Federation of Labor (AFL) members demanded an eight-hour workday
with no reduction in pay
it was argued an eight-hour day would restore to working people
their fair share of national wealth
unions hoped to gain the eight-hour day through negotiations with business managements
if these negotiations failed, the AFL would call the nation’s first strike
National Knights of Labor leadership was opposed to strikes
but many local Knight union members did support the AFL effort
Huge union parades and mass meetings were held nation-wide
more than 150,000 workers won shorter hours without striking
another 42,000 won by successful strikes
many more workers won nine-hour workdays
Small labor unions in Seattle united with the American Federation of Labor -- 1887
but not to gain an eight-hour day
instead they demanded immigrants, primarily Chinese,
be stopped from taking the jobs of union members
anti-immigrant demands were ignored by most union affiliates across the country

COMPANIES RESIST GAINS MADE BY UNION MEMBERS

Many major newspapers were supported by their business advertisers
it was predicted violence and revolution would follow if there was a strike or strikes

⁴⁹ Richard A. Greenwald, *Exploring America's Past: A Reader in Social, Political and Cultural History, 1865-Present*, P. 36.

newspapers spread a fear of union activities throughout the nation
women were expected to work for less pay and quit when they married

EMPLOYERS ORGANIZE A RESPONSE TO UNION DEMANDS

Union breaking strategies were used by companies:

- Yellow Dog Contract -- employees were forced to sign contracts that forbid union membership
- Black List -- names of union activists or members were collected
and exchanged with other employers
employers then refused to hire blacklisted workers

Strike breaking strategies were developed by companies:

- lockout -- workers were prevented from entering their workplace
factories or stores are closed
management refused to talk to represented workers or labor leaders
- during a strike management hired “scabs” (strikebreakers) who replaced striking workers
- court injunctions were issued by judges to force strikers involved in a legal action (strike) either:
-to do something (return to work)
-or refrain from doing something (maintain a picket line)

BATTLE FOR THE WEST COAST SALMON FISHERY EXPANDS

At the same time Washington and Oregon commercial fishers led by Ilwaco gillnetters
continued their battle against fish trap operators over fishing rights on the Columbia River
gillnetters hired armed guards to destroy fish traps

Governor Eugene Semple called out Washington Territory’s militia to stop the vigilantes
and protect the property of fish trap owners

Salmon Wars of 1887 was settled when Governor Semple negotiated a peaceful armistice
however, the incident exposed the danger of private armed forces confronting one another
as well as inadequacies in the territory’s own official armed forces in resolving local disputes
Washington’s militia suffered from a lack of supplies, training and a clear chain of command

Territorial Governor Semple struggled with the militia throughout his time as governor
at times he was undermined by his own officers in such serious matters as troop deployments

EFFORTS ARE MADE TO BRING DIRECT DEMOCRACY TO THE UNITED STATES

Progressives believed the Republic (that is voters elect representatives to make political decisions)
system of government was corrupt

examples of abuse of political power were blatant and obvious to those who were concerned
government, railroads, public education, medicine, finance, insurance, industry, churches
and many other areas were cited as needing reform

Changing the Republic form of government to a Democratic form of government in which voters
were empowered to make political decisions directly rather than through representatives

was one purpose of the Progressive Era [1890-1920]

many activists including socialists, communists and anarchists joined to reform government

UTOPIAN MOVEMENT ARRIVES IN WASHINGTON TERRITORY

Utopia is an ideal and perfect place where everyone lives in harmony

all decisions and actions are for the good of everyone

Striving to develop utopian communities has a fairly strong tradition in America

Pilgrims' arrival at Plymouth and their desire to set up a "city upon a hill" was an early example
their motivation for leaving England was to set up a model society based around Puritanism

Puritans wanted to "purify" the Church of England

by following intensely strict religious principles

they hoped they would be recognized by England as the "correct" way of living
based on the "correct" religion

ultimately they wanted nothing less than to change English society

over 150 years later the Mormon migration to Utah to escape persecution

was based on at least some desire for a utopian community founded on religious beliefs

Mormons hoped to live according to their own principals

other efforts were New Harmony, Illinois [1824] and Brook Farm, Massachusetts [1841]

although these endeavors were much smaller and had less impact

Reasons behind the development of communes changed during the 1880's

previously, religion served as the primary motivator

but following Edward Bellamy's influential book *Looking Backward* [1888]

political beliefs increasingly served as the basis for establishing communes

in his book, Bellamy took a Rip Van Winkle approach to describe

what a possible future of America would be like if socialism was allowed to flourish

this encouraged some radicals to develop what were referred to

as Bellamy or "Nationalist" clubs -- many of which eventually set up communities

PUGET SOUND COOPERATIVE COLONY BEGINS NEAR PORT ANGELES

Puget Sound Cooperative Colony (incorporated in Seattle the previous month) moved its headquarters
to the small settlement of Port Angeles on the Olympic Peninsula -- June 1887

where its founder, leader and president, Seattle attorney George Venable Smith,

envisioned establishing an ideal collective community as suggested by Edward Bellamy

Colony leaders paid \$15,000 for twenty-five blocks located a short distance east of Port Angeles

they also acquired 200 acres of timberland in the bargain

Dozens of idealistic and energetic utopian adherents were soon living at the colony site

these were Socialists who advocated:

- collective ownership and administration of both the means of production
and the allocation of resources,

- and equal access to the natural resources for all individuals,
 - with compensation based on the amount of personal labor expended

most Socialists believed capitalism unfairly concentrated power and wealth and that wealth was acquired through exploitation

capitalism created an unequal society and did not provide equal opportunities for everyone

Port Angeles Socialists gave equal rights to women

they stated women had a right to a full day's work with pay equal to a man

FIRST SCHEDULED PASSENGER TRAINS CROSS STAMPEDE PASS

Northern Pacific Railway had made progress available in Washington Territory

track from Spokane Falls to Pasco was in place

wooden and steel bridge was constructed across the Columbia River at Pasco

Northern Pacific Railway's switchback route over Stampede Pass opened for passenger service

Tacoma saw the first passengers leave the station to travel east -- 1:45 P.M. July 3, 1887

first inbound passenger train to arrive in Tacoma from Stampede Pass arrived -- 7:15 P.M. July 3

it was seven hours late

WASHINGTON TERRITORY IS LINKED WITH THE UNITED STATES BY RAIL

Cascade Division connected Puget Sound with the Yakima Valley though Stampede Pass

at last Tacoma was linked directly with Spokane Falls and thus Duluth, Minnesota

Portland no longer dominated Western Washington's economy

Tacoma celebrated the completion of its transcontinental railroad for a second time -- July 4, 1887

celebrants built a grandstand (where Stadium High School stands today)

President Grover Cleveland was invited to speak but the celebrants had to settle for

newly appointed Territorial Governor Eugene Semple who gave his usual uninspiring speech

Tacoma newspapers claimed eighteen thousand visitors came to town

(this suspicious figure was more than the combined populations of Seattle and Olympia)

none-the-less, festivities lasted for three days

SEATTLE, LAKE SHORE AND EASTERN RAILROAD (SLS&E) EXPANDS

After the successful completion of a Seattle to Ballard link [1885] Judge Thomas Burke's

and prominent Seattle lawyer Daniel Gilman's Seattle, Lake Shore and Eastern Railroad (SLS&E)

began new construction east from Seattle's station at Columbia Street and Western Avenue

along the northern shore of Lake Washington near the old wagon road

(following today's Burke-Gilman Trail through today's Lake Forest Park and Bothell)

and along a slough to what became known as Woodinville Junction

transportation costs from Seattle to the junction were greatly lowered

when the SLS&E line was completed -- 1887

SLS&E was expected to continue eastward from Woodinville Junction to Spokane

to connect with the Northern Pacific Railway transcontinental line

MINING BOOMS EAST OF THE CASCADE MOUNTAINS

Simeon G. Reed purchased the claims and the Helena Concentrating Company reduction plant (which had been built on the Sullivan side of Milo Gulch [September 1885]) for a total of \$750,000

Reed in partnership with his secretary Martin Winch and Noah Kellogg incorporated

Bunker Hill and Sullivan Mining and Concentrating Company in Oregon -- July 29, 1887

Mining east of the Cascades came of age with the use of machines

Reed and his partners depended on cheap transportation between the mine and the reduction plant and then on to markets hundreds of miles away

railroads held the key to profits -- short lines branched out from the Northern Pacific trunk line

Spokane Falls took an early lead in this effort building branches to Coeur d' Alene

and the promising area near Colville and Okanogan country

Colville became the supply post for miners in the northern Inland Empire

NEW STATES ARE BLOCKED FROM ENTERING THE UNION

Washington, Montana, and Dakota territories all aspired to join the Union

completion of the Northern Pacific Railway's Cascade Branch line

produced rapid growth in the Puget Sound region

property value jumped four fold in less than a year

United States House of Representatives and U.S. Senate were closely split by the two political parties

Democrats narrowly controlled the national House of Representatives

Republicans narrowly controlled the U.S. Senate

Possibility of adding new senators and congressmen of unknown political affiliation

greatly bothered Congress because control would be in doubt

as a result, all efforts toward admission to the Union were ignored by the federal government

CONTROL OF THE IDAHO PANHANDLE CONTINUES UNDER DISPUTE

After Congress's attempt to annex the Idaho panhandle to Washington Territory [1886]

was vetoed by President Cleveland

political leaders of Washington Territory next attempted to expand their own boundary

to include the Idaho panhandle

it was noted the population increase would speed statehood for Washington

Idaho's legislature realized that if the panhandle was annexed to Washington Territory

(as had been proposed the year before) then Idaho might cease to exist

with this new insight, the Idaho Legislature reversed its position -- 1887

they petitioned Congress to leave Idaho intact

HENRY VILLARD RETURNS FROM EUROPE

Departure of Henry Villard [1883] as the corporate president of the Northern Pacific Railway (NPRY) had brought only temporary relief from the company's financial problems
cost of building across the Cascade Mountains brought increased tension and infighting within the Northern Pacific Railway's management
soon trouble with funding and revenue-building was as bad as before
spur lines were built from the main east-west trunk line to develop more business
but these projects only added to the financial strains on the company
settlement of the Pacific Northwestern did not progress rapidly enough
to bring in sufficient revenue to save the railroad from bankruptcy

Henry Villard was remembered not only as a man with great knowledge of railroads, but also as a communicator and consensus builder
increasingly, he was called upon to arbitrate between the different factions of the company
still it came as a surprise to many when the NPRY board asked Villard
to resume the management of the company once again -- September 15, 1887

Henry Villard's task at the Northern Pacific Railway (NPRY) was not an easy one
he raised an additional \$5 million with new investors in Germany
he saved the Oregon & Transcontinental Company -- the NPRY's holding corporation
and its subsidiary the Oregon Railway and Navigation Company
(As a member of the railroad's board of directors Villard for the next two years
attempted earnestly, but unsuccessfully, to resolve the clashing interests
of the various cities and transportation companies of the Pacific Northwest
Oregon Railway and Navigation Company, the Oregon and Transcontinental Company,
the Union Pacific Railroad and the Northern Pacific Railway
duplicating lines took off in every direction in competing efforts to achieve supremacy
his failure led to his retirement from the Oregon Railway and Navigation Company
although, after a brief interval, he continued as chairman of the Northern Pacific [until 1893]
when his railway career came to an end)

FATHER CATALDO WANTS TO BEGIN A COLLEGE FOR CATHOLIC INDIANS

Father Joseph Cataldo had begun his missionary work in the Spokane Falls area [1865]
he recognized that if the Jesuits were to continue their Indian mission work
they must to build a catholic school and college for the most academic Indian boys in the area
Father Cataldo informed Rome of his idea and indicated that if such a school was not begun soon
forty years of missionary work would be wasted

Local leaders were extremely excited about the idea of a college
but they expected it to be a college for white students -- not for Father Cataldo's Indian students
none-the-less Gonzaga College was built
(During his lifetime Father Cataldo, the Catholic educator and visionary,

had suffered from many privations and narrow escapes
he served as Superior General of Rocky Mountain Missions for sixteen years
this great leader died while on a mission at Pendleton, Oregon at age ninety-one [1928])

GONZAGA COLLEGE OPENS IT DOORS

Gonzaga was named after St. Aloysius Gonzaga, the Saint of Children
when construction on the original phase of the college was finished about \$30,000 had been spent
Gonzaga held first class was held -- September 17, 1887
Gonzaga accepted children of elementary, high school and college ages
missionary Father Joseph Joset arrived with two Indian boys and tried to register them
Father Joset was told that the school was only for white boys
By the end of the school year the attendance had increased to eighteen boys -- all white
(enrollment grew -- [by 1900] Gonzaga had a church, a new four-story brick hall and 244 students
making it the largest Catholic school in the area)

PUGET SOUND AND GRAYS HARBOR RAILROAD BEGINS OPERATION

Puget Sound and Grays Harbor (PS&GH) was organized by the owners of the Port Blakely Mill
PS&GH was a small shortline railroad with five locomotives, three passenger cars,
eight general freight cars, and seventy-two logging cars
this small railroad was used primarily to transport timber products -- 1887
PS&GH stretched from Kamilche on the southern tip of Puget Sound to Grays Harbor
passing through Elma to Montesano thus placing the railroad
within fifteen miles of Grays Harbor
much of the PS&GH's right of way followed a route that the Northern Pacific Railway desired

COMPETITION FOR THE RIGHT TO PRODUCE ELECTRICITY FOR SPOKANE FALLS BEGINS

Edward A. Fitch's privately owned Washington Power Company [founded in 1885]
owned the first electric generator in Spokane Falls which was housed
in the basement of his Echo Flour Plant
(located where Washington Water Power Company now stands by City Hall)
Sidney Z. Mitchell convinced Spokane businessmen to invest in 1,200 lightbulbs
Spokane businesses pooled their money to form the Spokane Falls Water Power Company
they agreed to use only Edison-patented equipment --1887
and to pay the Edison Electric Light Company thirty percent of its revenues as royalties
Edward A. Fitch's small electric generator located in his Echo Flour Plant
was purchased by the Spokane Electric Light and Power Company
Sidney Z. Mitchell, exclusive agent for the Edison Electric Light Company,
constructed a new 200-horsepower hydroelectric power generating station at Spokane Falls
in a bay near the end of the Post Street Bridge

Sidney Z. Mitchell's Spokane Falls Water Power Company power plant supplied enough electricity to extend arc lighting across the Post Street Bridge up to Main Avenue and east to Howard Street (however, within a year the output of the little Spokane Falls plant was insufficient additional power plants were built at Little Falls, Long Lake, Lake Chelan, and other places)

SPOKANE BUILDS A NEW OPERA HOUSE

Harry Hayward replaced the Joy Opera House with the Falls City Opera House located across the street on the southwest corner of Riverside and Post Street -- 1887 at a cost \$250,000 to construct the Falls City Opera House was for many years the largest and finest theater West of the Mississippi River Spokane could brag of a legitimate entertainment palace with a capacity of 800 patrons Opening feature was Giacomo Puccini's four act opera *Manon Lescaut* performed by the Carleton Opera Company Sidney Z. Mitchell's Spokane Falls Water Power Company lit Spokane's first opera performance receipts for the two nights amounted to \$5,000

FARMERS IN THE UNITED STATES FACE SERIOUS PROBLEMS

An exceptional drought caused heavy damage and crop losses -- 1887 falling prices for harvested crops added to the financial crisis in the rural areas Washington Territory farmland decreased in total assessed value from 21% of the territory's wealth to 14% (since the total assessed property in the territory showed a large increase from the previous year spectacular growth in the value of industries, businesses and cities is evident) Machinery replaced urban factory workers forcing them to move into less expensive rural areas as manufactured goods and products increased in volume employers received the benefit of increased production -- but workers did not nationwide two million company employees were forced into unemployment

PUGET SOUND CO-OPERATIVE COLONY GROWS IN NUMBERS

Port Angeles Socialists' efforts were widely publicized by agents who sold subscriptions for building lots at \$140 to \$220 each Some 400 colonists arrived to double Port Angeles's population -- fall 1887 Puget Sound Co-operative Colony published a newspaper -- the *Model Commonwealth* was edited by Mrs. Laura E. Hall Puget Sound Co-operative Colony's population neared that of the existing town of Port Angeles (at the end of eight months, membership had risen to 2,000 with funds of \$50,000) original town became known as the "West End" with the colony referred to as the "East End"

considerable rivalry between the two developed but also many connections were developed
some longtime Port Angeles residents joined the colony
some colonists moved into town when they could not be accommodated on colony property
(over the next few years, colonists constructed Port Angeles' first sawmill, its first office building,
many homes, schools, churches an ornate Opera House
and a hotel on the beach with a communal kitchen and dining room)
(As an experiment in co-operative living, the colony survived for only a few years,
but the energetic and committed settlers it attracted played a major role in the rise of Port Angeles
as the civic, commercial and industrial center of Clallam County)

EMPIRE BUILDER JAMES J. HILL STRETCHES HIS RAILROAD

In Dakota Territory Jim Hill's St. Paul, Minneapolis and Manitoba Railroad
had over 300 miles of track in operation
this line was completed to Great Falls, Montana Territory
St. Paul, Minneapolis and Manitoba Railroad met the year-old Montana Central Railroad
Hill made the younger company an offer
he would provide the financing to construct and equip the line to Helena and Butte
in return for Montana Central's stocks and bonds
Hill and his partners took the first through train from St. Paul to Helena -- November 18, 1887
Northern Pacific Railway watched all of this activity with growing concern

COLUMBIA RIVER IS TEMPORARILY BRIDGED BY THE NORTHERN PACIFIC RAILWAY

Construction on a temporary structure across the Columbia River was completed -- December 3, 1887
Pasco was connected by rail to Kennewick, Washington Territory
for the first time transcontinental trains, which previously had crossed the river by ferry,
were able to run straight through to Tacoma using the Stampede Pass switchbacks
(part of the temporary bridge was swept away by winter ice, but it reopens [April 1888]
Northern Pacific Railway's permanent bridge was in place by [July 1888]
marking the final phase and completion of the transcontinental railroad route)

LIGHTHOUSES ARE ADDED TO THE COAST OF PUGET SOUND

Alki Point (in West Seattle) marked the southern entrance to Seattle's Elliott Bay
this land claim was owned by settler Hans Martin Hanson [purchased in 1868]
who with his brother-in-law, Knud Olson, lit a lamp at night as a service to mariners
post lanterns were usually used until a more permanent structure could be built
Lighthouse Service finally recognized the need for an official light
thus a wooden post held a lens-lantern elevated twelve feet in the air
Alki Point lantern had a large fuel tank encircling the top of the lens
that held enough coal oil to last for eight days

several barrels of fuel were dropped off every six months to fuel the beacon
(an octagonal tower and fog signal was added [1913])

Dofflemeyer Point Light was the southernmost beacon on Puget Sound

located seven miles north of Olympia at Boston Harbor -- 1887

it marked the eastern side of the entrance to Budd Inlet -- an important turning point for ships
this lens-lantern was placed atop a twelve-foot stake several yards off shore

surrounded by tideflats, at high tide the light could only be reached by rowboat
(Lighthouse Service did not replace the lens-light until [1934] when the light
was upgraded to the present-day thirty-foot, pyramidal concrete tower

Dofflemeyer Point was never assigned a formal keeper

instead, local residents were contracted to care for the light and activate the fog signal
until it was automated [1987])

Browns Point Light marked the eastern side of the entrance to Commencement Bay

which leads from Puget Sound to the port of Tacoma

lens-lantern was placed atop a post -- December 12, 1887

at that time Browns Point was considered remote

both the point and the hills above were covered with timber

part of the Puyallup Indian Reservation, the point was owned by an Indian, Joe Douette
contracted light keeper was hired to row to the point weekly to clean the glass, trim the wick
and refuel the tank

(one of the foggiest locations on Puget Sound

one keeper noted the whistle blew for 528 hours straight [1897]

requiring thirty-five tons of coal to be shoveled into the steam boiler
to ease the burden a second keeper and his family was added [1903])

at the same time a fog bell was added

an electrified fog horn [1922] blows about 837 hours a year -- most frequent on Puget Sound)

Point Robinson, located six and a half miles northwest of Browns Point,

on the northeast corner of Maury Island

saw safety improve with the addition of a lens-lantern shining fixed red

it was attached to a twenty-five-foot pole -- December 12, 1887

(this was replaced by a thirty-one-foot wooden tower which held the light)

Point Robinson's picturesque setting and closeness to civilization made it a preferred station
for lighthouse keepers

WASHINGTON TERRITORIAL LEGISLATURE DEALS WITH FREIGHT RATES

Complaints against high fares and freight charges were considered by the legislature -- 1887-1888
several bills were offered to correct this evil

but the boards of trade of Seattle and Vancouver protested saying that legislation at that time
would drive away capital

and crush new local railroads which they depended on to compete with the great railroads instead of passing restrictive laws the legislature, at the suggestion of the two boards of trade, changed the existing railroad assessment law from a tax on the gross receipts to a tax on all railroad property -- in the same manner as on that on individuals except in specific exceptional cases
(When the state constitution was passed [1889] the legislature was given the power to establish “responsible maximum rates” for transportation services)

WASHINGTON TERRITORY NATIONAL GUARD IS FOUNDED

In light of the [1887] “Great Salmon War,” Territorial Governor Eugene Semple was wary of vigilantes imposing their will on the residents of Washington he also was unsettled at the prospect of large territorial militias operating under the command of uncooperative officers who defied government authority
Governor Semple requested the territorial legislature create a National Guard organization to replace the volunteer militia companies
Legislative approval was granted and the Washington Territorial Militia became the Washington Territory National Guard -- January 18, 1888
National Guard units were (and are) paid from the territory’s (state’s) general fund

WASHINGTON TERRITORY LEGISLATURE CLARIFIES THAT WOMEN CAN SIT ON JURIES

In response to Justice George Turner’s [1887] majority opinion in *Harland v. Territory of Washington* that the territorial legislature could re-enact a women’s suffrage law if it wanted women to vote and serve on juries
legislators, who had been elected in part by women voters, passed a new statute to overrule Harland and clarified that all residents of the territory, “male or female,” were entitled to vote -- January 1888
this law limited itself to voting -- it also contained a proviso that **“nothing in this act shall be so construed as to make it lawful for women to serve as jurors.”**⁵⁰

FIRE TAKES THE PORT BLAKELY SAWMILL

In the midst of all of the logging activity a devastating fire burned the Port Blakely mill to the ground -- February 4, 1888
Because winds were blowing onshore, rescuers were able to save shipping in the harbor by moving the logging fleet vessels out into Puget Sound
(Captain William Renton directed every step of the resurrection of his new sawmill which was built on the ruins of the old
he used less combustible material -- heavy timbers and corrugated iron roofing

⁵⁰ Aaron H. Caplan, “The History of Women’s Jury Service in Washington,” *Washington State Bar News*, March 2005, P. 19.

fire extinguishers, a system of water pipes and 850 sprinkler heads were installed)

CHUN CHING HOCK BUYS CHIN GEE HEE IS OUT OF THE WA CHONG COMPANY

Partnership between Chun Ching Hock and Chin Gee Hee was an uneasy one

both men were good businessmen, but Chin Gee Hee wanted to develop

the labor contracting side of the business

rather than focusing on its import-export relationship with China

Chun Ching Hock bought his partner's share in the Wa Chong Company -- 1888

Chin Gee Hee began his own import-export business, the Quong Tuck Company

BLACK PIONEER GEORGE WASHINGTON CARES FOR HIS TOWN

Black pioneer and founder of Centralia George Washington's wife Mary Jane died 1888]

George Washington remained an active civic leader in the town he and his wife had founded

he was known for his willingness to help fellow residents in many ways

including selling property for little money down, offering loans at no interest

and providing work when no other was available

when residents could not afford their mortgage

Washington would buy the properties back and keep the city afloat

EASTERN WASHINGTON TERRITORY IS SERVED BY A NEW SHORTLINE RAILROAD

Central Washington Railroad was incorporated -- March 2, 1888

it operated as a wholly owned subsidiary of the Northern Pacific Railway Company

track extended from Cheney to Connelly, Lakeside, Midway, Four Lakes, Lakewood,

Fairchild, Deep Creek, Hite, Reardan, Mondovi and Davenport -- a total of 41.4 miles

(an additional 46.1 miles of track linked Davenport to Almira, [1889]

Almira was linked to Coulee City with nineteen miles of rail [November 1, 1890]

eventually this railroad was 106.5 miles long in all)

SEATTLE, LAKE SHORE AND EASTERN RAILROAD (SLS&E) SERVICE BEGINS TO SQUAK

Seattle Coal and Iron Company, an entity with close ties to the SLS&E Railroad,

invested heavily in coal fields near the small town of Squak, (Issaquah) Washington Territory

Judge Thomas Burke and prominent Seattle attorney Daniel Gilman's

Seattle, Lake Shore & Eastern Railroad laid additional track from Woodville Junction

thirty-two miles to the coalmining town of Squak

SLS&E's first train arrived in Squak -- March 19, 1888

Seattle Coal & Iron Company began coal mining and shipping by rail from Gilman -- spring 1888

people of Squak benefited greatly from the boom in coal mining that soon followed

Seattle, Lake Shore and Eastern Railroad led by Judge Thomas Burke and attorney Daniel Gilman

built a large wooden depot in the coal mining town of Gilman [1889]

residents were so excited they even renamed their community Gilman
in honor of the Seattle, Lake Shore & Eastern railroad's founder attorney Daniel Gilman
(the town's name was changed again to Issaquah [1899])

WOMEN'S RIGHT TO VOTE IS AGAIN TESTED IN WASHINGTON TERRITORY

After the territorial legislature had again passed a law providing women voting rights [January 1888]
women voted in the next election -- April 1888

all of the votes, both men and women, were counted except for one

Mrs. Nevada Bloomer had her vote challenged in Spokane

Mrs. Bloomer sued John Todd and other Spokane election officials for \$5,000 damages
for refusing to allow her to vote (*Bloomer v. Todd*) -- April 1888

unlike the better-known Amelia Bloomer of Seneca Falls, New York

Mrs. Nevada Bloomer of Spokane was no suffragist

Mrs. Nevada Bloomer's husband owned a tavern

one of the chief opponents of women's suffrage was the alcohol industry

because women were more likely than men to vote for prohibition

John Todd supplied beer to the Bloomer's tavern

thus it was believed the lawsuit was arranged to invalidate women's suffrage

and protect the alcohol industry in Washington Territory

JUSTICE GEORGE TURNER RESIGNS FROM THE TERRITORIAL SUPREME COURT

George Turner became an attorney in *Bloomer v. Todd* defending Todd and the alcohol industry
in opposition to women's voting rights -- April 9, 1888

This case was rushed through court system and reached the territorial supreme court in four months
leaping over more than a few pending cases in the process

SPOKANE FALLS IS QUICK TO ADOPT NEW TRANSPORTATION TECHNOLOGY

Streetcars were a colorful addition to the streets of Spokane Falls

Spokane Fall's first streetcar line was the Spokane Street Railway Company

which was built specifically to sell lots in a new development of houses and mansions

in Browne's Addition a mile from the city on its western edge

Spokane Street Railway Company opened for business -- April 15, 1888

as the city's first streetcar was pulled down Riverside Avenue by a team of horses

this enterprise was an immediate hit

charging a nickel fare, the company paid for itself within eight months

At least four competitors followed closely behind

one company filed articles of incorporation three days after Spokane Street Railway Company

horses pulled that first streetcar

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD (BB&BC) RENEWS ITS EFFORTS

Canadian Pacific Railway (CPR) announced they would soon be at the international border
CPR began construction on a branch line, the New Westminster Southern
from Mission, British Columbia south to Huntingdon, (Abbotsford) British Columbia
an agreement was reached to connect with the BB&BC track at Sumas, Washington
Pierre B. Cornwall president of the Bellingham Bay & British Columbia Railroad (BB&BC)
wasted no time -- he hired Marc L. Stangroom, a prominent California construction engineer,
to serve as superintendent and manager of the BB&BC

Stangroom moved to Sehome bringing with him two locomotives
from the Sehome Mine company's California mining operation
Engine # 1 was named the "D.O. Mills"

it sported a "sunflower stack" common to wood burning locomotives of its day
B&BC's second locomotive apparently was less remarkable
both engines were installed on the completed stretch a track
that ran from the Sehome Wharf at Fairhaven to Whatcom Creek
it appeared the only purpose was to impress investors and immigrants

who arrived at the wharf by steamboat

Bellingham Bay & British Columbia Railroad (BB&BC)

once again took up construction after four-year delay -- 1888

Marc L. Stangroom set to work carving out a railroad line from Whatcom Creek north
through the virgin forest of Whatcom County toward Sumas, Washington
to a connection with the Canadian Pacific Railway (CPR) being slowly built in Canada
at the time the CPR was working very hard to cross the Canadian Rockies
before continuing through the Fraser River Valley

STAMPEDE PASS TUNNEL BORE IS SUCCESSFUL

Contractors Sidney and Nelson Bennett offered a prize of \$1,000 for the first man
to pass through the bore where the two ends of the tunnel met
and a steak dinner and whiskey for the crew on the winner's side
Finally, a blast opened up the hole -- shortly after noon May 3, 1888
men who rushed into the smoke and rock dust after the blast felt a draft
west-side representative wriggled into the hole and collided head-on with an eastside worker
as the two men butted each other, their cohorts heaving and struggling pushed from behind
until at last the man from the west was shoved through -- battered, bleeding and triumphant
Stampede Pass Tunnel project had killed twenty-nine white workers before it was completed
(five more would die after completion during the tunnel's masonry lining phase)
how many of the 15,000 Chinese employees were killed working on the switchbacks
and in the tunnel is not known as these records were not kept)

ANOTHER FIRST FOR THE STAMPEDE PASS TUNNEL

Tunnel contractor Captain Sidney Bennett's wife had long insisted to her husband that she be the first to walk under the Cascade Mountains
At the very least she was the first of her gender to complete the passage -- but it took two attempts her first effort to crawl through the hole blasted through the mountain ended in failure she was a person of epic proportions and became stuck
members of the east-side gang managed to pull her back by the ankles
according to legend Mrs. Bennett, vexed but resolved, sent out for a bucket of lard she walked down the tunnel past the men, removed some undergarments, and coated her shoulders and hips with the lard
on this second effort the men of the west-side gang gallantly pulled her through she stood, her hair coated with blasting residue and powdered basalt
and uttered the immortal words: **"The drinks, gentlemen, are on my husband."**⁵¹

NORTHERN PACIFIC RAILWAY STAMPEDE TUNNEL OPENS TO TRAIN TRAFFIC

Contractors Captain Sidney Nelson and his younger brother Nelson completed their Herculean task the first train to rolled through the Stampede Pass Tunnel -- May 27, 1888
only seven days ahead of the federal government deadline
Northern Pacific Railway track stretched from Spokane Falls by way of North Yakima to Tacoma
Cascade Mountains were removed as a barrier
cannons thundered in Tacoma along Cliff Avenue
as the town waited impatiently for the flood of immigrants they knew would arrive to advance the local way of life and drive yet another economic boom

NORTHERN PACIFIC TUNNEL PROVIDES PROGRESS TO WASHINGTON TERRITORY

While expensive to build, the Stampede Pass Tunnel gave the Northern Pacific Railway (NPRY) access to huge tracts of large standing timber,
access to the growing agricultural towns of Washington Territory,
and better access to its expanding coalfields in the vicinity of Puyallup, Black Diamond and Roslyn, Washington Territory
value in farm goods increased three-fold in the decade of the 1880s
Perhaps more importantly, the NPRY now had an uninterrupted transcontinental rail route comprised solely of its own track from Lake Superior to the waters of Puget Sound

WASHINGTON TERRITORY EXPERIENCES BOOMING GROWTH

Spectacular population growth in northwest section of the U.S. was due to the coming of the railroad
influx of immigrants arriving by train caused the territorial population to jump to 167,000 -- 1888

⁵¹ Murray C. Morgan, "Nelson Bennett and the Stampede Pass Tunnel," *Murray's People A Collection of Essays*.

farmers arrived drawn into the region by cheap farmland
shipping of differing farm products such as wheat, hops, oats, corn and cattle
opened new areas of the plains and valleys to be farmed
miners arrived drawn by sudden booms of discoveries of silver, coal and other ore
they swelled the territorial populations in the mountainous regions
lumbering attracted loggers, mill hands and lumber ship crews
as vast acres of first-growth timber became available for harvest
However, Washington's newest population surge centered in the urban areas
perhaps the largest growth in the territory was seen in the metropolitan areas
visiting actors, actresses, and musicians drew sellout crowds at theaters and opera houses
daily and weekly newspapers, some written in German and Scandinavian,
trumpeted each local improvement

TACOMA ENJOYS A POPULATION AND INDUSTRY BOOM

Rush to build cities could be demonstrated by Tacoma's growth:

- streets were likely to end in a fifteen-foot drop-off into a blackberry bush;
- huge stumps stood close to the doors of the finest hotels;
- telegraph and light wires draped loosely over posts;
- salt air was filled with the smell of freshly cut sawdust;
- five-story buildings glowed with electric lights;
- construction of a gas works provided access to natural gas;
- two street car lines were constructed along Pacific Avenue and Tacoma Avenue

two horses pulled each of the yellow streetcars

these lines, carrying many passengers, were a success from the start

very soon they were extended

(street car lines sprang up, each beginning in downtown Tacoma,

extended into surrounding areas

this allowed for houses and business to develop into the suburbs)

TACOMA BECAME THE HOME OF THE NEW RYAN SMELTING PLANT

Well-known St. Paul, Minnesota millionaire Dennis Ryan

selected the North end of the Tacoma waterfront for the site

of the most complete ore smelting plant in America

construction of the plant cost of over \$200,000 -- 1888

Dennis Ryan hired William Rust to operate the plant

Ryan Smelter was prepared to handle gold, silver, lead and copper ores

150 employees worked three eight-hour shifts

(when the full complement of seven furnaces was finished, 10,000 men would be necessary
to smelt the 560 tons of ore daily)

Ryan Smelter's main building and flue dust chamber were ten feet square and 440 feet in length
they were built to accommodate seven smoke stacks

instead, a single huge smoke stack that contained nearly 2,500,000 bricks was built
boiler house had room for two additional boilers
calcining building, where the ore was heated to remove impurities, was eighty-four feet by 101 feet
and held two furnaces seventeen feet by seventy-one feet
each furnace would smelt eighty tons of ore per day for a total of 160 tons daily
and required twenty-five tons of coke (soft coal) a day for fuel
interior of these furnaces was lined with fire brick that cost 5 cents each

ST. PAUL AND TACOMA LUMBER COMPANY IS FOUNDED IN TACOMA

This milling company was organized by Chauncey W. Griggs and his son Everett
who had noted the depletion of the forests of the Great Lakes region
Chauncey W. Griggs and his partners purchased 80,000 acres of Pierce County timberland
from the Northern Pacific Railway -- June 1888
St. Paul and Tacoma Lumber Company was founded to harvest this resource
(they built the first mill in Washington Territory [1889] designed to cut timber for transport by rail
rather than in the lumber schooners that until then had monopolized the trade)

SEATTLE, LAKE SHORE AND EASTERN RAILROAD (SLS&E) CONTINUES EASTWARD

In keeping with the plan envisioned by Judge Thomas Burke and attorney Daniel Gilman
Seattle, Lake Shore & Eastern Railroad continued laying track toward the Cascade Mountains
with the hope of reaching Spokane
from Squak (Issaquah) rails reached Fall City which was connected to Seattle by rail and telegraph
tracks followed beside the wagon road (that is now Lake Alice Road) to Snoqualmie Falls
SLS&E's route reached Sallal Prairie -- a lumber center located at the foot of the Cascades
here the railroad stopped terminus sixty-three miles from Seattle
(near today's North Bend, Washington)

NORTHERN PACIFIC RAILWAY EXPANDS IN EASTERN WASHINGTON

Completion of the Northern Pacific Railway ended the steamboat era in the Pacific Northwest
railroads brought thousands of immigrants into a triangle of Eastern Washington:
Colfax, Palouse City, Washington Territory and Moscow, Idaho Territory
Northern Pacific Railway mainline track ran southwest from Spokane Falls
through the Big Bend Country of Cheney, Sprague, Ritzville and on to Pasco
one branch line ran South into the heart of the Palouse
through Spangle, Rosalia, Oakdale, Colfax and Uniontown
another branch line circled to the West
past Medical Lake, Davenport, Reardon and back to Medical Lake

RAILROADS ENJOY A MONOLOPY AND SET SHIPPING RATES

Inland Empire of Eastern Washington suffered especially under the weight of discriminatory freight charges to satisfy big wholesale companies on the coast and to enable them access to the interior Northern Pacific and the Union Pacific carried goods to Portland or Tacoma more cheaply than to inland points, even though the freight passed straight through inland stations on the way to the coast Spokane, for example, paid \$2.00 on writing paper delivered to coastal cities for \$1.75 and \$1.81 on steel rail shipped to port cities for 81¢

SHORTLINE RAILROADS OPEN NEW REGIONS OF WASHINGTON FOR DEVELOPMENT

Port Discovery, Quillayoute and Olympic Railroad was incorporated -- June 1888

it began operation in the Port Townsend area to provide service to the Port Townsend Paper Company mill

Washington and Idaho Railroad began construction

from Tekoa, Washington Territory to Mullan, Idaho Territory -- 1888

Oregon Railway Extensions Company was incorporated in Portland -- 1888

this was a subsidiary of the Oregon Rail & Navigation Company (OR&N)

Oregon Railway Extensions Company's sixty-nine miles of track were completed:

- one branch served Washington Territory as it ran from Winona, Washington through St. John to Seltice, Sunset and Thornton and on to Oakesdale;
- second branch served Oregon as it ran from La Grande, Oregon where it interchanged with the Oregon Rail and Navigation Company (OR&N) line and then ran northeast to Elgin, Oregon

(Oregon Railway Extensions Company was foreclosed on and sold to the OR&N [1896])

Port Angeles and West Shore Railway Company was incorporated as a logging route --1888

INCREASES IN POPULATION FORCE CONGRESS TO ACT

Democrats were fearful of losing their slight, vacillating majority in the national Senate and House they knew that Republican voters from any new states would add Republican seats in Congress and assure the loss of the slight political majority held by Democrats

But economic growth in the West had set the stage for statehoods

to the point that Congress could no longer ignore the demands from the West

ELECTION CAMPAIGN OF 1888 IS MORE SEDATE THAN THE 1884 ELECTION

(Democrats in their party convention held in the St. Louis Exposition and Music Hall [June 5 to 7] nominated incumbent President Grover Cleveland as their candidate)

Republican convention in Chicago was more raucous affair -- June 19–25, 1888

front-runner James G. Blaine, unable to secure the nomination for himself, threw his support to Benjamin Harrison in the hope of uniting the party against the Democratic incumbent, in the hotly contested nomination fight that followed, Harrison became everyone's second choice in a field of seven candidates

on the eighth ballots Harrison was selected along with New York banker Levi P. Morton as V.P. Neither Cleveland nor Harrison campaigned as the task was taken over by their party organizations there were posters, political cartoons, speeches, rallies, parades, brass bands and torchlight parades race for the presidency centered around the tariff issue

however, bringing new states into the Union was pushed hard by Republicans

COAL MINING IN ROSLYN, WASHINGTON TERRITORY WAS VERY SUCCESSFUL

Oregon Improvement Company owned the Northwest Coal Company's mines in Roslyn miners were attracted by the work the coal company offered

within two years of its founding, Roslyn's population grew to be over 1,000

European coal miners were joined by miners from the eastern United States

Prices for coal fluctuated seasonally

it was generally high in winter months providing for increased miners' salaries

during the summer, the price for coal dropped and the miners' wages were cut

Northwest Coal Company owners and the Knights of Labor union miners

struggled over wages and working conditions

ROSLYN IS BADLY DAMAGED BY FIRE

Like many 19th Century American towns, Roslyn experienced a major fire -- afternoon June 22, 1888 most of the town's commercial district was consumed

(Many of the buildings built after the fire used fire-resistant brick and sandstone

some of these structures are still in use including the [1889] Brick Tavern

and the [circa-1890] Fischer Building)

STEAMBOAT *BEAVER* ENDS ITS LONG AND SIGNIFICANT CAREER

(Sternwheeler *Beaver* had been launched in Blackwall, England [May 9, 1835]

she was used to service trading posts maintained by the Hudson's Bay Company

between the Columbia River and Russian-America [Alaska];

she served an important role in helping maintain British control in British Columbia

during the Fraser River Gold Rush [1855-1859];

she was chartered by the Royal Navy to survey and chart the coast of British Columbia;

she was purchased [1874] from the Hudson's Bay Company by a consortium

that became the British Columbia Towing and Transportation Company)

Steamer *Beaver* was used as a towboat by the British Columbia Towing and Transportation Company until an inebriated crew ran her on the rocks at Prospect Point (in today's Stanley Park)

at the entrance to the Vancouver, British Columbia harbor -- July 25, 1888
(hulk was finally sunk [July 1892] by the wake of the passing steamer *Yosemite*
but only after enterprising locals had stripped much of the wreck for souvenirs)

FARMER'S ALLIANCES ARE FORMED

Farmers' societies, clubs and protective organizations sprang up
in different parts of the county [1870s and 1880s]
each of them had the material betterment of agriculture as an industry as their focus
most of these organizations were only of local significance
Many farmers banded together in regional grassroots organizations known as the Farmers' Alliances
this regional organization was most active in the Southern and the Great Plains states
More radical Northern Alliance, a splinter group of the national movement, held its convention
in Kansas attended by more than 600 subordinate societies -- August 1888
they put forward a plan to establish exchange programs or purchasing agencies
through which members could borrow or buy farm implements and supplies
at lower prices than through ordinary mercantile businesses
benefits resulting from this proposal became apparent leading to a large membership increase

TERRITORIAL SUPREME COURT DENIES WOMEN THE RIGHT TO VOTE

Washington Territory Supreme Court justices ruled 4-1 in *Bloomer v. Todd*
that Mrs. Nevada Bloomer had suffered no injury when her right to vote was challenged
because she had no right to vote

Justice Richard Jones wrote for the majority joined by Justices William Langford and Frank Allyn
they argued that Congress did have a right to authorize women in the territory to vote
in fact, Congress authorized citizens other than criminals and the insane to vote
but following closely the brief submitted by attorney George Turner the court ruled

“When this [1853 Organic Act creating Washington Territory] ...was passed, the word ‘citizen’ was used as a qualification for voting and holding office, and, in our judgment, the word then meant and still signifies male citizenship, and must so be construed.”

Territorial Supreme Court had taken the liberty to insert the word “male” into the Organic Act
which now read: “only ‘male’ citizens” -- thus Mrs. Bloomer did not qualify to vote
Washington Territory's women's suffrage movement came to an end
at the hands of the Territorial Supreme Court

ROSLYN COAL MINERS GO ON STRIKE

Tensions at the Roslyn coal mine increased dramatically between the Knights of Labor union
and the Oregon Improvement Company's Northwest Coal Company mine owners
Management of the Northwest Coal Company laid off a number of union workers
who were petitioning for higher wages and an eight-hour day instead of a ten-hour day

These layoffs led to a strike by the Knights of Labor which shut down the mines -- August 17, 1888
five union men were killed when a drunken company train engineer overturned a flatcar
both sides of the dispute armed themselves
mine Superintendent Alexander Ronald was captured by the miners
they trussed him up "like a turkey" and placed him on the track of the Roslyn spur
as an incoming train moved down the track toward the bound mine superintendent
a sharp-eyed train engineer spotted Ronald and the mob but feared stopping the train
he told the fireman to climb to the cowcatcher and scoop up Ronald on the move
this strong and brave fireman was successful and Ronald's life was saved

AFRICAN AMERICAN COAL MINERS ARRIVE IN ROSLYN

Rather than reconcile the demands of striking coal miners, the Northwest Coal Company
who operated the mine for the Oregon Improvement Company hired James E. Shepperson
to bring black miners from Virginia, North Carolina and Kentucky to replace the strikers
Most of the 317 black miners were transported across the continent to work in Roslyn
by two special trains --1888 and [1889]
these miners did not know at the time they were being recruited to break an ongoing strike
many brought their families, creating the single largest increase in black population
in the history of the territory
when they arrived these unintentional strikebreakers were located in the nearby town of Ronald
(named in honor of Mine Superintendent Alexander Ronald)
where they lived as they worked at Roslyn Mine No. 3
Ronald instantly became the third largest African American community in the territory
trailing only Seattle with 406 blacks and Spokane with 376

ROSLYN IS SEETHING WITH LABOR STRIFE

Roslyn residents had been very tolerant of different ethnic groups -- especially Chinese and Indians
but as could be expected, resentment grew among the white out-of-work miners
they were equally intolerant toward management
and anyone who attempted to break their strike
Forty-eight armed guards had been hired by the Northwest Coal Company
they escorted the first unit of fifty strikebreakers to Roslyn Mine No. 3
black miners also carried weapons for their own protection
Recruitment of armed guards by the Northwest Coal Company caught the attention
of Territorial Governor Eugene Semple who became alarmed by the prospect
of such a large private armed force operating within the territory
Governor Semple ordered Kittitas County Sheriff Samuel T. Packwood to investigate the situation
to try to find a way in which the government could lawfully disarm the guards
Kittitas County Sheriff Samuel T. Packwood reported to Territorial Governor Eugene Semple,

“There is a bitter feeling against the Negroes and U.S. Marshals among the miners, and I fear there will be bloodshed over the matter.”⁵²

Sheriff Packwood arrested all forty-eight private guards along with the black strikebreakers on trespassing charges
sheriff was able to use trespassing charges because of an ongoing dispute
between the Northwest Coal Company and settler Alexander Ross
over the ownership of the land that began when coal was discovered [1885]

TERRITORIAL GOVERNOR EUGENE SEMPLE CALLS OUT THE NATIONAL GUARD

Once the forty-eight private guards were released from jail to stand trial
they constructed a barricade of logs and barbed wire at the site of the Roslyn mines
Washington Territory Governor Semple ordered a portion of the Washington National Guard to prepare to provide assistance at Roslyn
Semple tried to have the private guards arrested on a trumped-up charge of vagrancy
because their jobs as guards were not officially recognized by the territorial government

AFTERMATH OF THE ROSLYN STRIKE

Unsuccessful Roslyn coal miners' strike was broken
members of the Knights of Labor Union miners returned to work
Added demand for coal also meant expansion of mining in the region
this, in turn, generated considerable work -- competition for jobs among the miners was reduced

TOWN OF WENATCHEE, WASHINGTON TERRITORY IS PLATTED

Name Wenatchee applies to a river and its valley, a tribe (Wenatchi) and a town
archaeological evidence suggests that human habitation in the Wenatchee area
dates back as far as 10,000 years or more
first non-native residents of the area were Samuel C. Miller, Franklin Freer and his brother David
they began the Wenatchee Trading Post [1872]
to sell goods brought in over wretched mountain roads from Ellensburg
before steamboats began to carry freight up the Columbia River to the region
Wenatchee was platted -- September 1888
at first the town grew slowly because of the dry climate
and a lack of enough arable land to grow grain profitably
(today the county seat of Chelan County
it is located very near the precise geographic center of Washington state)

THOMAS FLETCHER OAKES BECOMES PRESIDENT OF NORTHERN PACIFIC RAILWAY

⁵² Quintard Taylor, *A History of Blacks in the Pacific Northwest, 1788-1970*. Ph.D. Dissertation, University of Minnesota, 1977.

Thomas Fletcher Oakes had worked his way up to the position of vice-president and general manager of the Oregon Railway and Navigation Company

in essence he served as Henry Villard's executive officer [May 1881-[November 1883]

he was promoted to the vice-presidency of the Northern Pacific Railway [November 1883]-1888

Thomas Fletcher Oakes succeeded Robert Harris as NPRY president -- September 20, 1888

MARROWSTONE LIGHT BEGINS OPERATION

Marrowstone Point, a low, broad sand-spit extends more than a half-mile into the water

it marks the entrance to Port Townsend Bay from the Admiralty Inlet

here the main shipping channel is narrow, making navigation in north Puget Sound hazardous

nearby shoals, dangerous rocks, heavy rip-tides and persistent fogs are a perpetual hazard

Marrowstone light on the exposed northeast end of Marrowstone Island

started as a fifteen-foot post lantern displaying a red light -- October 1, 1888

(a fog bell was installed eight years later [1896] but this was inadequate

mariners complained that the fog bell at the point was often inaudible

several stranding incidents and collisions occurred because the bell could not be heard

an electric light was placed atop a small, concrete structure [1902]

an experimental Scotch fog gun was tried in [1913] but it too proved to be inadequate

finally a three-trumpet fog horn was installed [1918]

this light was automated [1962]

FATHER PETER HYLEBOS ACHIEVES GREAT SUCCESS IN WESTERN WASHINGTON

Father Peter Hylebos was assigned to be secretary to the Bishop of the Diocese of Nisqually

(now the Diocese of Seattle)

Bishop Augustin Magloire Alexandre Blanchet (Archbishop Francis Norbert Blanchet's brother)

Father Hylebos settled in Vancouver, Washington Territory [October 25, 1870]

among his duties he became president of the Holy Angel's College there

he built two churches in Clark County, St. Philip Catholic Church on the Lewis River

and another at what was then called then called St. John (St. John the Evangelist)

he also built an elementary school while in Vancouver

Father Hylebos moved to St Francis Xavier Mission on Cowlitz Prairie (near today's Kelso)

he built a church, a school and a parish house during his stay there

Father Hylebos took charge of the existing mission at Steilacoom [1879]

he was the only priest from Carbonado, Washington Territory to Grays Harbor

his mission included the smaller missions of Olympia and Tacoma

Father Hylebos served as the priest of Olympia's St. Michael Catholic Church

when it was dedicated [October 1880]

he arranged for the donation of land for a school and a hospital in the Olympia area

three Sisters of Providence nuns arrived and transformed a small building

into a makeshift convent and school that was named Providence St. Amable Academy
classes began with thirty-five mostly Protestant girls [September 18, 1881]

Father Hylebos' hospital became St. Peters (today's Providence St. Peter Hospital)

Father Hylebos moved to Tacoma as this seemed a more logical headquarters from which to serve
the south Puget Sound area [1880]

he completed the construction of St. Leo Catholic Church

located on the corner (of what is now Division Street and Tacoma Avenue)

Father Hylebos covered his territory on horseback and by boat

he purchased many tracts of land with diocese funds in and near the sites of growing cities

in anticipation of establishing schools and hospitals donating the land as the need arose

Indians played a major role in Father Peter Hylebos' life -- he took a great interest in their welfare

he was so popular with Native Americans that the Catholic Church

put him on the Indian Commission of the Catholic Indian Bureau, Washington, D.C. [1883]

to resolve on-going disputes between the United States government

and the Catholic bishops over the running of Indian schools

Father Hylebos was able to help secure an amicable settlement of the conflict

Father Hylebos was named a commissioner to Washington, D.C.

where he represented the Indians and their claims [1886]

ST. GEORGE'S INDUSTRIAL SCHOOL OPENS

Father Peter Hylebos set about making preparations to establish a boarding school for Indians

he purchased one hundred forty-two acres of land in the area of (today's Gethsemane Cemetery

and the plateau just east of the cemetery in today's Federal Way, Washington)

only five or six acres had previously been cleared

Father Hylebos saw to the construction of one large building and several smaller buildings

lumber for these buildings had to be brought from Tacoma

there was no road from much of the way

St. George's Industrial School (usually referred to as St. George's Indian School)

opened to Indian pupils when the first teachers arrived -- October 19, 1888

**“the first children were brought to the school to receive the rudiments of a secular
education and the germs of true Christianity.”⁵³**

First superintendent of the school was the Reverend Charles DeDecker, a young Belgian priest

there were six teachers on staff when the school opened

four were sisters of the Order of St. Francis who had arrived directly from the Mother House

of their order located in Glen Riddle, Pennsylvania

Sister Jerome served as the first superior

⁵³ *Reminiscences and Current Topics of the Ecclesiastical Province of Oregon, II, 2* (February, 1898), p. 23 as quoted in Schoenberg, *A History of the Catholic Church in the Pacific Northwest*, p. 344.

(two of the nuns died later at the school and were buried on the grounds
the other two, after serving for a few years, were transferred to other schools of their order)
Protestant students were accepted as well as Catholics
St. George's School accommodated both boarding students and day students
religious instruction was emphasized at St. George's School
(St. George's Indian School was closed in [1936] and the 142 acres fell into disuse and deterioration
more than 3,000 pupils had attended the school during its forty-eight years of operation)

FEDERAL EFFORT TO COMPENSATE CHINESE FOR THE RACIAL HATRED IS MADE

Chinese Riots [1885] had led to the loss of laborers who would not soon be back to the Northwest
entrepreneurs and workers needed in growing industries such as fishing, timber and mining
and on the farms of Western Washington had been lost
Congress appropriated \$276,619.15 -- October 19, 1888
to compensate for the property losses of Chinese residents in the United States
because the individuals affected were scattered up and down the coast and were in China
their money was paid to the Government of China -- the actual victims never saw a dime

UNITED STATES ELECTS A NEW PRESIDENT AND CONGRESS

Incumbent Democratic President Grover Cleveland
received a slight majority of the popular vote -- November 6, 1888
but Republican Benjamin Harrison, the grandson of President William Henry Harrison,
received a 58% majority of Electoral votes: 233 to 168
During the same election, Republicans captured a clear majority of both houses of Congress
more Democratic delay of statehood for Washington, Montana and the Dakotas seemed pointless
if passage of statehood status was inevitable, so the Democrats thought,
why not be the ones to support such measures and secure political credit for it
An omnibus bill was passed by Congress inviting Washington, Montana and Dakota territories
to hold conventions to draw up state constitutions preparatory to admission
(feeling left out, Idaho and Wyoming summoned their own constitutional conventions
without congressional authority)

WASHINGTON TERRITORY VOTES ELECT A NEW DELEGATE TO CONGRESS

Republican John B. Allen was elected to represent the territory in Congress -- November 6, 1888
Allen had served as a private in the Union Army during the Civil War
he earned a law degree from the University of Michigan and passed the bar [1869]
he moved to Washington Territory [1870] and practiced law in Olympia
he served as reported for the Territorial Supreme Court [1878-1885]
John B. Allen will serve as the last Washington Territorial Delegate to Congress for Washington

LOCATION OF THE CAPITAL OF WASHINGTON AGAIN COMES UNDER DISPUTE

Territorial Governor Eugene Semple found the legislature divided on the question of moving the capital city to a more central location

Ellensburg and North Yakima were suggested

residents of both towns entered the contest confident of their victory -- 1888

Northern Pacific Railway had brought population and prosperity to North Yakima and Ellensburg

North Yakima was a cattle raising area with an unlimited future

if irrigation could bring water to the arid land

Ellensburg's boom was started with the arrival of the railroad

opening Indian land under the [1877] Indian General Allotment Act (or Dawes Severalty Act)

led to wild land speculation in Okanogan country -- Ellensburg doubled in population

SPOKANE FALLS STREET CAR COMPANIES COMPETE

Spokane Street Railway Company, the city's first street car used horse drawn cars to link Browne's Addition a mile from the city

(three days after that business was incorporated a competing company began operation)

Small steam cars replaced horse drawn cars on the streets of Spokane

Spokane & Montrose line, Spokane's first steam streetcar began operation -- November 17, 1888

steam engines were housed in streetcar bodies

in the mistaken hope they would not scare horses

Arlington Heights Motor Railway Company quickly began steam car competition

SEDRO, WASHINGTON TERRITORY IS FOUNDED IN SKAGIT COUNTY

Logging and mining were the main businesses up the Skagit River from Mount Vernon

after the roots of the logged trees were removed the soil underneath proved ideal for growing timothy hay, corn, peas, beans and berry crops

Sternwheeler steamboats were still the main means of transportation and shipping in the region

Ball's Landing at Sterling, Washington was the last regular community stop

heading up the Skagit River through the late 1880s

Mortimer Cook arrived with his family from Santa Barbara, California -- 1888

he had twice been mayor of that city

Cook's original townsite twenty-five miles upriver from its mouth of the Skagit River was a boom town

when higher water levels raised the Skagit River, Mortimer Cook's wharf

became a principal stopover for upriver business

Cook intended to name his new town "Bug" because of the thriving population of mosquitos

but his wife protested along with a handful of other wives

Cook decided the name "cedro," the Spanish word for cedar, would be good

but he replaced one letter to make the name unique: "Sedro"

TWO TOWNS NAMED SEDRO DEVELOP INDEPENDENTLY

New Sedro about a mile to the northwest above the bench of the ancient Skagit channel and high-water line suddenly grew when speculators gambled huge sums that the new town would become the hub on a vast Puget Sound network of trains -- [late 1888]

When railroads began construction, the two towns of Sedro became the natural crossroads of the county for businesses in the mercantile, hardware, real estate, restaurant and the "sporting" trades

SEATTLE AND NORTHERN RAILROAD PLANS TO CROSS SKAGIT COUNTY

Oddly named Seattle & Northern Railroad (S&N) was incorporated -- November 19, 1888 (this railroad route ran west and east across Skagit County and had nothing directly to do with Seattle)

investors from both Northern Pacific Railway and Union Pacific Railroad funded initial track-laying by the Oregon Improvement Company

S&N's goal was to reach the coal mines located on the south side of the Skagit River about eight miles upriver from Hamilton, Washington Territory

SEATTLE BECOMES THE ART CENTER OF THE REGION

Ella Shepard Bush, a leading figure in the art world for several years, arrived in Seattle -- 1888 her portraits and scenes of pioneers were (and still are) greatly admired (she established the Seattle School of the Arts -- [1894] which continued until she relocated to California)

MEDICAL LAKE, WASHINGTON TERRITORY BECOMES A DESTINATION LOCATION

(Medical Lake founded in [1883], had only a few settlers who operated one sawmill) this changed radically thanks in large part to the efforts of Stanley Hallett who realized the value of the region's lake

Hallett soon became one of the town's largest land owners and wealthiest entrepreneurs he marketed Medical Lake soap, salts and powders according to distributors, these products could cure most health problems

People began to flock to the lake to see and experience the healing powers of Medical Lake Stanley Hallett profited from the economic boom based on the lake's reputation as a health spa and vacation area

Medical Lake experienced tremendous growth (featuring eleven hotels and boarding houses, twelve general stores, nine livery stables, four saloons, two granite quarries, two lumber yards, and eight real estate and insurance companies [1889])

SEATTLE, LAKE SHORE AND EASTERN RAILROAD (SLS&E) BUILDS WEST FROM SPOKANE

Judge Thomas Burke and prominent Seattle attorney Daniel Gilman's

Seattle, Lake Shore & Eastern Railroad (SLS&E) was planned to reach from Seattle to Spokane track from Seattle had reached North Bend and the western base of Snoqualmie Pass

Seattle, Lake Shore & Eastern Railroad began laying track from Spokane toward the Cascades fifteen miles of track linked Spokane with Medical Lake

SLS&E's first train covered the distance -- November 27, 1888

SLS&E track continued from Medical Lake twenty-five miles to Davenport, Washington where the line stopped -- more than 200 miles from SLS&E track at North Bend

MEDICAL LAKE RISES IN PROMINENCE

Stanley Hallett, then a legislative Representative in Olympia, pushed through a bill

to establish Eastern Washington Hospital for the Insane (today's Eastern State Hospital)

(However, over the years the lake was dredged of most of its minerals deposits

people began to wonder if the lake ever had the ability to heal its users

also the lake showed the effects of the adjacent land developments

algae blooms destroyed everything except the lake's recreational value)

EPIDEMICS SWEEPS THROUGH WASHINGTON TERRITORY INDIAN SCHOOLS

Indians of Washington Territory had no natural immunity from the diseases of the whites, **“an epidemic of whooping cough swept through the government schools in the lower Puget Sound area, hitting particularly hard at Puyallup and on the Olympic Peninsula.”**⁵⁴ -- early winter of 1888

“No sooner did the whooping cough subside than the schools were wracked by a violent epidemic of measles. Indians of all ages perished in these epidemics, but particularly the children in the government schools suffered because they were concentrated in one place, where they could easily catch both diseases. The winter saw a dreadful reduction in the number of Indians in the territory as they tried to apply their old medicines on the strange new diseases. Since some of the old treatments involved the use of steam baths and washing in cold streams, the treatments were nearly as bad as the sicknesses themselves. The agent at Puyallup described the effects of the two epidemics: ‘In many cases children of the same family have had both complaints at the same time, or one closely following the other. Their systems are generally weak any way and a great deal of mortality has been the result.’ -- early winter 1888

“Even those students that did not die immediately of the whooping cough or measles found themselves weakened by the sicknesses so that they died of other causes. ‘In some instances whole families of children have been carried away,’ the agent sadly wrote. ‘I have in mind three families, each having four children, every one of whom has died’.”⁵⁵

⁵⁴ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67.

⁵⁵ Vine Deloria, Jr., *Indians of the Pacific Northwest From the Coming of the White Man to the Present Day*, P. 67-68.

ROSLYN MINERS LEAVE THE KNIGHTS OF LABOR UNION

Short strikes during the winter led to pay hikes -- 1888-1889

(but these were followed in a few months by pay cuts and layoffs)

Roslyn miners split from the Knights of Labor and joined the Miners' Protective League

(which had been organized in New South Wales, Australia [1861])

Object of the new union was to organize and unite all the great laboring classes including miners into one grand harmonious confederation

they would share common concerns and goals and have the same rules of conduct

members of the Miners' Progressive League would all be entitled to the same benefits

T.D. STIMPSON'S SONS MOVE TO SEATTLE TO SET UP A LUMBER OPERATION

Michigan Lumber baron Thomas Douglas (T.D.) Simpson sent his sons

Willard Horace (W.H.) and Charles Douglas (C.D.) Stimson and their families to Seattle

Simpson brothers wasted little time organizing and launching their business -- January 1890

W.H. cruised (explored) timberlands and purchased acreage

in Snohomish County, on Hood Canal and as far south as Oregon

his father, T.D., even bought several thousand acres in California

while W.H. was cruising for timberlands, C.D. searched for a sawmill site

he was able to purchase an existing mill on Salmon Bay in Ballard just north of Seattle

(Stimson Mill Company was incorporated

within the month it was busily processing lumber, laths and shingles -- January 1890

SUPPLY OF SALMON BEGINS TO DECREASE IN WASHINGTON TERRITORY

As the population of settlers increased, the supply of salmon in the Columbia River diminished

increased economic competition and less profit for the salmon canneries was the result

Puget Sound became the center of the fishing industry -- 1889

but as the salmon runs began to diminish on the Sound, canneries then shifted their operations to Alaska for much of their catch

however, Seattle remained the base of the main fleet for some time

Chinese continued to dominate the work force in the canning industry

with the Chinese labor contractors at Seattle and Astoria controlling the labor force

which shifted to include Japanese and Filipino laborers

(Chinese were substantially out of the fishing business in the Washington State [1890s])

SEATTLE, LAKE SHORE & EASTERN RAILROAD CHANGES ITS PLANS

Judge Thomas Burke and attorney Daniel Gilman gave up the idea of linking Seattle and Spokane

with their Seattle, Lake Shore and Eastern Railroad (SLS&E) -- 1890

their dream of a direct connection with eastern Washington Territory came to an end
as the Seattle, Lake Shore & Eastern Railroad ran out of money

It was decided that rather than reaching east to Spokane

the railroad would reach north to Sumas, Washington on the international border

this was to provide Seattle a railroad link with the Canadian Pacific Railway and the world

SEATTLE, LAKE SHORE AND EASTERN RAILROAD LAYS TRACK NORTH OF WOODINVILLE

Judge Thomas Burke's and Daniel Gilman's Seattle, Lake Shore and Eastern Railroad (SLS&E)

built north from Woodinville Junction toward the Snohomish River -- 1888-1889

Construction crews planned to cross the Snohomish River at Snohomish City

their ultimate goal was to reach the international boundary at Sumas, Washington
and link with the Canadian Pacific Railway

but a combination of winter (and spring) rain, complications in fording all the rivers and streams
and deadfall trees in the dense forests of Snohomish County kept the crews busy

GROWTH OF INDUSTRY IN THE UNITED STATES

Before the Civil War only a small amount of money was needed to start a business

this was used to buy materials, find a building for a shop, workroom or store

hire a few workers who were usually known by the boss

in good times money was also used to enlarge the business and take in partners

Businesses became larger after the Civil War:

- factories grew in size and more materials were needed,
- new powerful machines put increasing numbers of workmen out of work,
- corporations were formed to sell stock to obtain the large amounts of needed money

Large corporations faced several disadvantages:

- working conditions were poor:
 - machinery was unsafe;
 - women and children worked fifteen hour days at low pay -- many earned \$5 a week;
- only a few heads of big businesses become rich and powerful;
- some small corporations grew to develop monopolies
since there was no competition the monopoly set prices and controlled wages

BUSINESS TRUSTS EMERGE

Trusts, combinations of corporations, were formed with the purpose of reducing competition
and controlling prices

some businessmen bought up smaller businesses and became a giant corporation -- a trust

stock holders turned their stock over to a group of directors -- called trustees

trustees controlled not just the business but the whole industry

trusts were so large they could develop into a monopoly to control production
and eliminate competition in an industry

Farmers sold their products to meat packing and wheat milling trusts

they were paid low prices by the companies -- thus farmers felt trusts should be broken up

SEEKING STATEHOOD

Washington Territory's population was reported as 239,544 inhabitants

this was double the number used in recent years as the standard for statehood

and four times the requirement to become a state as stated

in the Northwest Ordinance [1787]: the official law defining how states enter the union

most of the people were recent arrivals -- many from the Midwest

When Republican Benjamin Harrison succeeded Democrat Grover Cleveland in the presidency

it was obvious territorial appointive officers were to change from Democrats to Republicans

CATTLEMAN BEN SNIPES EXPANDS HIS BUSINESS EMPIRE

Ben Snipes felt that he needed to branch out still further and he noted that Ellensburg had no bank

he decided to give the town a bank as a place to put his own cash and to provide loans

Snipes' bank opened for business -- February 22, 1889

OMNIBUS BILL TO CREATE NEW STATES

There were thirty-eight states in the Union -- 1889

three territories met the requirements for statehood -- Washington, Montana and Dakota

1889 Omnibus Bill outlined steps for statehood:

1) each territory was to be divided into seventy-five districts from which delegates were elected
to attend a convention [summer 1889] to draw up a state Constitution

Washington Territorial Governor Eugene Semple was instructed by Congress
to call for a Washington Constitutional Convention in Olympia

2) [fall] election was to be held to officially ratify each state's proposed constitution
and to elect local and national officials

Omnibus Bill was passed by Congress on George Washington's Birthday -- February 22, 1889

and was signed by outgoing Democratic President Grover Cleveland the same day

this Omnibus Bill outlined the steps necessary for statehood

it was entitled **"An act to provide for the division of Dakota, and to enable the people of North Dakota, South Dakota, Montana, and Washington, to form constitutions and state governments, and to be admitted into the Union on equal footing with the original states"**

FEDERAL GOVERNMENT SYSTEM

Federal government is a union of states which forms a national Republic

it consists of three Branches:

- Administrative Branch including the President, Vice President and Cabinet members
this branch serves as the law enforcement agency;
- Legislative Branch or Congress -- serves as the law making branch
this branch has sole authority to enact legislation to fund the federal government, pass laws
and declare war
United States Senate has the power to confirm or reject many Presidential appointments;
- Judicial Branch composed of the U.S. Supreme Court and all Federal Courts
this branch determines if laws may be enforced or are “unconstitutional”
this branch protects the rights of the individual

President and members of Congress are the peoples’ representatives

they are placed in office to manage national affairs

they can be voted out of office

if they do not administer the nation’s business to the satisfaction of the local voters

powers of elected officials are limited and their duties defined by the United States Constitution

no act of Congress or the President may violate the U.S. Constitution

U.S. Supreme Court has the power to review federal, state and local laws and treaties

if any of these are contrary to the U.S. Constitution

the Supreme Court can declare them “unconstitutional” and, therefore, null and void

STATEHOOD IS A LEGAL STATUS IN THE UNITED STATES

Each state is a constitutional republic

meaning it has its own a legislative body, administrative offices and courts

power is held by the people who elect officials to govern them

Each state must have a constitution

which defines the form of the state government and prescribes how it will operation

state constitutions must comply with the United States Constitution

LUMBER INDUSTRY BOOMS IN WASHINGTON TERRITORY

Railroads had brought a tremendous increase in the region’s population

thousands of homes and business buildings had to be constructed

There were 1,310 sawmills in Washington Territory -- 1889

lumber was the single most important industry

7,637 men were employed in the industry -- 1889

that year they cut 1,064,000,000 board feet of dressed lumber

323,600,000 board feet was exported to California

in addition, exports to foreign countries also increased

Puget Sound’s lumber fleet was made up of 184 vessels registered in a dozen countries

scores of square-rigger sailing schooners found shelter at Port Townsend

however, export trade was not as valuable as the number of ships would indicate

ordinary lumber cargoes ranged in value from \$1,000 to \$6,000
of even greater value was the domestic lumber use

FARMING EXPANDS IN WESTERN WASHINGTON THANKS TO DIKING AND DITCHING

On the West side of the Cascade Mountains early farmers had grown enough food
to meet their own needs -- but little surplus remained left to produce an income
Lumber industry had removed trees from vast acres of land
leaving rich farmland to be developed by the territory's agricultural industry
Western Washington farmland became very productive once the timber was removed
abundant rainfall and good climate provided long growing seasons that resulted in large harvests
of peas, potatoes and many kinds of berries
lush grazing land provided feed for herds of dairy cattle
local towns of mill workers were a ready market for surplus farm goods

EASTERN WASHINGTON FARMERS DIVERSIFY

Large herds of cattle and sheep grazed in the area around Colfax -- 1889
this became the scene of bitter fighting between sheep ranchers and wheat farmers
who competed for the rich soil
New disease resistant wheat seed from Russia was imported that could grow in very dry soil
additional machinery was used to open land formerly too dry to farm

FARMERS GRANGE MOVEMENT REMAINS POLITICALLY ACTIVE IN WASHINGTON

Grange Movement, which was composed of farmers, began to push their political agendas:

- government control of railroad trusts,
- elimination of lower transportation rates and railroad shipping prices for favored shippers,
- public-built grain elevators for storage of grain before it was sold,
- elimination of absentee landlords

which placed farm ownership into the hands of giant corporations
In addition, the Grange Movement continued its political fights
in favor of women's suffrage and prohibition of the sale of alcohol
State Grange of Washington organized as a separate entity -- 1889

CHANGE IN NATIONAL ADMINISTRATION TAKES PLACE

When Republican Benjamin Harrison succeeded Democrat Grover Cleveland -- March 4, 1889
territorial appointive officers also changed from Democrats to Republicans
It was expected Washington Territory would soon become a state

ELECTRIC STREETCARS COME TO WESTERN WASHINGTON

What was known as Electric Traction had first been demonstrated in Richmond, Virginia [1887]

electric trolley car had been perfected [1888]

“trolley” gets its name from the “trolley pole” that projected up from the roof of the car
trolley pole touched an electric wire strung overhead along the middle of the street

Frank J. Sprague’s invention **offered a new**, cleaner and more efficient way to move people

it also created one of the first commercially profitable uses for electricity

preceding the spread of electric lighting, commercial machinery and household appliances

Seattle entrepreneur Frank Osgood converted his existing horse-drawn streetcar lines

to electricity -- March 30, 1889

despite fears the line would magnetize pocket watches

and zap pedestrians with runaway bolts of electricity

Fred Sander began construction on an electric line, Grant Street Electric Railway, to run from Seattle
to the southern municipality of Georgetown -- 1889 [completed 1893]

J. K. Edmiston began construction on another electric railway from Seattle to Renton -- 1889

(seven years later it became known as the Seattle, Renton & Southern Railway)

PUBLICALLY OWNED ELECTRIC COMPANIES FORM IN THE REGION

Pacific Northwest’s first municipal (publicly-owned) electric company was formed

first plant was established in McMinnville, Oregon -- 1889

Two private power companies in Washington Territory expanded their generating capacity:

- Tacoma Light and Water Company began producing additional power
with its new 200-horsepower generator -- 1889
- privately owned Seattle Electric Railway and Power Company -- 1889
put a new 400-horsepower generator on line

WASHINGTON’S LAST TERRITORIAL GOVERNOR IS APPOINTED

Republican Miles Conway Moore of Walla Walla was appointed Territorial Governor

to replace Democrat Governor Semple by Republican President Benjamin Harrison -- April 1889

(Miles C. Moore had arrived in Walla Walla penniless

but with hard work and a pleasing personality he became a partner

in a general merchandise and farm implement business -- Paine Brothers & Moore

he married Mary Elizabeth Baker, the daughter of Dr. Dorsey Syng Baker

an early pioneer and railroad builder who was respected and admired

Moore was twice elected to the Walla Walla city council and served one term as mayor

Miles C. Moore formed a company with his father-in-law, M.C. Moore & Company,

and became involved in the grain business

when Dr. Baker passed away Moore became vice president of the Baker-Boyer Bank

and went on to become the bank’s president [1899])

Territorial Governor Miles C. Moore was chief executive of the territory for seven months

he brought to the office both dignity of character and charm of personality

WASHINGTON TERRITORY IS FAR DIFFERENT FROM ITS EARLY BEGINNINGS

Territorial Governor Miles C. Moore reported 95,000 people had recently arrived in Washington [1887]-1889 more than the total territorial population of [1880] they were restless and in search of cheap land and new opportunities also, increasing numbers of northern and eastern Europeans arrived many settling along Puget Sound to farm, log and fish most of the Indians had been placed on reservations several hundred Chinese had been driven from Seattle, Tacoma and smaller towns although a few remained to work in remote areas on short-line railroad construction black pioneers resided in the larger cities where they enjoyed a quiet, middle-class lifestyle only in the coal mining town of Roslyn were blacks a large proportion of the population

BLACK PIONEER WILLIAM GROSE IS A RESPECTED SEATTLE BUSINESSMAN

William Grose was a black Seattle pioneer he acquired one of the largest land holdings in the city and was among those paying the most taxes stories abounded regarding his generosity, integrity and honesty legend had it that Grose sold his hotel to two young men for \$5,000 their business burned to the ground during the Seattle Fire because the hotel was uninsured the two men faced bankruptcy William Grose quietly looked up the new owners and returned their purchase money he took the loss himself

BLACK WOMEN HAVE AN IMPACT IN THEIR COMMUNITIES

Only a few black women lived in Washington Territory in addition to keeping their house and children in order black women were expected to help their husbands in their work also, they were encouraged to bring home additional money as well time-consuming tasks were primarily available to black women as jobs washing clothes, preparing food, ironing, housecleaning -- all were all done by hand most black women led lives of unrelenting drudgery unappreciated for their hard work and perseverance and keeping the family together these women, regardless of their marital status, were at the bottom socially

BEGINNING OF THE FAIRHAVEN AND SOUTHERN RAILROAD

Fairhaven and Southern Railroad (F&S), the second railroad of Whatcom County, was founded by E. M. Wilson, E. L. Cowgill, Nelson Bennett, C.X, Larrabee and Samuel E. Larrabee this railroad was being built by the Oregon Improvement Company to bring coal

from mines in Skagit County's Cokedale, east of Sedro to the Sehome wharf in Fairhaven
Construction on the F&S was begun by the Fairhaven Land Company -- 1889
track from Fairhaven (Bellingham) was laid toward Lake Samish and Skagit County

FAIRHAVEN AND SOUTHERN RAILROAD LINKS FAIRHAVEN AND SEDRO, WASHINGTON

Fairhaven and Southern Railroad (F&S) was built by the Oregon Improvement Company
to bring coal from Cokedale (near today's Sedro-Woolley) to the Sehome wharf in Fairhaven
Cokedale sat on a hillside through which veins of coal stretched starting near Nanaimo, B.C.
and continuing southeasterly on a diagonal to (today's Hamilton, Washington area
on the upper Skagit River

(Northern Pacific Railway construction engineer Nelson Bennett
first developed the mines (starting in [1888])

he later sold the rights to Montana mineral king C. X. Larrabee

who in turn sold the operation to James J. Hill, owner of the Great Northern Railway)

Grading of the railroad route southeast from Fairhaven (Bellingham) began -- April 1889

F&S crews laid a route east around Lake Samish and continued south

toward Skagit County following the route of (Interstate 5's southbound lanes today)

to a valley where land once again leveled out at Jarman's Prairie east of Bow Hill)

the next section took some time to build as the tracks followed Friday Creek

down the steep grade (past the modern fish hatchery)

switchbacks had to be constructed over Butler Hill

before starting the final straight stretch that ran on a diagonal southeast toward Sedro
tracks followed (today's F&S [Fairhaven Southern Railroad] Grade Road)

and crossed the south fork of the Samish River before continuing on to Cokedale

and beyond to Sedro, Washington and planned a connection

with the northbound Northern Pacific Railway

At the same time, crews built a roundhouse at the southeast corner of 24th and Donovan streets
in Happy Valley east of the town of Fairhaven

SEATTLE ENTREPRENEUR LOU GRAHAM SERVES THE CITY

Lou Graham operated Seattle's best known house of ill-repute -- 1889

her four-story brick structure was decorated inside and out in Lou's flamboyant style

Lou struck a deal with local government officials

in return for the police not raiding her place of business

she would contribute a license fee to the municipal fund

\$50 per month per gaming table

and \$10 a month per working girl in her employ

as an inducement, she promised all city officials visiting her place of business

would be treated as guests -- without charge

DELEGATES ARE ELECTED TO THE CONSTITUTIONAL CONVENTION IN OLYMPIA

All delegates to the constitutional convention were to be elected -- May 1889

women had again lost their right to vote when the territorial supreme court ruled they were not eligible in the *Bloomer v. Todd* case [1887]

women were unable to elect delegates to the Washington State Constitutional Convention

Women's suffrage remained a central issue during the writing of a proposed state constitution

there was a great concern that if women appealed the decision of the territorial supreme court in *Bloomer v. Todd* statehood might be delayed

women were told to trust in the chivalry of men -- that suffrage would be incorporated into the new state constitution

COAL PRODUCTION IN EAST PIERCE COUNTY INCREASES

Coal fields in the east Pierce County were known by several different names:

Pittsburg [1889-1909], Spiketown [1910-1916] and finally Morristown [1917-1927]

East Pierce County's Carbon River coal district was once dotted with a dozen small mining towns:

Wilkeson, Carbonado, South Prairie and Burnett survived

but Fairfax, Manley-Moore, Melmont, Montezuma, Morristown, and Wingate

all met the fate awaiting mining towns when their minerals cease to be economically viable

UNITED MINE WORKERS UNION ORGANIZES ROSLYN COAL MINERS

Racism had been rampant in the Roslyn community for a little while -- however labor tensions eased white miners slowly reconciled themselves to working alongside black miners

they shared the dangers of coal mining in the late 1880s [and 1890s]

which helped to forge a bond of friendship between the two groups

When the United Mine Workers organized the Roslyn miners,

black and white miners left their former union -- the Miners' Progressive League

and entered the new union as equals -- 1889

Roslyn's multi-ethnic citizens created a vibrant community as the town's population grew

(peaking in [1930] at slightly more than 4,000 residents)

Several black fraternal organizations were created in Roslyn

including the first Prince Hall Masonic Lodge in Washington Territory

and a lodge of the Knights of Pythias

African Americans also formed both Baptist and African Methodist Episcopal (AME) churches

Black women in Roslyn joined such organizations

as the Eastern Star and the Daughters of Tabernacle

churches and fraternal organizations provided the community care during illness,

guaranteed burial rights and an active social life which included band concerts, speakers,

and charity benefits

African Americans were assimilated into the community

black residents Ronald and white inhabitants of Roslyn came to an understanding

when the Roslyn community needed a school house, Ronald inhabitants offered their church eventually, most left Ronald and moved to Roslyn where they maintained their homes

(Roslyn elected William Craven the first black mayor in Washington state [1976])

MORE VALUABLE ORE IS DISCOVERED IN BRITISH COLUMBIA

Several rich silver-lead deposits were staked in the Ainsworth, B.C. mining camp -- 1889

located directly across Kootenay Lake from Robert Sproule's [1882] Bluebell Mine

(Sproule had been executed for shooting Thomas Hammill in an effort to protect his claim)

all of these mineral discoveries led to a stampede of prospective miners

accompanied by the inevitable speculators that followed on their heels

Railway magnates American Daniel Corbin and Canadian James Jerome (Jim) Hill

started making plans to push northward to the Ainsworth mining district

there were several possible routes to get to the mineral-rich area:

- from the south, the Columbia and Kootenay rivers could be followed;
- a good pack trail existed from Fort Colville to the present site of Castlegar where the trail crossed the Columbia River to follow the Kootenay Valley
- easiest route was probably from Revelstoke, downstream on the Columbia River to Sproat Landing, British Columbia

FIRE DEVASTATES THE CITY OF SEATTLE

Seattle was a firetrap

because of the easy access to lumber nearly every building in town

was constructed of affordable but flammable timber

also, because the area was at or below sea level, it was a frequent victim of massive floods

that required buildings to be built on wooden stilts

coal bunkers were located on the city wharfs

Seattle, like many Washington Territory towns, used hollowed out scrap logs

propped up on wooden braces as sewer and water pipes

sidewalks were wooden

one street, Skid Road, consisted of greased logs

all of this contributed to the disaster

Fire broke out in the city about 2:00 P.M., June 6, 1889

John E. Back, a worker in Victor Clairmont's cabinet-making shop

located near Front Street and Madison Avenue (four blocks north of today's Pioneer Square)

was heating glue over a gasoline fire -- glue pot boiled over onto the hot stove

John E. Back threw a pail of water onto the flames

which washed burning glue onto a pile of dry shavings on the floor

fed by the shop's timber and an unusually dry summer the blaze erupted ironically the town's fire marshal was attending a fire prevention conference that day efforts to pump water from Elliott Bay proved futile because of low tide men formed a bucket brigade by 2:15 but by then the fire had spread out of control as the entire block was quickly devoured by flames

Seattle's volunteer fire department, which was competent but inadequate, was called out as the fire pushed by a north wind continued to spread rapidly -- 2:45 P.M. Seattle's water supply was insufficient in fighting the inferno fire hydrants, usually connected to small pipes, were sparsely located on every other street there were so many hydrants in use during the fire that the water pressure became too weak to fight such a massive blaze

concern focused on a couple of hardware stores holding several tons of ammunition when it began exploding the firemen quickly retreated

Seattle Mayor Robert Moran ordered dynamite to blow up buildings along University Street to remove fuel from the fire's path

resulting explosions spewed the burning embers higher and wider into the air

Fire reached the heart of the city -- by 6:00 P.M. as the smoke and reddish glow above Seattle became visible around Puget Sound Tacoma sent a special train carrying fire-fighting equipment with relief supplies soon following neighboring towns of Olympia and Portland responded still fifty blocks of the business core were consumed by the flames before midnight it was necessary to call out the National Guard to secure the sixty acres of ruins

SEATTLE IS LAID WASTE

Fire had burned most of the city's twenty-five blocks -- by morning June 7, 1889 including the entire business district, four of the city's wharves and its railroad terminals total losses were estimated at nearly \$15 million (in [1889] dollars) according to the *Post-Intelligencer*, **“Every bank, every wholesale house, every hotel, every newspaper office, and nearly every store was swept out of existence.”**⁵⁶

residential areas on the hillside were untouched

and the loss of life was limited to the waterfront's enormous rat population

Six hundred inhabitants gathered at a meeting to assess the losses and to prepare for immediate rebuilding -- morning June 7 they voted down a suggestion to keep five hundred dollars recently raised to aid victims of the recent [May 31, 1889] Johnstown, Pennsylvania Flood that killed over 2,200 people and caused \$17 million of damage

⁵⁶ Cecil Dryden, *History of Washington*, P. 204.

Seattle needed help rapidly and in great amounts

Governor Moore displayed commendable vigor and steadiness of purpose during the tragic event he proclaimed a disaster resulting in supplies and funds coming in from all over the West Coast, the United States and even from foreign countries to support the relief effort

SEATTLE FIRE ADDS TO A GROWING COMMUNITY SPIRIT

Community leaders launched a building boom that allowed for urban planning loss of Seattle's rickety wooden buildings had created a positive community spirit amid tents and temporary structures, the rebuilding got underway almost immediately building codes were improved:

- tiny building lots were consolidated into large city lots,
- streets were reorganized and widened,
- city ordinances set standards for the thickness of walls and required walls between buildings imposing new brick and stone edifices were constructed -- not wooden structures

(features of post-fire construction on the ashes of the old wooden structures are still visible in Seattle's Pioneer Square district today)

More than \$10 million was spent in the next year

as 465 commercial buildings were rebuilt of brick and stone

Chinese businessman Chin Gee Hee constructed Seattle's first brick structure after the Seattle Fire -- Canton Building located at 208-210 Washington Street housed his import-export business the Quong Tuck Company

Seattle was forced to rebuild the waterfront

sixty wharves and warehouses were constructed and the streets were paved

Seattle *Times* expressed the positive spirit -- June 10, 1889

**“Slightly disfigured, but still in the ring,
This is the song Seattle will sing.”⁵⁷**

(rebuilding of Seattle was completed within two years)

AFTER THE FIRE SEATTLE REBUILDS INTO A MAJOR CITY

Seattle's fire department shifted from a volunteer to a professional force with new firehouses and a new chief

Seattle took control of the water supply, increasing the number of hydrants and adding larger pipes inadequate private water company was replaced with a public utility

(In the year following the fire, Seattle's population actually grew to nearly double as new inhabitants arrived to help recreate the city
Seattle became the largest city in Washington)

⁵⁷ Cecil Dryden, *History of Washington*, P. 204.

THEA CHRISTIANSEN FOSS GETS A GREAT IDEA

Thea Christiansen was a recent immigrant from Norway to Minneapolis, Minnesota
there she married Norwegian immigrant Andrew Foss and they moved to Tacoma
Andrew Foss supported the couple as a carpenter

he was hired to build a shed in the Puyallup Valley -- summer 1889

while he was gone, Thea was sitting on the porch of their houseboat on the Tacoma waterfront
she spotted a fuming, disgruntled, failed fisherman and offered to buy his boat for \$5
she painted the unappreciated dinghy green and white

Thea sold the rowboat for \$15 and purchased two more boats from discouraged fishermen
she began renting her boats for 50¢ a day

by the time Andrew returned from his shed-building job with \$32, Thea has accrued \$41
Andrew decided to build rowboats

In building and repairing rowboats Andrew learned new tactics and improved his skills

before very long Andrew and Thea had built or bought 200 boats

these were rented to fishermen, duck hunters and picnickers

they ferried workers who needed a ride to sawmills inaccessible by land during high tide

Thea delivered supplies to ships and crewmen in the increasingly busy Tacoma waterways

Andrew decided to establish a larger operation

he purchased the hulk of the steam vessel *St. Patrick* which had run aground
at the head of Commencement Bay

Andrew built a new hull and transferred the wrecked steamer's engine and boiler
to the new vessel and christened her the *St. Patrick* in the old ship's honor

Thea and Arthur then sold the sturdy *St. Patrick* for another steamer, the *Lizzie A.*

she proved to be worst vessel the Fosses ever owned -- she was slow and unreliable

Andrew spent hours incessantly puttering in an effort to improve her serviceability

one day, when Andrew was away, Thea sold the old thing for \$500 and a pair of horses

Andrew complained but with the money they purchased a Naphtha-fueled vessel, *Hope*

(for years the *Hope* provided transportation from ships at anchor to shore and back

to officers and crewmen working the increasingly boat-filled Commencement Bay)

Thea then expanded the business by transporting logs with towboats

(this became Foss Maritime -- the largest tugboat company in the western United States)

BELLINGHAM BAY AND BRITISH COLUMBIA RAILROAD (BB&BC) REACHES NORTHWARD

Pierre B. Cornwall's Bellingham Bay and British Columbia Railroad (BB&BC)

continued slowly pushing northward through Whatcom County

toward the Canada-United States border and a link with the Canadian Pacific Railroad

Construction materials arrived at the Sehome Wharf by ship and grading of the route progressed

STATE CONSTITUTIONAL CONVENTION DELEGATES MEET IN OLYMPIA

Seventy-five Washington Territory Delegates had been elected to frame the state constitution these delegates were mostly young, well-educated recent arrivals to Washington about one-third had lived in Washington longer than fifteen years only a few had attended the prior [1878] constitutional convention Justice John P. Hoyt, a staunch supporter of women's rights, edged out Justice George Turner, an equally staunch opponent of women's rights, for the position of chair of the convention

Delegates met in the Territorial Capitol Building in Olympia and began their proceedings to draft a constitution that would form the basis for all future Washington laws -- July 4, 1889 forty-three were Republicans, twenty-nine Democrats and three were listed as Independent they represented a variety of occupations: elderly farmers, young stockmen, merchants, bankers, teachers, newspaper editors, a preacher and a mining superintendent several were physicians and young attorneys

First concern addressed by the delegates was the maintenance of local control over the government governor, state officials, legislators and judges all were to be elected:

- state executive officers were to hold office for four-year terms;
- state bicameral legislature was composed of the House of Representatives and the Senate;
- judicial branch of state government was composed of the state supreme court and county superior courts;
- county and township governments were to be elected

LOCATION OF THE STATE CAPITAL CITY IS IN DISPUTE

Washington Territory's first Governor, Isaac Ingalls Stevens chose Olympia to serve as territorial capital [1853]

Statehood would provide an opportunity for citizens to vote for a new capital

if the capital could be moved the new seat of government would experience an enormous boom:

- new government buildings would be needed to house elected and appointed officials,
- new government agencies would have to be housed,
- new transportation and communication links would be necessary,
- land values would explode and business would flourish

Olympia had been a logical choice for the capital when the population in the territory was sparse but Prosser had experienced a population boom with the arrival of the Northern Pacific Railway both North Yakima and Ellensburg had booming populations and Northern Pacific Railway depots that offered access to travel and potential connections to possible future railroads

Centralia claimed to be the located near the best agricultural and timber lands and the best commercial center

further it could expand without spending thousands of dollars for street grades or water works

FIRE DESTROYS DOWNTOWN AND RESIDENTIAL ELLENSBURG

Ellensburg's devastating fire began in a grocery store -- 10:30 P.M., July 4, 1889

high winds spread the fire to the frame buildings nearby

this fire quickly became a holocaust despite valiant efforts by townspeople

to fight the blaze using the town's limited mid-summer water supply

Almost 200 Victorian-era homes were destroyed and ten blocks of business were leveled

while the fire was raging, Governor Miles C. Moore wishing to speed all possible assistance,

wired the town **"What do you want at Ellensburg?"**

city leaders quickly responded: **"We want the capital."**⁵⁸

ELLENSBURG IS REDUCED TO ASHES

With the exception of the Ellensburg National Bank and the City Hotel

only a pile of rubble remained as a reminder of Ellensburg -- July 5, 1889

Ben Snipes reopened temporary banking quarters under the name Ben E. Snipes & Co

he quickly constructed a three-story stone bank building -- the first brick building in the little city

and the finest in the state (this building still stands in Ellensburg)

Like many towns destroyed by fire, Ellensburg began rebuilding

this time using less flammable material

arrival of the Northern Pacific Railway (three years earlier) meant building materials

could be brought in quickly by rail instead of laboriously by wagon

Ellensburg's notation of "1889" on many historic buildings

is testament to this period of rapid reconstruction

TACOMA, OLYMPIA AND PACIFIC (TO&PC) RAILROAD LINKS WITH GRAYS HARBOR

Shortline railroads, many of which existed only on paper to provide an attractive package

for the Northern Pacific Railway (NPRY) to purchase, were created

for example, the Tacoma, Olympia & Pacific (TO&P) was formed by a group of investors

to build a rail line from the Northern Pacific Railway terminus in Tacoma to a new town,

Ocosta-by-the-sea (later simply Ocosta) on Grays Harbor -- July 25, 1889

(realizing the enormous potential of ocean shipping routes, the Northern Pacific Railway

purchased property in Ocosta-by-the-sea

their plan was to extend their railroad to the harbor and transfer cargo to ships,

thus connecting buyers and sellers in the United States, Canada, China, Japan

and other countries throughout the Western Hemisphere)

OREGON AND WASHINGTON TERRITORY RAILROAD EXPANDS INTO GRAYS HARBOR

⁵⁸ Cecil Dryden, *History of Washington*, P. 322.

It is unclear to what degree the Northern Pacific Railway (NPRY) controlled the Oregon and Washington Territory Railroad (O&WT) that served the wheat-growing region of Southeastern Washington Territory around Pendleton, Oregon but the O&WT made plans to reach the Olympic Peninsula's Grays Harbor -- summer 1889 Grays Harbor quivered with excitement at news of the O&WT's plans population in Hoquiam, Washington Territory increased from 400 to 1500 nearly overnight newly platted lots in Grays Harbor City, none less than \$500, were quickly sold and a 6,600-foot trestle was erected out over the mud flats into the harbor Unfortunately, primarily due to questionable legal actions brought by the NPRY, the O&WT railroad was never completed and the O&WT fell into receivership this failure was in spite of a pledged \$750,000 subsidy to support construction promised by the residents of Grays Harbor City, Hoquiam, Aberdeen, and Montesano Grays Harbor City never recovered -- shortly after the failure of the O&WT, the town was deserted -- many of the buildings were moved on barges to Hoquiam

SPOKANE FALLS WAS THE THIRD MUNICIPALITY TO SUFFER FROM FIRE

Spokane Falls was no frontier town made entirely of makeshift wooden structures but a fire did start in just such an area -- where rubbish between buildings provided ideal tinder Bill Wolfe's lunchroom was in a row of wooden buildings on Railroad Avenue across from old Northern Pacific Railway depot hot grease in a frying pan exploded -- 6:00 P.M. August 4, 1889 uncontrolled, the fire spread through rooming houses and then moved on smoky haze drifting from forest fires in the Coeur d'Alene region obscured the blaze at first as people fled across the Spokane River in search of safety a wall of fire advanced toward business center

Pacific Hotel, a fine new structure of brick and granite, was soon engulfed Church bells and fire-station bells alerted the public and the five-year-old volunteer fire department firefighters had inadequate leadership, were poorly equipped and had to haul their own hose carts when attempting to put out the flames, they could not get sufficient water pressure in the hoses men ran from hydrant to hydrant -- all were dry

Early newspaper accounts contained only one explanation for the weak water pressure Superintendent of the Waterworks Rolla A. Jones was said to have gone fishing after leaving the system in the charge of a complete incompetent

(later, city fathers later exonerated Jones, but this account, although false, will be repeated in many histories of the fire)

there was blame enough to go around:

- lingering smoke from forest fires delayed widespread awareness of the fire,
- blaze had started in a trash-ridden area of flimsy wooden structures,
- there was no citywide siren system,

•pumping station for the water company had no telephone

Firefighters began dynamiting buildings in an attempt to deprive the fire of fuel,

but the flames jumped the spaces opened and soon created a firestorm

In a few hours the Great Spokane Fire, as it came to be called, had destroyed thirty-two square blocks virtually the entire downtown

even substantial stone and brick buildings of the business district were destroyed

burning sawmills along the Spokane River's south bank sent sparks high into the sky

igniting buildings on the north bank

a log boom in the river was consumed

Howard Street Bridge over the Spokane River went up in flames

sparks from the bridge ignited a flour mill on the bank of the river

one eyewitness described the experience in the August 4, 1889 *Spokesman-Review*: “**The**

hoarse shouts of men running in all directions, the shrieks of women and children, the rattle of wagons, the tolling of church bells, the shrill whistles of locomotives as they hurried to and fro trying to save the cars lined on the [Northern Pacific Railway] tracks, the angry roar of the flames, the embers and shingles flying through the air.”

Change in the wind direction eventually brought matters under control

but not until the central core of the city had been destroyed

SPOKANE FALLS LAY DEVASTATED BY THE FIRE

In the morning light only one building stood on Railroad Avenue -- August 5, 1889

losses were estimated at from \$5 to \$10 million with one-half to two-thirds of it insured an enormous sum for the time

as in Seattle, the residential section had been spared

There was one fatality, George I. Davis, who died at Sacred Heart Hospital of burns and injuries

when he fled (or jumped) from his lodgings at the Arlington Hotel

many others were treated at the hospital, where the nuns served meals

to newly homeless boardinghouse dwellers, mostly working men,

plus others referred to in newspapers as the “sporting element”

Some of Spokane Fall's leading citizens immediately formed a relief committee

other cities donated food, supplies and money

even Seattle, just recovering from its own disastrous fire [of June 6] sent \$15,000

National Guardsmen were brought in to assure public order

to guard bank vaults and business safes standing amid the ruins and to prevent looting

Businesses resumed in a hastily built tent city

these included insurance adjusters, railroad ticket offices, banks, restaurants, clothing stores,

and even a tent in which the *Spokane Daily Chronicle* carried on publication

Mayor Fred Furth issued dire warnings to shop keepers against price gouging

Unemployed men immediately found work clearing the debris,

and any who declined the opportunity were invited to leave town
After the fire, the city prohibited wooden structures in or near the newly rising downtown
an electric fire alarm system was installed,
paid professional fire department with horse-drawn equipment was established

SPOKANE FALLS BECOMES SPOKANE

Spokane Falls rebuilt quickly, and a new city, Spokane, rose from the ashes
after the fire, theaters appeared in great numbers
battles were joined between establishment owners and the local Ministerial Association
which created a constant stir in the city
(several years later the last box theater in Spokane closed due to public outrage)

OTHER TOWNS ALSO ARE TOUCHED BY FIRE

Fires also devastated much of downtown Vancouver, Washington Territory
while parts Goldendale and Roslyn also were destroyed -- 1889

STATE CONSTITUTIONAL CONVENTION CONTINUES WORKING IN OLYMPIA

Convention delegates remained in session in Olympia -- August 1889
delegates worked steadily resolving differences in proposed wording
they borrowed from the constitutions of Oregon, California, Illinois and other states
and copied parts of a proposed model document submitted to them by a Portland resident
unhappily, the legislature did not appropriate funds to transcribe the minutes taken of the debates
(today all that historians have to work with are newspaper reports, interviews with delegates
and the journal of the convention when it was finally published [1962])

POLITICAL REFORMS ARE PLACED IN THE WASHINGTON STATE CONSTITUTION

Unique ideas from the constitutional convention delegates were added as many clauses were written
to limit politicians' freedoms of action in an effort to guarantee their good behavior:

- proposed state constitution promoted economy in government:
 - maximum salaries were set in the Constitution (later amended several times)
 - state could not loan its credit to individuals or companies;
- legislators were placed under strict restraints:
 - legislative sessions were limited to sixty days every two years,
 - limits were placed on public debt that the state and cities could accumulate,
 - no money could be spent on religious worship or instruction,
 - lotteries or divorces were not legal,
 - state could not purchase the stock of any company
 - “recall,” the method of removing officials from office if necessary, was also provided;
- delegates made ample provision for educating all children

residing within the state's borders regardless of race, color, caste, or gender
although funding remained an unresolved issue

Proposed state constitution attempted to control railroads:

- lobbying at the constitutional convention by railroad interests was fierce
powerful railroad lobby opposed restrictions on tideland use
but they lost when Article Seventeen Section One was passed by the delegates;
- other restrictions were placed on the railroads in the proposed constitution:
 - discriminatory railroad charges were not allowed to be imposed,
 - there were to be no free railroad passes -- even to political leaders,
 - there was to be no consolidation of competing railroad lines,
 - legislature was to establish reasonable shipping rates for passengers and freight

Proposed Washington State Constitution also created the position of Commissioner of Public Lands
to manage and protect three million acres of revenue-producing Federal land
granted for the support of the public schools

(this land was placed in a public trust instead of being sold as was done in several states
most of this land is still held in a permanent trust)

IDAHO TERRITORY HOLDS A CONSTITUTIONAL CONVENTION OF ITS OWN

Previously handicapped by erratic population growth,

Idaho was spurred on by the success of its neighboring new "Omnibus" states

Without the blessing of an Enabling Act from Congress

Idaho Territorial leaders called an unauthorized constitutional convention

sixty-eight delegates assembled in Boise, Idaho [July 3, 1889]

to drafted a constitution much like her neighboring states had drafted

after twenty-eight days of deliberation a final document composed of twenty-one articles

was completed and submitted to congress -- August 6, 1889

(congress had not authorized Idaho's constitutional convention

and did not accept the delegates' proposal)

WOMEN'S SUFFRAGE IS CONSIDERED BY CONSTITUTIONAL CONVENTION DELEGATES

Court case of *Bloomer v. Todd* [1888] set the stage for considerable debate over women's suffrage
during the constitutional convention -- August 1889

when Congress passed the Organic Act creating Washington Territory [February 10, 1953]

it provided that only white males of the age of twenty-one or older could vote or hold office

but the Organic Act went on to say that the legislative assembly of the territory

could alter those requirements for future elections

efforts had been made by subsequent legislatures to change the eligibility requirements for voting:

- during the first session of the Washington Territory legislature in Olympia [1854]

Arthur A. Denny from Seattle sought to gain approval of a measure

giving women the right to vote -- his effort failed;

- Washington Territory's legislature had amended the election statutes [1867] in an effort to deny the vote to former Confederate soldiers but the amendment went on to grant the right to all "white American citizens, twenty-one years of age" Territory Speaker of the House Edward Eldridge at that time noted that he believed that women were American citizens and, thus, had the right to vote under this statute;
- Mrs. Mary Olney Brown and other women went to the polls and cast ballots until the territorial legislature passed an act [1871] which provided women had no right to vote except in school elections;
- Walla Walla Constitutional Convention delegates [1878] had heard from prominent suffragists who urged the proposed constitution contain a provision providing women the right to vote delegates did not agree with the suffragists but did overwhelmingly agree to submit women's suffrage proposal as an amendment to be voted on at the same time they voted on the proposed constitution

In spite of promises that suffrage would be incorporated into the new state constitution when the convention met only two of the seventy-five delegates were in favor of suffrage suffrage activists from Olympia petitioned the Convention to include women's suffrage in the new State Constitution -- without success

WORK OF THE WASHINGTON STATE CONSTITUTIONAL CONVENTION IS COMPLETED

Finally, delegates reached a consensus and the convention concluded seventy-one of the seventy-five delegates signed the completed document -- August 22, 1889 only one of seventy-five delegates refused to sign the proposed Constitution three others failed to sign because they had gone home one of these, James Hungate, signed forty-two years later

Proposed Washington State Constitution passed but women's suffrage and prohibition did not Article VI, Section 1 of the new Washington State Constitution limited the status of electors to "male persons" thus women's right to vote was presented to (male) voters as an amendment on the ratification ballot alcohol prohibition was also on the ballot as an amendment

Delegates rushed home as soon as the convention adjourned to prepare for the [October 1] election that would decide the fate of the proposed constitution and the election of state officials if the voters approved, the constitution would be submitted to congress without much doubt of acceptance by the new Republican-controlled members

WASHINGTON'S PROPOSED CONSTITUTION FOLLOWS THE USUAL OUTLINE

Article One: rights of the people states, in part: "**All political power is inherent in the people, and governments derive their just powers from the consent of the governed, and are established to**

protect and maintain individual rights.”

Article Two: identifies how the Legislature shall be elected and carry on its business;

Article Three: provides for the Executive or Administrative Department;

Article Four: describes the organization and power of the state courts;

Article Five: identifies reasons for which an official can be impeached;

Article Six: defines the rights of all qualified male persons of the age of twenty-one to vote;

Article Seven: makes provision for taxation;

Article Eight: specifies limitations on public debts;

Article Nine: establishes the public education system;

Article Ten: defines the State Militia;

in all there were twenty-seven Articles

Proposed State Constitution was to be submitted to the voters for their acceptance [October 1] however, delegates had ducked two thorny issues:

- suffrage was restricted as women were allowed to vote only in local school elections otherwise, women were not allowed to vote or serve on juries;
- permanent location of the capital was not identified

these concerns were to be addressed in Constitutional Amendments to be voted on separately

SCHOOL FUNDING REMAINS AN UNRESOLVED ISSUE IN THE NEW STATE CONSTITUTION

Federal law that created Washington Territory [1853], commonly called the “Organic Act,”

provided in part that land sections sixteen and thirty-six of each township be set aside for schools

(townships consisted of a surveyed square of land six miles by six miles

divided into mile square sections numbered one through thirty-six)

sale of this land provided early, if unstable, source of school funding

however, it did almost nothing to actually organize an educational system for the new state

Washington’s proposed constitution made education state government’s most important obligation:

“It is the paramount duty of the state to make ample provision for the education of all children residing within its borders, without distinction or preference on account of race, color, caste, or sex.” (Constitution of the State of Washington, Article IX, Section 1)

“The legislature shall provide for a general and uniform system of public schools. The public school system shall include common schools, and such high schools, normal schools, and technical schools as may hereafter be established. But the entire revenue derived from the common school fund and the state tax for common schools shall be exclusively applied to the support of the common schools.” (Constitution of the State of Washington, Article IX, Section 2)

However, a method of adequately funding this paramount duty remained elusive

the “**state tax for common schools**” (Article IX, Section 2) was not defined nor was it imposed

school funding remained largely the responsibility of counties and individual school districts

rather than implementing a reliable, recurring, tax-based funding source,

Washington’s constitution seemed to allocate to schools only that public income

that had not already gone to something else⁵⁹

WASHINGTON TERRITORY EDUCATION AT THE TIME OF THE PROPOSED CONSTITUTION

Total number of high school students was placed at slightly over 300 pupils -- 1889

several institutions of higher education existed in the territory

Seattle had a public-funded university -- Washington Territory University founded in [1861]
had grown to about 100 students -- 1889

(this would become the University of Washington)

several other privately funded colleges operated in the territory:

- Whitman Seminary was granted a charter by the Washington Territory legislature [1859]
legislators issued a new charter [1883] changing the seminary to a four-year college;
- Holy Names Academy was founded by the Sisters of the Holy Names of Jesus and Mary
incorporated a boarding school and grade school in Seattle [1880];
- Klickitat Academy [1882]
had been founded by Benjamin P. Cheney -- director of Northern Pacific Railway
town of Cheney had lost the county seat to Spokane four years before
Ben Cheney had two favorite contacts in the legislature
Representative Stephen G. Grubb and Senator Alex Watt
political pressure brought to bear -- but to no avail;
- Anne Wright women's seminary in Tacoma was founded by Charles Barstow Wright
and named for his daughter Annie [1884]
it opened with forty-six boarding students who arrived from Washington Territory, Oregon,
British Columbia and Hawaii;
- Gonzaga College was founded in Spokane by Father Joseph Cataldo
as a Jesuit school for boys [1887]
it soon attracted boarding students from around the West
and day students from the growing city of Spokane;
- The Puget Sound University at Tacoma chartered by the Methodist Episcopal Church [1888]
opened its doors would open to eighty-eight students [September 1890]
progressive name changes followed: College of Puget Sound [1914]
and University of Puget Sound [1960]

Statehood meant federal money would be provided for an agricultural college

OPPOSITION TO THE PROPOSED STATE CONSTITUTION

Farmers Grange, which represented the interests of farmers, was opposed to the proposed constitution
to their way of thinking the proposed constitution created too many state officials

⁵⁹ John Caldbick, "Washington's 'Barefoot Schoolboy Act' is passed on March 14, 1895," HistoryLink.org Essay 10003, January 12, 2012.

with salaries that were “unreasonably high”

Another criticism indicated the document was too difficult to amend

Still others noted there was no guarantee against an invasion of Asian immigrants

CITIZENS OF WASHINGTON ARE READY FOR STATEHOOD

Most of the new state’s population lived along Puget Sound

although a generation had passed since the first settlements, the Sound buzzed with youthful vigor

South Puget Sound region had experienced phenomenal growth and development:

- Tacoma, the terminus of the Northern Pacific Railway had survived enough growth spurts and declines to develop a certain resiliency in addition to its railroad and lumber businesses, Tacoma acquired the Ryan Smelter built on Commencement Bay by Dennis Ryan [1888] Scandinavian immigrant Thea Foss assembled a few rowboats and began a business (that eventually blossomed into the Sound’s best known tugboat company which was run by her husband Andrew);
- Seattle was emerging as the local metropolis after a remarkable decade of growth and change (between [1880 and 1890] its population soared from 3,553 to almost 43,000) enormous physical and social improvements were made after its fire, Seattle acquired the look and feel of a confident, medium-sized city;
- farther south on Puget Sound, in contrast to the activity in Tacoma and Seattle:
 - Steilacoom languished after a dazzling start in the vicinity of the Hudson’s Bay Company trading post before emerging into a population center, military post and mental hospital;
 - Olympia, a lumber and shipping village, struggled to elevate its position from that of territorial capital to the new position of capital of a new state;
 - Chehalis and Centralia were the center for farming and logging

To the north of Commencement and Elliot bays

three little towns of Whatcom, Sehome and Fairhaven sat beside Bellingham Bay

(their merger into Bellingham was still more than a decade away)

near the mouth of the Skagit River, La Conner struggled to retain its early prominence

now steamers chugged upriver and the railroad connected booming Anacortes

with the surrounding area replacing La Conner as the focal point for commerce

Port Gardner Bay, (Everett) was only a land developers’ dream

West along the Strait of Juan de Fuca

lively Port Townsend was at the peak of its Victorian glory

Port Angeles was home to the growing Socialist Puget Sound Cooperative Colony

where two hundred visionaries and hangers-on were thriving

as they tried to create an ideal society

large lumber mills operated on the western shore of Puget Sound and along Hood Canal

one of them, Port Gamble, boasted a sawmill that was the industrial pacesetter for the region
Port Gamble's orderly pattern of white wooden houses and other buildings
gave it the air of a New England company town transplanted into a western forest
Along Grays Harbor development was underway
town of Cosmopolis was supported by its local brick yard
sawmills at Aberdeen and Hoquiam tapped the vast inland forest reserves
in anticipation of the construction of a railroad connection with Puget Sound,
Hoquiam's population jumped from four hundred to fifteen hundred -- 1889
grandiose plans were launched for Grays Harbor City on the northwestern shore
as speculators hoped to create the grand port for the region
(typical of boom-and-bust fashion, Grays Harbor City was a ghost town within two years)

On the bank of the great Columbia River

Kelso, Kalama, and other towns of the lower Columbia
watched commercial traffic between the Pacific Ocean and Portland pass them by
Vancouver, the Hudson's Bay Company headquarters for the entire Pacific Northwest,
bustled with sawmills and other industries across the river from Portland
nearby Camas, Washington boasted a major paper manufacturing plant
Further east, on both sides of the Columbia River's great cut through the Cascade Mountains,
occasional villages were located at portage and transshipment points

Walla Walla, where the Walla Walla River enters the Columbia River,
remained a crucial transport point even after the arrival of the railroads

In Eastern Washington most of the good land appeared to have been taken by settlers
but in those days "good land" meant green and fertile river valley tracts
since irrigation projects of the time were small, private and uncertain propositions
planning was already underway for the Yakima Valley's Sunnyside Canal
(which in a few years would initiate widespread reclamation of the arid land)

North Yakima was flourishing as a railroad company town

water mainlines were installed

Women's Christian Temperance Union organized the first reading room there

first local telephone company was established in the town

Walla Walla, in the southeast corner of the new state, had been courted

by both the older Oregon and the proposed state of Washington

it continued to fill its accustomed role as the center of a rich agricultural region

however, its days as Eastern Washington's most important community were passing

In the vicinity of the Idaho border

Spokane was home to nineteen thousand people

scarcely a decade old, the city was a railroad center that also thrived on flour milling

and on wheat, pine trees, lead, and silver ore brought in from the surrounding vicinity
already assuming the air of a comfortable, stable city of homes

local members of the elite built mansions in choice neighborhoods
Louis Davenport established a downtown restaurant in his village of Davenport
that would grow into the most elegant hotel and bar east of the Cascade Mountains
Most of Eastern Washington, with the exception of the northeast highland forests,
was arid country with the untamed Columbia River circling through it
settlers grazed livestock, but they as yet knew little about how to develop this dry land
Eastern Washington held only a few scattered villages
some were located on new railroad lines and were shipping points for their surround areas
Indian reservations were the location of a few settlements
John Muir, famous Pacific Slope naturalist (and namesake of Camp Muir on Mt. Rainier),
while considering the advances made in local settlements noted -- 1889

“But though young and loose-jointed, they are fast taking on the forms and manners of old cities, putting on airs, as some would say, like boys in haste to be men. They are already towns ‘with all modern improvements, first-class in every particular,’ as is said of hotels. They have electric motors and lights, paved broadways and boulevards, substantial business blocks, schools, churches, factories, and foundries. The lusty, titanic clang of boiler-making may be heard there, and plenty of the languid music of pianos mingling with the Babel noises of commerce carried on in a hundred tongues.

“The main streets are crowded with bright, wide-awake lawyers, ministers, merchants, agents for everything under the sun; ox-drivers and loggers in stiff, gummy overalls; back-slanting dudes, well-tailored and shiny; and fashions and bonnets of every feather and color bloom gaily in the noisy throng and advertise London and Paris. Vigorous life and strife are to be seen everywhere. The spirit of progress is in the air. Still it is hard to realize how much good work is being done here of a kind that makes for civilization -- the enthusiastic, exulting energy displayed in the building of new towns, railroads and mills, in the opening of mines of coal and iron and the development of natural resources in general.”⁶⁰

CAMPAIGN TO RATIFY THE PROPOSED CONSTITUTION IS LESS THAN HONEST

Those opposed to the Prohibition of the sale of alcohol did not bother to campaign
leading up to the vote on the new state constitution because wholesale liquor businesses
had offered to print the Republican ratification ballots without cost
printing office of the *Leader*, a prohibition newspaper, was hired for forty-eight hours
printers from elsewhere were brought in
there was an understanding that the Republican ballots had been printed
with all amendments to the constitution marked “no” in advance
when *Leader* printers returned to work and were cleaning the press
a crumpled pre-marked ballot was found

⁶⁰ W. Storrs Lee, *Washington State*, P. 367.

one members of the Republican Party election committee was confronted
he admitted 2,000 or 3,000 fraudulent ballots had been printed for the liquor interests
he finally admitted the number was 60-70,000 -- the press registered 180,000
When their plot to distribute pre-marked ballots was discovered
prohibitionists sent out 125 telegrams advising election officials to **“Watch for fraudulent votes.”**
before the election was held a large number of ballots were returned
and clean ballots were delivered to the polling places
or, if that proved to be too inconvenient, none were delivered at all
many polling places could not be reached

SEATTLE AND NORTHERN RAILROAD CROSSES SKAGIT COUNTY

Oregon Improvement Company's Seattle & Northern Railroad (S&N) began construction
at Ship Harbor (today's Anacortes ferry terminal) -- 1889
investors in the line knew that all they had to do was reach Sedro, Washington
as the Seattle, Lake Shore & Eastern Railroad (SLS&E) line
that was planned to run from Seattle to Sumas would pass through that town

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILROAD PLANS TO REACH PUGET SOUND

President of the St. Paul, Minneapolis and Manitoba Railroad and Montana Central Railroad
was the astute Canadian-born James Jerome (Jim) Hill
who decided with his Manitoba line partners to extend this railroad line to the Pacific coast
it was agreed to construct an extension from Fort Assiniboine, Montana to Puget Sound

St. Paul, Minneapolis and Manitoba Railroad organization was restructured

they undertook forging various shortline railroad parts into one piece

under the name of the “Great Northern Railway” (GNRY) -- September 18, 1889

Jim Hill and his Great Northern Railway partners

started to build west to Seattle, Washington Territory and south from Vancouver, British Columbia

they did not receive federal land grants or subsidies

but rather worked their way across the continent on a pay-as-you-go basis

however, they did incorporate the land grants of other railroads they were absorbed

Empire Builder Jim Hill developed markets and customers along the route

he also planned to open trade with China

ELECTION IS HELD IN WASHINGTON TO RATIFY THE PROPOSED CONSTITUTION

As required by the Organic Act the new state Constitution was submitted to male voters

for their approval -- October 1, 1889

however, delegates had ducked three thorny issues:

- suffrage was restricted as women were allowed to vote only in local school elections
otherwise, women were not allowed to vote or serve on juries

women could not vote on the issue of ratifying the proposed state constitution;
•implementing prohibition against the sale of alcohol had not been addressed by delegates;
•location of the state capital city was not stated in the proposed constitution
these issues were addressed as amendments to the new constitution
and were to be voted on separately

VOTERS OF WASHINGTON TERRITORY RATIFY THE PROPOSED STATE CONSTITUTION

Washington State Constitution was ratified by a vote of 40,152 for and 11,789 against
in spite of challenges, thousands of fraudulent ballots were counted

Amendment to add women's suffrage was defeated 16,527 "for" to 34,513 "against"
(women did not win the right to vote in Washington until [1910]

when the people approved the fifth amendment to the Washington Constitution);

Amendment to add prohibition of the sale of alcohol lost 19,456 "for" to 31,487 "against"

Results of the vote to locate the capital: Olympia: 25,490; North Yakima: 14,718;

Ellensburg: 12,844; Centralia: 607; North Yakima: 314; Pasco: 120

Olympia failed to receive a majority of votes -- it received only a plurality

North Yakima and Ellensburg combined received more than half of the votes

after the loss of the capital to Olympia, the Ellensburg newspaper printed: **"Capital or no capital, Ellensburg speeds along, and will get there just the same. No grass in her streets, no flies on her back, no lard on her bangs. Whoop her up again, boys!"**⁶¹

(eventually, Western Washington had its way as voters decided on Olympia the next year
thus the capital remained in Olympia)

With the new state Constitution approved by the voters,

a certified copy was sent by courier to the President Benjamin Harrison for congressional approval
this was necessary before Washington could be proclaimed a state
days went by with no response from Washington, D.C.

WASHINGTON VOTERS ELECT THE FIRST STATE OFFICIALS

Officials for the new state of Washington, all Republicans, were elected -- October 1, 1889

Governor: Elisha Pyre Ferry had previously served two terms as Territorial Governor [1872-1880]

Lieutenant-Governor: Charles E. Laughton

Secretary of State: Allen Weir

Treasurer: A.A. Lindsley

Attorney-General: William C. Jones

Auditor: T.M. Reed

Superintendent of Public Instruction (non-partisan -- no political party): Robert B. Bryan

Commissioner of Public Lands: W.T. Forers

⁶¹ Cecil Dryden, *History of Washington*, P. 322.

Supreme Court Justices:

- Chief Justice Thomas J. Anders,
- Ralph O. Dunbar,
- Theodore L. Stiles,
- John P. Hoyt,
- Elman Scott

Former Territorial Delegate to Congress John L. Wilson, Republican, was elected by the voters to the United States House of Representatives as Washington state's first Congressman he served in that capacity for three terms before resigning [1889-1895]

Also of note the son of black pioneer George Bush, Owen Bush, who was an outstanding farmer in his own right

was elected to the first state legislature --1889

he helped to pass legislation establishing a college for the study of agricultural science (this later became Washington State University)

UNION PACIFIC RAILROAD OPENS A ROUTE TO SPOKANE

Union Pacific Railroad (UP) and Northern Pacific Railway (NPRY) signed a joint lease with the Oregon Railway & Navigation Company (ORN)

UP purchased half of the ORN shares owned by a NPRY holding company

Union Pacific's first train on a special run over the new branch line to Spokane

arrived -- 2:20 P.M., October 7, 1889

first regular Union Pacific passenger train into Spokane arrived at 10:10 P.M. the same day

JIM HILL'S GREAT NORTHERN RAILWAY SEARCHES FOR A PASS THROUGH THE ROCKIES

As the Great Northern Railway was being built across the plains of North Dakota and eastern Montana engineers and surveyors were sent ahead to lay out the route through the Rocky Mountains

competitor Northern Pacific Railway had followed a southerly route over Mullan Pass

however, Jim Hill was determined to have his own route through the Rockies

rather than parallel his competition

with time running out to find a mountain pass Jim Hill sent survey engineer John F. Stevens

to find a second pass through the Rockies before construction of the railroad must be delayed

John F. Stevens was a young energetic engineer who had considerable success surveying for railroads

(his first important construction project was accomplished in the northern part of Minnesota

where he built his longest total mileage of track)

if Stevens could find a different mountain pass in time, Jim Hill promised to name a pass after him

John Stevens and a Flathead Indian guide explored several known passes

through the Rocky Mountains -- fall 1889

SEVERAL NEWSPAPERS SERVE THE NEW STATE OF WASHINGTON

By the end of the territorial period Washington had eighteen daily and 118 weekly newspapers
Seattle Press, one of the daily papers, reported a conversation as a news story -- October 23, 1889
newly elected State Governor Elisha P. Ferry talked with a *Seattle Press* reporter
Ferry called for an expedition to cross the then unknown Olympic Mountains
this news story was picked up by newspapers across the United States
great interest in the unexplored wilderness was generated

STATEHOOD FOR NORTH DAKOTA AND SOUTH DAKOTA

Railroads had provided the driving force to deliver population requirements and development
Dakota Territory had been split into two states to assure more Republican votes in Congress
President Benjamin Harrison proclaimed North Dakota and South Dakota states -- November 2, 1889
Bismarck, North Dakota had been selected as the capital city
Pierre was selected as the capital city of South Dakota

EFFORTS ARE UNDERTAKEN TO ORGANIZE A PRIVATE IRRIGATION COMPANY

Northern Pacific Railway (NPRY) had been granted the land along the railroad's right-of-way
by the federal government in return for the construction of a northern transcontinental railroad
to encourage settlement the NPRY was required to sell the land
within five years of completion of the line

NPRY President Thomas Oakes was impressed by the quantity and quality of crops
grown by a small group of settlers near Union Gap in the Yakima River Valley
they had constructed a small irrigation system called the Konnewock Ditch
and were farming 1,500 acres of irrigated land

Canal builder Walter Granger had completed three successful irrigation projects in America
Northern Pacific Railway President Thomas Oakes, aware of Granger's irrigation expertise,
he summoned Granger to the Yakima Valley to investigate its potential for irrigation there
Granger and Oakes' put together a syndicate, the St. Paul Investors,
to investigate developing a private irrigation project in the Yakima Valley
St. Paul investors hired a team of engineers headed by J. D. McIntyre
to survey the land and determine the best layout for an irrigation system
McIntyre completed his survey -- November 2, 1889

FALSE START IN STATE GOVERNMENT FOR WASHINGTON

Washington Territory received a message from the nation's capital -- November 4, 1889
stating that Territorial Governor Miles C. Moore had forgotten to sign the state constitution
and President Benjamin Harrison could not approve it
Overnight a new copy was prepared (in long-hand since there were no copying machines in [1889]),
and it was sent to the President by courier the next day

PROPOSED IDAHO CONSTITUTION IS RATIFIED BY IDAHO VOTERS

Although not authorized by Congress, Idaho's Constitutional Convention proposed a state constitution that was adopted by a vote of 12,398 to 1,773 -- November 5, 1889
Congress took no action on the unofficial constitution as the document had never been authorized by the federal government

WASHINGTON STATE LEGISLATURE GOES INTO SESSION -- PREMATURELY

First Washington legislative session opened in Olympia -- November 6, 1889
although congress had not yet approved the state's proposed constitution
Charles Laughton was elected President of the State Senate
J.S. Feighan was elected Speaker of the State House of Representatives
Olympia served as the seat of three levels of government: state, county and city

SEAL OF THE STATE OF WASHINGTON IS DESIGNED

Local jeweler Charles Talcott was asked to engrave a very elaborate scenic design of the port of Tacoma, Mt. Rainier, fields and livestock for the back of the new state seal
Talcott argued against that proposal
instead he designed the State Seal by drawing two concentric circles and putting a two-cent George Washington stamp in the middle
(it is reported that the postage stamp image proved to be too poorly detailed to engrave so Talcott instead used George's image from a crate of cough medicine
today the seal uses a Gilbert Stuart painting for Washington's portrait)

SEATTLE PRESS SPONCERES AN EXPEDITION ACROSS THE OLYMPIC PENINSULA

Thirty-five-year-old James H. Christie, a tall, hard-muscled Scot, was visiting friends in North Yakima there he met twenty-two-year-old Christopher O'Connell Hayes who was earning a living as a cowboy in the Yakima Valley
Hays agreed to travel with Christie to Seattle
in preparation for an expedition into the Olympic Mountains -- November 6, 1889
J.H. Christie responded to an add run in the *Seattle Press* newspaper asking for adventurous mountaineers willing to risk danger in extreme circumstances
he sent a letter dated November 6, 1889: **"From your article upon the Olympics [J.H. Christie wrote] I judge that we are both interested in the unveiling of the mystery which as present exists regarding the Olympic country. My interest, aroused by the fact that the mountains have not as yet been penetrated by white men and an ambition to accomplish what others may have failed in, backed by an inherent love of adventure, caused me to form the resolution to penetrate the depths of**

the unknown range. It is my intention to act upon this resolution by entering the mountains this next month.⁶²

Also joining with Christie and Hayes were John H. Crumback and John W. Sims
thirty-three-year-old Crumback, a Canadian, served as cook for the adventure
had been occupied as a cowboy, hunter, prospector and Indian fighter
twenty-eight-year-old Sims was a dark-haired Englishman
he was experienced at hunting, trapping, prospecting and trading
also, he had served in South Africa with the British Army
Members of what became known as the “Press Expedition” began preparations for their adventure

MONTANA BECOMES A STATE

President Benjamin Harrison proclaimed Montana the forty-first state -- November 8, 1889
Helena was selected by Montana’s voters to serve as the capital city
fluid nature of miners made the population unstable
steady, more permanent farmer-ranching-merchant type of settler
were slow to arrive in numbers sufficient to impress Congress
but numbers adequate to meet statehood requirements were successfully achieved

WASHINGTON IS DECLARED THE FORTY-SECOND STATE IN THE UNION

President Benjamin Harrison admitted Washington State to the Union -- Monday, November 11, 1889
proclamation was signed at 5:27 P.M. with pen made of Washington gold
Washington Territorial Delegate to Congress Republican John L. Wilson
viewed the signing although he was suffering from painful boils at the time
when President Benjamin Harrison approved Washington’s state constitution
he donated 132,000 acres of federal lands to the state with the stipulation
that income from the land be used solely for construction of a state capitol

This exciting news reached Olympia by telegram
sent from the office of Secretary of State James A. Blaine to Governor Elisha P. Ferry
since the State Department wired the message “collect,”

Governor Elisha P. Ferry had to pay 61 cents to read: **“The President signed the proclamation declaring Washington to be a state in the union at five o’clock and twenty seven minutes this afternoon.”**⁶³

this message was read to state legislators who had already been in session for five days
Washington was the last of four new states admitted that month
to the vast majority of the American people the area in the Far Western corner of the nation
remained the “Wild and Woolly West”

⁶² Robert L. Wood, *Across the Olympic Mountains*, P. 15.

⁶³ Carlos A. Schwantes, *The Pacific Northwest: An Interpretive History*, P. 258.

WASHINGTON STATE ENTERS THE UNION OF STATES

Washington State, like all of the other states and the federal government, is a *Republic* that is, power is reserved to the voters who elect their representatives
it is the voters' representatives who determine the political decisions to be implemented
(in a *Democracy* the voters would make political decisions themselves)
under the United States Constitution adopted by the nation's founders
only white, male landowners were empowered to vote
voters elected their member of congress, governor, state-wide officials
and state legislator (to the State Senate and State House of Representatives)
voters elected specific officials only indirectly -- by electing representatives to elect them:

- the president and vice-president are both elected to a four-year term
by the electoral college -- that is, political leaders who represent their state
- two United States Senators from each state
who were elected to a six-year term by members of each state senate

POSITIVE BEGINNING FOR WASHINGTON STATE

Washington came into the Union on a wave of economic prosperity brought largely by the railroads
business had been good, or at least had seemed good, throughout most of the eighties
optimists glowed with a mystic feeling that statehood would somehow make it even better
improvements added to the feeling of euphoria:

- Indian Wars were over,
- transcontinental railroad was complete,
- state was becoming increasingly politically organized,
- extractive industries, mining, farming, lumber -- all were doing well,

Edmond S. Meany, professor of botany and history at the University of Washington,

commented on the progress made by Washington in 1889: **“Washingtonians liked to think their commonwealth had come of age. It had a population of over 330,000. For six years it had possessed a railroad connection with the east, via the Columbia River, and now a slightly shorter route to Tacoma via Stampede Tunnel in the Cascades. The sawmill cities on Puget Sound were booming, mines were producing a wealth of ore; wheat fields and apple orchards east of the mountains were flourishing and expanding; the state had a university at Seattle and private Whitman College at Walla Walla; it had a commendable system of steamboat transportation on Puget Sound and the Columbia, a few stretches of macadam highway [compacted crushed rock], good public schools and churches, well-ordered government, excellent newspapers, and -- some thought -- a leaning toward cultural and literary pursuits.”**⁶⁴

⁶⁴ W. Storrs Lee, *Washington State*, P. 370.

SPOKANE LEADS DEVELOPMENT OF EASTERN WASHINGTON

Spokane was the dominate city of the Inland Empire -- 1889
it claimed 590 business firms doing \$10 million in business
Spokane's bankers were essential for financing wheat ranchers
shortline railroads linked mines and mills with Spokane

ELECTRIC TROLLY CARS ARE INTRODUCED INTO EASTERN WASHINGTON

Electric streetcars arrived in Spokane when operations began -- November 16, 1889
Ross Park Street Railway Company was the first to adopt this technology in Eastern Washington
the company installed a 500-horsepower system
and began to generate its own electricity from its own powerhouse on the Spokane River
Streetcars played an important role in Spokane's expansion
real estate developers built early streetcar lines as an incentive for homebuyers to purchase lots
beyond walking distance of the downtown
(Steam-powered streetcars, cable cars and electric trolleys
were rolling through Spokane's streets [by1890])

JUBLIANT CELEBRATION OF WASHINGTON'S STATEHOOD IS HELD IN OLYMPIA

Scores of visitors arrived by road, train and steamer at gaily decorated Olympia
symbolically, morning rain gave way to sunshine as festivities began -- November 18, 1889
Bands, National Guard units and dignitaries
including early settlers Michael T. Simmons and Ezra Meeker
paraded to the modest white-framed capitol building
enthusiastic but frustrated citizens of other towns still competing for the right
to be the state's capital also regaled in their new statehood status despite their disappointment
At the capitol building official proclamations were read
banners honoring the first territorial governor, Isaac Stevens,
and the first state governor, Elisha P. Ferry, flew above the assembled throng
a third banner carried the Indians words *Chinook quanism ancotty alta chee chaho alki*,
roughly translated, "Living hereto in the past we now begin to live in the future"
each of the new state's elected leaders were sworn into office

FIRST "OFFICIAL" MEETING OF THE WASHINGTON STATE LEGISLATURE OPENS

Washington State legislators had met for thirteen days prematurely
Washington's constitution had not yet been approved and the state had not entered the Union
As directed by the Enabling Act the first Washington state legislative session
was officially gaveled to order -- November 19, 1889
(this legislative session lasted for 143 days)
As mandated by the United States Constitution the new State Senate

elected Washington's two National Senators -- Tuesday, November 19, 1889

- Republican and former Territorial Governor Watson C. Squire of Seattle was elected
he was a member of the Committee on Transportation Routes to the Seaboard [1889-1891]
and served as chairman of the U.S. Senate Committee on Coast Defenses [1889-1893]
- Republican John B. Allen from Walla Walla was elected to the U.S. Senate
Allen had been Washington Territory's last territorial delegate to congress
(after one term in the U.S. Senator, the state senate did not reelect him
he was reappointed to the Senate by Governor Elisha P. Ferry but was not seated
former U.S. Senator John B. Allen returned to the practice of law in Seattle)

QUESTION OF LAND OWNERSHIP REMAINS AN ISSUE IN WASHINGTON STATE

Legislators spent some time discussing ownership of the tidelands of the state
this legislature gave title to the state

Legislators spent less time regarding the question of property rights of aliens
the legislature added a broadly written statute to the Washington State Constitution
which declared that one had to declare their intent to naturalize "in good faith"
to be eligible for property ownership
this meant an applicant had to be eligible for naturalization
Asian immigrants were not eligible
(this distinction was not entirely eliminated until [1952])

SEATTLE PRESS NEWSPAPER EXPEDITION ORGANIZES IN SEATTLE

Party of four adventurers arrived in town -- last week of November 1889
J.H. Christie, Christopher Hayes, John Crumback and John Sims
prepared to set out on their adventure to be the first white men to cross the Olympic Peninsula
S.R. Frazier, editor of the *Seattle Press* newspaper, suggested they take a topographer
Christie proposed his friend U.S. Revenue Marine Captain Charles A. Barnes
thirty-year-old adventurer was promptly accepted and served as topographer for the expedition
Also, a letter written by Puyallup's Dr. Harris Boyle Runnals asking to join the expedition
was received by the editor of the *Seattle Press*
this thirty-five-year-old Englishman was the sixth member to be added to the expedition
he was assigned the role of natural historian

PHILIP A. WOOLLEY MOVES TO SKAGIT VALLEY

Railroad construction agent and real estate developer Philip A. Woolley
moved his family to the Skagit River -- December 1889
After consulting with the Washington Territory Attorney General James Bard Metcalfe,
he learned that three railroads were projected to cross north of Sedro

YAKIMA LAND AND CANAL COMPANY IS INCORPORATED

Walter Granger's and Thomas Oakes' St. Paul Investors syndicate provided one million dollars to secure an option on all Yakima Valley land owned by the Northern Pacific Railway -- December 4, 1889

When the Yakima Land and Canal Company was formed, Walter Granger was named president James Millisch and Albert Kleinschmidt of Helena, Montana, were named secretary and treasurer they now busied themselves buying up Yakima Valley land at \$4.00 an acre

SEATTLE PRESS EXPEDITION SELECTS A ROUTE ACROSS THE OLYMPIC MOUNTAINS

Six members of the Press Expedition proposed to travel up the Elwha River near Port Angeles into the heart of the Olympic Mountains and continue from Lake Quinault down the Quinault River to the Pacific Coast inadvertently, they had chosen to cross a most difficult portion of the young mountain range

As originally constituted, six men (J.H. Christie, Christopher Hayes, John Crumback, John Sims, Captain Charles A. Barnes, Dr. Harris Boyle Runnals) were accompanied by four dogs and fifteen hundred pounds of provisions

as they set out on the journey across the Olympic Mountains -- December 1889

“Winchester rifles, plenty of ammunition, a tent, canvas sheets, blankets, fishing tackle, axes, a whipsaw for cutting out logs, a few carpenter tools, the necessary tools for mineral prospecting, rope, snowshoes, a small but well selected assortment of cooking and other utensils, comprised a part of the general outfit. [Charles Barnes]”⁶⁵

also the men carried a camera, enough film for 250 photos and scientific equipment

Six adventurers could not be aware the winter of 1889-1890 would be severe

(Weather Bureau records later showed an average of 5.24 degrees colder than normal

as recorded at four weather stations: Port Angeles, Tatoosh Island, Olympia and Vancouver)

SEATTLE PRESS EXPEDITION DEPARTED FROM SEATTLE

J.H. Christie, Christopher Hayes, John Crumback, John Sims and Captain Charles A. Barnes boarded the steamer *Ferndale* bound for Port Townsend -- December 8, 1889

Their baggage was transferred to the steamer *Evangel* for the voyage to Port Angeles --December 9 conversations with local citizens of Port Angeles regarding the best approach to the take provided little useful information

Expedition leader J.H. Christie decided they would wait the remainder of December on the bank of the Elwha River at the cabin of Philip Meagher about two miles inland from Port Angeles

while there, they would construct a flatboat which they christened the *Gertie*

⁶⁵ Robert L. Wood, *Across the Olympic Mountains*, P. 22.

SURVEY ENGINEER JOHN F. STEVENS SEARCHES FOR A ROUTE THROUGH THE ROCKIES

With winter moving in and time running short, John Stevens decided to make a last attempt to explore Marias Pass which had been used by Lewis and Clark on their [1804-1806] Expedition
Stevens considered this to be the most promising route through the Rocky Mountains
Temperature was forty degrees below zero -- December 1889
when he reached the 5,214-foot summit of Marias Pass survey engineer Stevens
was unable to stop to rest without risking freezing to death
Stevens returned east to send word of his investigation to Jim Hill
with this successful effort by Stevens construction of the railroad could be continued

FAIRHAVEN AND SOUTHERN RAILROAD (F&S) REACHES SEDRO, WASHINGTON

Fairhaven and Southern Railroad (F&S) train from Fairhaven (Bellingham) arrived at Sedro
on the northern bank of the Skagit River -- Christmas Eve 1889
F&S tracks traveled along (today's Jameson Avenue) before turning south
one block east of (Township Road) and continued down to Mortimer Cook's wharf
Sedro was the best potential crossing place on the Skagit River
(however, this area proved to be susceptible to flooding)
Initial businesses in Sedro were clustered a block west of the Fairhaven and Southern Railroad depot
this 24x60-foot structure was being constructed between Cook Avenue and McDonald Avenue
two blocks north of the Skagit River
(that site is now the parking lot for Sedro-Woolley's Riverfront Park)
(Fairhaven and Southern Railroad connected to the Seattle and Montana Railroad
near Burlington, Washington [1891]
that line, in turn, was connected to the Great Northern Railway which later bought the line)

MOSQUITO FLEET PROVIDES TRANSPORTATION ACROSS PUGET SOUND

Small steamboats linked towns and villages along Puget Sound
these left from the Northern Pacific Railway docks in Tacoma at the foot of Pacific Avenue
traveled to Olympia, Upper Puget Sound, Seattle, North Bay, Henderson Bay
and the San Juan Islands
they carried mail, freight, produce and passengers
fares were usually 25¢ unless a price war had driven the cost down to 10¢
Names of the many boats were well known on Puget Sound
Tyconda, *Concordia*, *Typhoon* (later became the *Virginia III*
the grandmother of the *Virginia V* -- one of the last of the Mosquito fleet)
but the best known was the *Bailey Gatzert* built in Ballard -- 1889-1890
Bailey Gatzert was named for early pioneer and mayor of Seattle
177-foot wood-burner was built to be fastest ship on Seattle-Tacoma Run
her engines were so powerful that the trip from Portland to The Dalles

was easily made in one day
(later she was widened and an elevator installed in bow [1920] she became first car ferry
and traveled from Seattle to Bremerton until [1926])

AREA AROUND PORT GARDNER BAY (EVERETT, WASHINGTON) BOOMS

Salish people had lived in the vicinity of Port Gardner Bay for thousands of years
principal Snohomish village, Hebolb, stood for centuries at the peninsula's tip
only a slight handful of non-Indian settlers had trickled in

Many Washington cities grew up quickly, but Everett's rise was faster than most
Jane Morris Rucker, her sons Wyatt and Bethel and Bethel's new wife Ruby Brown Rucker
all arrived at Port Gardner Bay --1889

Wyatt Rucker believed the forested peninsula between the Snohomish River and Port Gardner Bay
looked promising because of the timber
the fact that the Great Northern Railway was expected to reach Puget Sound in this vicinity
provided an added incentive

Jane Rucker and her sons purchased an existing homestead on Port Gardner Bay
they acquired thousands of acres (that would become the site of Everett) -- winter of 1889-1890
they started to plat a town named Port Gardner, but gave that up when they talked
with Tacoma lumberman Henry Hewitt, Jr. who had more grandiose plans

Hewitt brought in eastern investors who fronted for Charles L. Colby and John D. Rockefeller
together with the Ruckers and other local landowners they established the Everett Land Company
Ruckers transferred half of their land to the company but kept the remainder as their own
nationwide promotion of an industrial city on the site began immediately