

AMERICAN SOCIETY CHANGES FOLLOWING THE GREAT WAR

Following the end of the war Americans threw off restraints, responsibilities, inhibitions and women shed some of their clothing

King Cotton, King Wheat, and King Corn lost their thrones to Queen Silk

Silk's great tensile strength and elasticity was especially suited for making women's stockings as women shortened their skirts in the 1920s, they exposed their legs above their knees an average American woman may have spent more than ten percent of her clothing budget on silk stockings

Advertisements encouraged women to consider silk stockings as a necessity rather than a luxury pictures of shapely legs covered with sheer silk stockings

advertised everything from auto ignition systems to shingles and washing machines

magazines ran stories with provocative titles featuring silk in general and stockings in particular

Importing silk from Japan boomed

(United States imported about 1 million pounds of raw silk valued at about \$4.5 million [1874]

imports grew to about 26 million pounds, worth \$80.5 million [by 1914])

and reached almost 45 million pounds, worth nearly \$330 million [1919]

Great Northern Railway justifiably prided itself as being the leading rail line handling silk

value of the business was reflected by the value of the product

price per pound rose from about \$4 [1874] to almost \$18 [1919]

one silk bale weighing 130 pounds was worth about \$2,300

THREAT OF COMMUNISM SPREADS FEAR ACROSS AMERICA

Allied victory over Germany and the Central Powers brought American joy but not peace of mind as "The War to End All Wars" faded into the past, fear of change gripped the nation

Shortly after the Bolshevik Revolution in Russia and the end of the Great War

Bolsheviks had overthrown the royal family [1917] and murdered them [1918]

several efforts at revolution had been achieved success in Europe and America:

- Russian Revolution had been successful
communists had also announced a world-wide revolution;
- revolution had taken place in Hungary;
- uprisings in were ongoing Germany;
- racist lynchings in the American South sparked the worst episodes of racial violence
in United States history

Fear of communism increased when a series of strikes occurred [1919]

a series of bomb explosions including a bungled attempt to blow up the U.S. Attorney-General

lead to a campaign against the communists in America [1919]

over 6000 people were arrested and put in prison New Year's Day, 1920

only three guns were found in their homes and many had to be released within a few weeks
such was the fear of communism that very few people outside of the 6000 arrested
complained about the legality of these arrests
our judicial system seemed to turn a blind eye as America's national security was paramount

WOVOKA, A MYSTIC, DEVELOPS A RELIGION THAT APPEALS TO INDIANS

Wovoka [1856-1932], a Nevada Indian, began to have visions
because Whites had rejected the Messiah, He had returned to the Indians
in the person of Wovoka
Messiah said: "live in peace and brotherhood; watch and pray; give up firearms and whiskey"

1920 STATE CENSUS FIGURES SHOWS AN INCREASE IN POPULATION

Washington's population had increased 18.8 per cent in ten years -- 1920
grew to 1,356,621 inhabitants of which 9,061 were Native American
by far the greatest increase was in Western Washington
with an urban increase of 254 percent overshadowing a rural increase of seventy-nine percent
accounting for at least part of the urban growth
were newcomers who moved to Washington from other regions
and residents who relocated from farm to city with the region

Lumbering was still the state's dominant industry

steel shipbuilding ranked second

number of farms increased from 56,192 to 66,288

Electric industry powered a variety of new consumer products

ranging from refrigerators and vacuum cleaners to record players and hair curlers

PROHIBITION CHANGES LIFE IN AMERICA

Eighteenth Amendment to the U.S. Constitution went into effect -- January 16, 1920

under terms of the Volstead Act prohibited throughout the nation

sales, manufacture, transportation, and sale of alcoholic beverages -- except for druggists
(when Washington state had imposed its own form of prohibition three years earlier

British Columbia offered a nearby wet haven for those in need)

National prohibition did not eliminate corruption as intended

rather it spawned Speakeasies, bathtub gin, and gangsters

bootleggers and vice squads escalated their activities

it encouraged a new type of crime that many considered semi-respectable

NORTHERN PACIFIC RAILWAY IMPORTS SILK FROM JAPAN

Transferred its main office from Tacoma to Seattle -- 1920

Seattle had become the steamship center for the Pacific Northwest

Express trans-Pacific ships brought great bales of cream-colored raw silk from Japan and China to Seattle's Pier 91, the West coast depot [1925]
steamer *Korea* carried \$18 million in raw silk
cargo average value -- \$10 million

Speed mattered to silk shippers because, except for gold and silver bullion, raw silk was the most precious commodity shipped over a long distance by commercial carrier when prices reached a peak of nearly \$18 per pound -- 1920

one train's cargo could be worth more than \$5 million

because raw silk is susceptible to damage from heat, moisture, fumes, or puncture shippers minimized their risk by moving the silk as quickly as possible
speed was necessary in delivering the goods to New York as raw silk is delicate
insurance cost \$2000 a day from the time the cargo left the Orient

In Seattle the ship's hatches were broken open and stevedores hauled out the bales
loaded the silk onto waiting railroad cars in the transit shed

Each railroad car designed to carry twenty-eight tons of silk
cars had special sealed doors with locks in place

Locomotives were P-2 type

engine and tender weighed 617,000 pounds

almost one hundred feet from pilot to end of tender

could carry 5000 pounds of fuel oil -- 12,000 gallons of water

four driver wheels six-feet in diameter

heaviest, fastest locomotive ever built to cross the continent

"Silks," as the silk trains were dubbed, had the right of way over all other traffic

Silk Train flew white flags and feather on its stack

300-ton juggernaut raced eastward at speeds up to eighty miles-per-hour

they had the right-of-way, with very few exceptions, over every other train on the tracks

crack passenger trains were shunted on to side tracks as a Silk Train approached

this accounted for a 24-hour difference in trans-continental travel time

between the silk and passenger trains

Preparations were begun even before the ship arrived at Seattle

men tested brakes, jacked up wheels, inspected the brasses or bushings,

and then tested and inspected everything a second time

an engine, a coach for the crew and guards, and the baggage cars waited at the pier
for the silk to arrive

Meanwhile, personnel from the mechanical department prepared the waiting baggage cars

thorough cleaning and inspection took place for each unique silk car
with its walls finished using steel or varnished wood to minimize damage
to delicate silk fibers during transport
doors and vents were sealed to keep out dust and moisture;
splinters, lamps, stoves, and anything else that might puncture the bales
if they shifted while in transit were removed or padded;
steam pipes were removed or capped;
windows were covered to block the view of the cargo and its security
Great Northern Railway enjoyed advantages over other potential shippers
as a ship neared Seattle, Great Northern personnel went into action
everything possible was done to avoid even a minute's delay
a GN attorney obtained the permits to move the silk through customs without delay
GN customs clerk and representatives of its operating and traffic departments
boarded the ship at Victoria en route to Seattle
they prepared the customs clearance documents and all other necessary papers
ship's manifest included a detailed list of where the silk had been loaded
and where each bale or package was to be delivered
this information was transmitted to the GN freight agent in Seattle
at the same time a GN vice-president secured insurance for the silk
while the transportation superintendent arranged with other railroads
such as the Chicago, Burlington & Quincy and the Pennsylvania
to run the silk from St. Paul to Chicago and on to New York
security supervisors engaged special armed agents to guard the train
Activity dealing with the ship and its cargo were equally frantic
even before the ship docked, the crew opened hatches and ran out the gangplanks
stevedores followed the boarding officer on board and began moving the silk the transit shed
where the bales were sorted according to its destination before being loaded into cars
to guard against theft and smuggling, customs officials checked the bales,
and when the customs appraiser released the silk, it was trundled into waiting railroad cars
each railroad car designed to carry twenty-eight tons of silk
train car doors were then locked and sealed
because the conductor already had his orders and wheel report, the train did not have to stop
at the terminal office
Unloading a 280-ton ship's cargo of raw silk, loading an eight-car train
and bracing the bales to minimize shifting could be accomplished in one hour, forty minutes
Occasionally, silk trains passed out of the yard on their way to St. Paul
before the ship's passengers had even disembarked

SEATTLE IS THE LEADING PORT FOR SILK

Seattle advertised itself in the 1920s as the “Silk Port of America”

twenty thousand to thirty thousand bales of raw silk worth \$20 million to \$30 million entered the United States through the Port of Seattle each month

Three major shipping lines dominated delivery of silk to Seattle

Admiral Oriental Line was known for its ships named for presidents

used the large, fast, dependable 535-foot long ships were put in service [1921]

these liners alone brought in more than \$300 million worth of raw silk into Seattle
two other significant carriers were Japanese:

Nippon Yusen Kaisha (NYK) partnered with Jim Hill’s Great Northern Railway

Osaka Shosen Kaisha (O.S.K.) Line (today’s Mitsui O.S.K. Line)

NYK enjoyed advantages not available to other shippers

thanks to its arrangement with Jim Hill’s Great Northern Railway

and its fleet of fast, specially designed, diesel-powered ships with “silk rooms”

to protect precious bales from damage while crossing the frequently rough Pacific Ocean

SHIPPING SILK WAS A FINANCIALLY RISKY VENTURE

High cost of insuring raw silk against damage, delay, and theft

was the largest single expense for shippers

An hour’s delay in delivering a shipment from Yokohama, Japan to New York

could cost tens of thousands of dollars

Interest charges on the capital borrowed to purchase the silk were also high

for example, interest charges on a shipment of 10,000 bales valued at \$10 million

could be as much as \$1,650 a day

Because raw silk was imported duty free, it had to be billed in bond

while being transported across the continent

railroad companies had to furnish the bond which might amount to \$2 million per train

Unpredictability of the silk market was another reason for speed

because silk was not purchased directly by a manufacturer

shipments were usually consigned to a New York bank or brokerage house

receipts for shipments were traded on the volatile commodities market

price of silk could fluctuate considerably in a matter of minutes or hours,

only few minutes’ delay in the delivery could mean the loss of thousands of dollars

for a firm or speculator

Shippers also move silk quickly because, valued at hundreds of dollars per bale, it was worth stealing

many thieves preferred silk to gold or jewels because raw silk could not be marked

and was impossible to trace since one skein looked like the next
moreover, demand usually exceeded supply
stolen silk could readily be converted into cash for almost full value
silk had always attracted thieves, but during the silk-train era
their operations were as efficient and profitable as those of rum-runners and bootleggers
Hijackers feared and schedules were secret
although silk cargoes were always heavily guarded with a car for railroad detectives on each train
at each stop checked door seals were checked on each car
and were unlocked only when the East Coast mills were reached
still thefts were reportedly so staggering many leading railroads refuse to transport silk
Silk trains ended with development of rayon

IWW MEMBERS INVOLVED IN THE CENTRALIA MASSACRE GO ON TRIAL

No lawyer in Lewis County would defend the Wobblies facing trial
attorney Ralph Pierce came down from Seattle
Pierce was an associate of George Vanderveer who had so ably defended IWW members
after the Everett Massacre [1916]
by the time Pierce arrived in Centralia, many of his clients had already given statements
George Vanderveer, a Seattle lawyer with a passion for the underdog, soon took over the defense
It was quickly agreed that a fair trial was impossible in Centralia
Montesano, county seat of Grays Harbor, forty miles away was chosen for the site of the trial
Defense attorney Vanderveer faced personal and professional difficulties
few men in Montesano walked the streets without weapons
but Vanderveer was asked to surrender his weapon upon entering the courthouse
because of threats to his life
Vanderveer refused to stay in Montesano during a trial recess and went to Aberdeen instead
Vanderveer did not believe a fair trial could occur in Montesano either
but his motion to move the trial to Olympia was denied by Judge John M. Wilson
Vanderveer attempted to have the men tried separately rather than together -- this was denied
Vanderveer's appeals of these decisions were also denied
nor did the judge allow Vanderveer to discuss any incidents
that had happened to the Wobblies in Centralia previous to this massacre day
All eleven of the accused submitted pleas of not guilty
Loren Roberts entered a special plea of "not guilty by reason of insanity"
two of the Wobblies who were accused were never present at their trial
Trial of Industrial Workers of the World members was a huge event
for the small town of Montesano beginning -- February 16, 1920

thirty-four Legionnaires were deputized for the event
Legionnaires were paid and provided with shelter to attend the trial
Congress even passed an act allowing ex-servicemen to wear their uniforms
this these paid attendees appeared to be quite official

MORE MILITARY MEN ARE SENT TO THE IWW TRIAL

At the request of Prosecutor Herman Allen, a U.S. Army infantry regiment arrived at the trial
ostensibly as a "precautionary measure" but more to further intimidate the jury -- March 1, 1920
U.S. troops patrolled the courthouse against demonstrations by the union
but allowed Legion member to attend the trial in uniform
Judge John M. Wilson, on a positive note for Wobblies, dropped the charges against one defendant
twenty-one-year-old Bert Faulkner was released
possibly because his mother attended the trial daily
this left ten men on trial

MONTESANO TRIAL OF THE IWW MEMBERS COMES TO AN END

After six weeks of testimony, the trial ended and the jury went into deliberations
their first verdict acquitted Elmer Smith and Mike Sheehan, found Loren Roberts insane,
and found the others guilty of third-degree murder in the death of Warren O. Grimm
Judge John M. Wilson rejected this verdict, saying there was no such thing as third-degree murder
he sent them back for further deliberations
Two days after the initial deliberations began, a final, acceptable verdict was reached
torn between doubts the accused were guilty and the emotions seething around them
jury members tried to compromise with a weak, ridiculous verdict
Smith and Sheehan were acquitted, Roberts was declared guilty but insane
and the other seven were convicted of second-degree murder -- evening, March 13, 1920
all twelve jurors signed a petition requesting leniency for the convicted men
Judge Wilson disregarded their plea
he sentenced the eight men to twenty-five to forty-year sentences
far more than the ten-year standard sentence for second degree murder
Verdict and the sentences were almost universally disliked
supporters of the Legionnaires thought it too weak
IWW supporters thought it too harsh
Prosecutor Herman Allen re-arrested all the men, with the intent of trying them for McElfresh's death
Vanderveer requested a new trial -- but that plea was rejected
Vanderveer appealed the case to the State Supreme Court where the appeals were also rejected
as were his attempts at gaining a rehearing

Vanderveer had no other options left

convicted eight men were sent to prison or, in the case of Roberts, a ward for the criminally insane
additional McElfresh murder charges were dropped

AN END TO THE ERA OF VIOLENCE IS REACHED

Most of those IWW members convicted were released before their sentence was up

James McInery died while serving his term

five others were pardoned [1933]

Ray Becker's sentence was commuted by Governor Martin [1939]

Though justice had been ill served, the Wobblies had violated popular opinion too often
there was little left to remind people of what can happen when public hysteria takes over
and when people are put on trial for their beliefs as much as for their actions

TEMPLE OF JUSTICE IS COMPLETED ON THE NEW STATE CAPITAL CAMPUS

Temple of Justice was the first building completed on the capital complex -- 1920

this was followed by the business-like Insurance Building

and the power and heating plant beside Capital Lake

WASHINGTON LEGISLATURE RATIFIES NATIONAL WOMEN'S SUFFRAGE

Governor Louis Hart called the Washington State Legislature back into session -- March 22, 1920
to ratify the proposed Nineteenth Amendment to U.S. Constitution

known as the "Susan B. Anthony Amendment"

as one of the three-fourths of the states necessary to enable national women's suffrage

Representative Frances Haskell from Pierce County introduced the resolution

and the only other woman legislator at the time, Representative Anna Colwell of Snohomish,

addressed the session along with suffragists Emma Smith DeVoe and Mrs. Homer T. Hill

Washington, although a long supporter of women's voting rights

(Territorial legislature had granted women the vote [1883]),

was the thirty-fifth (next to last) state to ratify the proposed amendment to the U.S. Constitution

DR. ANNA LOUISE STRONG LEAVES THE UNITED STATES

Labor and political radical Dr. Anna Louise Strong had nothing remaining to keep her in Seattle

when American journalist, lecturer, political philosopher and muckraker Lincoln Steffens

lectured in Seattle about his trip to Russia -- 1920

Strong accepted his advice and went to Moscow with a Quaker relief group as a journalist

Welcomed in the Soviet Union, Dr. Strong supported herself for several years

as a foreign correspondent for radical American newspapers

she lived in and defended the policies of the Soviet Union
and Peoples Republic of China while keeping ties to her Seattle roots

EMPLOYERS DEMAND OPEN SHOPS “AMERICAN PLAN” REPLACE UNION SHOPS

“American Plan” promoted union-free open shops
that is, shops where workers would not be required to join a labor union
National Association of Manufacturers endorsed American Plan -- 1920
to protect workers from “Un-American” unions
in theory a job would be open to union and non-union workers alike
in practice employers refused to recognize and bargain with unions

MANAGEMENT HIRES UNION BUSTERS TO PROTECT BUSINESS INTERESTS

Corporations confronted with union organizing drives
hired labor relations consultants and industrial psychologists
who were opposed to unionization,
or engaged in practices designed to stop workers from forming unions,
or convinced members to no longer remain in trade unions
most labor relations attorneys and consultants participated in multiple disciplines
such as bargaining, arbitration and mediation and compensation analysis
Labor relations consultants were employed to help employers prevent or get rid of unions
because unions depend on the support, confidence, and good will of its members
some labor relations consultants target those qualities in strike breaking
or union avoidance campaigns
management said collective bargaining is “third party intervention”
they blamed “labor problems” on “excessive power by unions”
and the “increasing arrogance of union officials”

YELLOW DOG CONTRACTS ARE REQUIRED TO BREAK THE UNIONS

Many employers tried to combat the growing strength of unions
by compelling employees to sign contracts before they were hired
stipulating that they would not join a union after they are hired
these were called “Yellow Dog” contracts by union members
who said only a yellow dog would sign such an agreement
employers used spies, thugs, and blacklists of union members to avoid hiring pro-union people
One contract read in part: **“I will not take part in any strike or hinder the conduct of the factory as an open or nonunion shop. My employment may be terminated at any time by you or by me without written notice....”**

LONGSHOREMEN-MANAGEMENT CONTRACT TALKS IN SEATTLE ARE FUTILE

Union-controlled List System hiring practice in Seattle

provided equal job opportunities for black members

Seattle's Local had managed to integrate their union using this hiring practice

over 300 black workers joined International Longshoremen's Association Local 38-12

Negotiators reached a new contract -- April 19, 1920

wages and working conditions were kept essentially identical to those of [1919]

and a new provision was negotiated dealing specifically with the "List System" in Seattle

as negotiated the agreement read: **"All men employed on board ship, including sling men, shall be picked by the employer and no list system shall be in operation."**

When the agreement was reached Seattle was faced with an "open shop"

rank and file members accused Local 38-12's president of selling out the membership

International Longshoremen's Association Executive Council in an effort to maintain the new contract

revoked the charter of Local 38-12 -- April 19, 1920

ELECTRIFICATION FAILS TO MEET NEEDS

Lack of rural electrification in the 1920s and [1930s]

was blamed on a monopolistic private electric industry

Private electrical service was expanded into interurban (suburban) and rural areas

however, additional and more widely scattered dams and power plants were needed

to meet the steadily growing statewide demand

Puget Sound Power Company was founded

operated as a subsidiary to the Seattle Electric Company

UNITED STATES IS ECONOMICALLY DIVIDED

With the end of the "Great War" the "Roaring Twenties" began in leading metropolitan centers especially New York, Paris and Berlin and then became widely spread

United States gained dominance in world finance

Spirit of the Roaring Twenties (sometimes called the "Jazz Age")

was marked by a break with traditions

Roaring Twenties was meant to emphasize the period's social, artistic, and cultural drive

jazz music blossomed, dancing rose in popularity, Art Deco flourished

"flappers" redefined modern womanhood as they wore short skirts and bobbed their hair

they flaunted their disdain for what was considered acceptable behavior

flappers were seen as brash for wearing excessive makeup, drinking,

treating sex in a casual manner, smoking, driving automobiles

and otherwise flouting social and sexual norms
everything seemed to be feasible through modern technology
inventions, especially, automobiles, moving pictures and radio proliferated
large portions of the population were exposed to “modern” ideas

Roaring Twenties were marked by a flourishing

modern mass-production and mass-consumption economy
fueled by electricity provided ample opportunities for profitable investments
while also raising the living standard of urban middle- and working-class Americans
stock market began its famed ascent

Dow Jones Industrial Average peaked [1929] at a value six times as high as in [1921]
but since less than one percent of the American people owned any stock,
fabulous returns in the stock market directly benefited only the wealthy
as a result, the share of America’s wealth controlled by the richest of the rich increased rapidly
to perhaps the highest level in American history

(good statistical measurements of wealth inequality do not exist)

Roaring Twenties offered a classic case of the rich getting richer -- much richer

Members of the urban working- and middle-classes also experienced real and sustained gains
in spite of the collapse of the labor movement real wages for urban workers

increased by about 20% during the 1920s

wage gains were enhanced due to the falling cost of astonishing new mass-produced goods
cost of Henry Ford’s Model T fell every single year from an initial cost of \$1000

when it was replaced by the more modern Model A [1927] -- it cost less than \$300

in addition to automobiles, technologically produced other modern conveniences

washing machines, refrigerators and a host of other modern conveniences

drastically reduced housework and improved the quality of life

However, the prosperity of the 1920s was not universal

for the large minority of Americans resided in rural areas and made their livelihoods in agriculture
this decade roared only with the agony of prolonged depression

1920s marked the end of a period of great prosperity brought on by the demands of the Great War
American agricultural production fed much of Europe

this enormous demand resulted in high prices for farm products throughout the world

farmers in America had increased production accordingly and reaped great profits

however, the war’s end allowed the resumption of normal European production

suddenly the world faced a huge glut of agricultural products with no buyers

farm prices fell at a catastrophic rate

price of wheat, the staple crop of the Great Plains, fell by almost half;

price of cotton, still the lifeblood of the South, fell by three-quarters

many farmers took out loans to increase acreage and buy efficient new agricultural machines
suddenly could not make their payments

throughout the decade farm foreclosures and rural bank failures

increased at an alarming rate

agricultural incomes remained flat, with rural Americans' wealth falling far behind urban workers

rural electrification increased very slowly

more than ninety percent of American farms still lacked power [into the 1930s]

proportion of farms with access to a telephone actually fell during the Roaring Twenties

It is no great exaggeration to say that for rural America, the Great Depression began in 1920

and continued for an entire generation

roaring prosperity of America's cities during the 1920s

made the privation of rural life all the more painful

divide between Haves and Have Nots in the 1920s was the divide between city and country

economic resentments created by that divide helped to fuel a powerful traditionalist backlash

COMMERCIAL RADIO COMES TO SEATTLE

Commercial radio broadcasts were just beginning -- 1920

First Presbyterian Church of Seattle was the first church in the world

to own and operate its own radio station: KTW-Radio

Rev. Dr. Mark Matthews preaching audience increased dramatically with his broadcasts

he claimed the largest Presbyterian congregation in the world

KTW was granted a license to operate [April 22, 1922])

RURAL AREAS DO NOT HAVE ACCESS TO ELECTRICITY

Most of the cities and towns in Washington had enjoyed electricity for at least a decade by 1920

but that was not the case in rural areas where lack of rural electrification in the 1920s [and 1930s]

was blamed on a monopolistic private electric industry

Private electrical service was expanded in interurban and suburban areas

however, additional widely scattered dams and power plants were needed

to meet the steadily growing statewide demand

Puget Sound Power Company, a subsidiary of privately-owned Seattle Electric Company

was founded -- 1920

Private utilities assessed charges based on population density and the distance from the generator

while Seattle paid five-and-a-half cents for a kilowatt-hour for publicly produced electricity

Chehalis paid twelve cents for the same amount of privately generated electricity

In fact, rate difference was only the beginning of the variables in the cost of electricity

rural customers to receive service from a private power company

would have to grant the company a right of way to the property
purchase the poles, set the poles, and string the line
then, before the line was energized, the farmer had to deed all the equipment to the utility
because rates were based on the value of the utility's property
these improvements, including the farmer's poles and line,
were then added in to drive up the rate base
rates for rural customers were increased again to an even higher rate
to assure the utility company a return on the investment
which the farmer had actually made on behalf of the utility
in other words, a farmer ended up paying several times over
for the cost of a line extension he built and paid for himself
As a result electricity was beyond being affordable and so was not available

ILLEGAL ACTIVITY INCREASES IN WASHINGTON STATE

Homemade stills proliferated in rural areas
Rumrunners loaded boats in British Columbia and smuggled their cargoes
into Puget Sound coves and inlets
Former Seattle Police Lieutenant Roy Olmstead blatantly directed his own fleet of fast boats
to unguarded landing places by transmitting coded messages
his wife, it was rumored, broadcast coded instructions regarding routes to his boats
during a local children's radio program
well financed, he had over eighty employees and was able to under sell his competition
his knowledge of police work helped frustrate his pursuers
when he was eventually caught over ninety-six cases of Canadian whiskey
the largest cache of illegal liquor ever found, was uncovered from an Olmstead boat
on a beach north of Edmonds
a search of his home provided enough evidence to convict Olmstead
a long prison term ended his role as the biggest rum runner in the state

SEATTLE LONGSHOREMEN GO ON STRIKE

Under the terms of the new Seattle agreement, opportunities for African Americans on Seattle docks
shrank under the management-operated open shop hiring system
In the first of many revolts against union leadership longshoremen's Local 38-12 walked off the docks
in a wildcat strike to protect the "List System" -- April 30, 1920
an agreement that had been won in [1917] and [1919] strikes
this was by no means an organized effort
International Longshoremen's Association national president T.V. O'Connor

forced the Seattle members back to work
With the ILA Seattle strike lost and without a charter Seattle, union members were unrepresented
wages and working conditions deteriorated under the open shop
black union members declined in number to less than 100 [by the end of 1920]
all-black gangs were limited to the Great Northern and Milwaukee docks
and Alaska Steamship's Pier 2
only about a fourth of the black members worked regularly out of the fink hall
many worked in extra gangs handling penalty cargoes
such as explosives, chemicals, and goods damaged by fire or water

ALEXANDER PANTAGES GOES TO HOLLYWOOD

Pantages shrewdly invested his theatrical profits from his chain of theatres ("Pantages Circuit")
into new outlets West of the Mississippi River
to take advantage of his status as a powerful theatrical mogul
he moved from Seattle to Los Angeles -- 1920
Throughout the 1920s Pantages Circuit dominated the vaudeville and motion picture market
in North America west of the Mississippi River
his theaters offered plentiful and respectable outlets for the infant motion picture industry
It is remarkable that Alexander Pantages was probably illiterate
certainly he received no formal education
however, he possessed the prodigious memory of the unschooled
and a shrewd ability to compensate for his deficiencies in his business and theatrical dealings
John Considine and his son John Considine, Jr. did very well as motion picture producers
(John Jr. had married rival entertainment entrepreneur Alexander Pantages' daughter Carmen)
(John Considine's grandsons, actor John and actor/writer/photographer Tim Considine
continue the well-known family name)

NORTHERN PACIFIC RAILWAY MOVES ITS WESTERN HEADQUARTERS

Northern Pacific Railway had its headquarters building located at Seventh and Pacific
across the street from the (Old) City Hall
when the company transferred its western headquarters office to Seattle -- 1920
this building was sold to a private company for use as business offices
although the building still stands, half of the building was demolished
(the missing half is now a park)

INTERNATIONAL LONGSHOREMEN'S ASSOCIATION LOCAL 38-12 REMAINS UNHAPPY

Continuing their effort to retain their dispatching system Local 38-12 struck again -- May 6, 1920

that led in many respects to self-destruction of a local
which until that time represented over 3000 dockworkers
ILA's International President revoked the local's charter for holding an unsanctioned strike
Having lost the International's backing and therefore, legitimacy as a bargaining agent,
Seattle Local 38-12 soon gave up
(Seattle ILA's strike over the list system would eventually split the union into three
and then later two, separate locals)
With the failure of the strike, the fink hall hiring system gained a much stronger foothold in Seattle
waterfront employers banded together and merged their separate hiring halls
into a single employment office which would register and dispatch all Seattle longshoremen

INTERURBAN TRANSPORTATION SYSTEM

Puget Sound Traction, Light, and Power Company provided the service
linked Puget Sound communities from Bellingham to Olympia
However, the advance of automobiles caused a decline in the interurban railroad service
"Traction" was dropped from the name of the company -- 1920

FRANKLIN D. ROOSEVELT VISITS EASTERN WASHINGTON

Like his cousin Theodore Roosevelt, Franklin D. Roosevelt supported
conservation of natural resources and development of water power on the nation's rivers
While he was campaigning for the vice presidency, Democrat Franklin Roosevelt
arrived in Portland after traveling down the Columbia River Gorge -- 1920
he was very impressed by the river as he noted in a speech: **"When you cross the Mountain States and that portion of the Coast States that lies well back from the ocean, you are impressed by those great stretches of physical territory now practically unused but destined some day to contain the homes of thousands and hundreds of thousands of citizens like us, a territory to be developed by the Nation and for the Nation. As we were coming down the river today, I could not help thinking, as everyone does, of all that water running unchecked down to the sea."**

SHELLFISH INDUSTRY RAPIDLY EXPANDS

After the successful oyster seeding operation in Samish Bay [1919]
seed oysters from Japan were introduced and raised along the tide flats of Puget Sound
along the Pacific coast -- 1920
(Today razor clams, littleneck clams, butter clams, and geoducks
still provide food for both commercial industries and sports enthusiasts
this is also true of Dungeness crab
although strict regulations are now imposed to assure future harvests

shrimping is a growing industry in Washington
as demand increases more and more fishing boats may be converted to carry shrimp nets

WASHINGTON LOGGERS' JARGON WAS A LANGUAGE UNTO ITSELF

Logger Johnny Bedore loading a flatcar at the landing when an accident occurred -- 1920
as a mishandled log swung around and knocked him off the top of the load
one leg was obviously broken
from the pain in his side Bedore knew he had cracked or broken several ribs

Johnny was taken to the local hospital

there a nurse came around to his room with a handful of compensation papers to fill out
she wrote his name, date of birth, and employer
she next asked the patient to describe the accident

“In your own words, Mr. Bedore, will you tell me how the accident happened?”

Johnny, who had lived around logging camps all his life, began, **“Well, Miss, it’s ‘bout like this. See, I’m a top loader by trade. Experienced. Today the squirrel we had on the ground running the show was green as grass. We had a long, slippery school marm on the landing and I signaled the puncher to give the St. John’s flip but he up and gave her the Cannuck instead. The jammer cocked her tail and she saginawed, knocked me off the top, breaking my leg and three of my slats.”**

With a puzzled look on her face the Nurse stated:

“Mr. Bedore, I am afraid I do not understand.”

Johnny replied:

“Me either, Miss. How could a man pull a Cannuck when you call for a St. John’s flip. Mystery to me.”¹

PLANS FOR IRRIGATING THE COLUMBIA BASIN (BIG BEND) ARE DISCUSSED

Debate between the supporters of the “Pumpers” and “Gravity Plan” raged on for years -- 1920
(and still raises blood pressure in parts of Eastern Washington)

Rufus Woods and his Pumpers envisioned construction of a 550-foot-tall hydroelectric dam
on the Columbia River to generate power to operate gigantic pumps
to lift water from the reservoir uphill to a storage lake
formed by damming both ends of the Grand Coulee
from there the water would be siphoned into a maze of tunnels and canals
to be delivered in the Big Bend Country

support for this option came from Wenatchee and Ephrata leaders

William Clapp ran a business in Ephrata and also studied geology of the area
he said, **“If ice can build a dam in that big river, why can’t man do it?”²**

¹ Rick Steber. *Loggers, Volume 7*. Bonanza Publishing, Prineville, Oregon, 1989. P. 17.

Using E.F. Blain's Gravity Plan scheme called for a storage dam to be built on the Pend Oreille River at Albemni Falls (near Newport, Washington) to create a storage reservoir for Lake Pend Oreille irrigation water would be carried from Lake Pend Oreille through a 134-mile system of gravity-flow canals, tunnels, aqueducts and reservoirs to the Big Bend Country where the water would be distributed to farms and ranches during winter, non-irrigating season, when local water supplies for generating power were short reservoir water could be used to turn private dynamos in Spokane if a higher more expensive dam was constructed hydroelectricity also could be produced but water would cost \$400 per acre support for this option came from Spokane leaders

IRRIGATION DETAILS NEED TO BE RESOLVED

Regardless of the plan chosen federal government money would be necessary to provide water for the Big Bend irrigation system

In fact, there was no guarantee that irrigated water would ever reach the Big Bend or the surrounding communities until irrigation districts could be organized under either plan the water produced would be used to develop privately owned farms supposedly, farmers would eventually pay for the water that was supplied to them no irrigation would take place until variable rates of around \$85 per acre were paid by the farmers to the government these payments were to be made in equal annual installments over a period of forty years, beginning ten years after water first became available through the project.

However, other private industries also demanded to receive benefit from so vast an expenditure of public money on natural resources another debate ensued:

how loud a voice should industries have in determining the policy of the public works?

Generally Pumpers represented the view that reclamation of public lands was a legitimate cause for public expenditures but that fostering private power corporations was not

Of course, Gravity Plan men took the contrary stand

if the government went into the business of producing power (as it would have to if Grand Coulee were built)

this would constitute an unwarranted interference with the rights of private enterprise

Eastern Washington newspapers focused biased attention on both proposals as the increasingly contentious debate grew in intensity, Washington legislators addressed the issue

² Cecil Dryden, *History of Washington*. P. 328.

they established the Columbia Basin Survey Commission to study the two plans

RED SCARE SWEEPS ACROSS AMERICA

Allied victory over Germany and the Central Powers brought American joy but not peace of mind
Americans feared that a Russian-style revolution was near

“Red Scare” was a reaction against aliens and radicals following the Great War -- summer 1920
America psyche was gripped by fear of communists, socialists, anarchists and other dissidents
wartime patriotism provided the background for concern that such a revolution

would change church, home, marriage, civility and the “American Way of Life”

after all, an anarchist had shot President William McKinley [1901]

innocent people were jailed for expressing their views -- civil liberties were ignore
newspapers fed on the fear as they focused on foreigners who were perceived
as dangerous agents of change attempting to resolve the poverty they faced
strong feelings were aroused in favor of the jail terms which had been given
to a woman who distributed anti-war leaflets

and to two Socialist Party members who agitated against Conscription (Draft) laws
politicians traded on people’s fears of radicals and dissidents

U.S. Attorney General A. Mitchell Palmer led arrests of alien radicals throughout the country

several national leaders, including Seattle Mayor Ole Hanson, received bombs in the mail

Industrial Workers of the World (IWW) had led several labor strikes [1916] and [1917]

IWW violence well known -- all unions came under suspicion and attack

newspapers portrayed strikes as radical threats to American society

inspired by left-wing, foreign agents

legitimate labor strikes were portrayed as “Crimes against society,”

“Conspiracies against the government,” and “Plots to establish Communism”

WASHINGTON LEGISLATURE INVESTIGATES BOTH IRRIGATION PROJECTS

Columbia Basin Survey Commission was created to resolve the opposing views

this commission spent a hundred thousand dollars on surveys

when the report on the Big Bend Country irrigation proposals was released

Commissioners declared that a dam at Grand Coulee was not feasible

they recommended the gravity plan with a dam at Albeni Falls -- July 1920

Supporters of the pumping plan fought back

they organized the Columbia River Dam, Irrigation, and Power Association

to keep their proposal alive

Both sides continued to argue for years -- meanwhile, neither scheme moved closer to reality

CONSTITUTIONAL AMENDMENT XIX PROVIDES WOMEN THE RIGHT TO VOTE

Amendment XIX to the Federal Constitution was passed by Congress

and approved by the required three-quarters of the states -- August 18, 1920

“The right of citizens of the United States to vote shall not be denied or abridged by the United States or by any State on account of sex.”

Tennessee General Assembly, by a one-vote margin, became the thirty-sixth state

to ratify the proposed constitutional amendment

making this the Nineteenth Amendment to the U.S. Constitution

U.S. Secretary of State Bainbridge Colby certified what became known

as the “Susan B. Anthony Amendment”

Women could now participate in the political process by voting, holding office and serving on juries

League of Women Voters was founded nationally

(League of Women Voters (had been founded nationally during the ratification effort [February 1920])

NATIONAL ECONOMIC DOWNTURN DEEPENS

Inflation drove prices ever higher as the cost of living index (between [June 1919] and [June 1920])

rose from 177 to 216

Hard times began for hundreds of thousands in the West (eight years before the Wall Street crash)

shipbuilding slowed and the lumber industry retrenched

agricultural production was not good and prices declined as farming suffered

There was heavy local reliance on a few major old standby industries

pulp and paper, furniture making, and construction related to timber

printing, publishing, clothing, manufacturing and food processing

mining industry was serving a shrinking market

American industries were geared to mass production were growing

on ever-faster moving assembly lines -- 1920

auto industry, rubber industry and electrical manufacturing

generated great demand for semi-skilled production workers

output increased as wages stagnated -- families turned to credit to make ends meet

management charged unions with being agents for the Communists

employers characterized labor leaders as being corrupt labor dictators

who were interested only in advancing themselves and were victimizing union members

BUSINESS PRACTICES CHANGE IN WASHINGTON STATE

Banking laws were changed by the state legislature to allow for bigger and bigger banks

group banking became the new trend as banks took over smaller businesses

“chain banks” developed as large banks acquired practical control of smaller banks

bank mergers in Washington began in Seattle where “Fewer and Better Banks” set the tone
largest merger in the state took place in Seattle

Dexter Horton Bank, Seattle National, and First National formed one bank
in Spokane, Old National Corporation secured control of twenty-two smaller banks
to protect the newly formed banks, the state opposed the formation of new branch banks
forty-seven banks merged into twenty-four [during the 1920’s]

(in the following four years, forty-four more banks merged into twenty-two)

Management of trust funds changed after the World War

led to the formation of trust companies which had been made legal in Washington
Savings and Loan associations were created

(in the period from [1918] to [1930] their number doubled)

Liberty Bonds which had been floated by the federal government to finance the war effort
made customers and banks alike “bond conscious”

some larger banks, like Dexter Horton’s Seattle bank, set up bond departments

From bonds the investor appetite turned to stocks

(which lured investors for the rest of the decade)

Banking resources faced by competition from trust funds, savings and loans Liberty Bonds, and stocks
dropped almost 25% in Washington during the 1920’s

eleven state banks failed

This economic downturn became known as the “Little Recession”

LITTLE RECESSION (ECONOMIC DOWNTURN) HITS WASHINGTON STATE

Eastern Washington suffered greatly with:

- drought,
- falling European sales,
- restrictions on government credit

Violence erupted among competing groups

especially between unemployed workers and “scabs” brought in during strikes

Socialist Utopians were very visible spreading radical ideas to anyone who would listen

PROSPECTS LOOK UP FOR THE BOEING AIRPLANE COMPANY

Outside of the tiny contact to carry airmail between Seattle and Victoria

there was little demand for the B-1 “Flying Boat”

Boeing’s company was \$300,000 in debt

William Boeing paid off the bills with his private income -- 1920

Boeing received a contract from the Army Air Corps to build 200 MB-3A pursuit planes

while these planes were under construction, William Boeing kept his engineers busy

developing improvements for the plane
at end of the contract the company was in a position to build a better type of aircraft
Boeing and engineers prepared to construct a series of new airplanes for the country
unfortunately, all the airplanes necessary to meet the nation's needs had been constructed
William Boeing looked for new investments

CONSTITUTIONAL AMENDMENT XIX GOES INTO EFFECT

Nineteenth Amendment was successfully added to the U.S. Constitution -- August 26, 1920
eight days after it had been ratified by the states

Secretary of State Bainbridge Colby declared the 19th Amendment in effect
years of struggle (beginning with the Seneca Falls Convention [July 19–20, 1848])
had come to an end as women could now take part in the political process

WOMEN PARTICIPATE IN THE NATIONAL ELECTION OF 1920

(League of Women Voters (had been founded nationally during the ratification effort [February 1920])

In the first national election which provided for universal suffrage
women turned out to vote in great numbers -- November 2, 1920
anarchy, feared by many because of women voting, did not happen

However, the nation did turn more Conservative as Americans stopped to breathe
collectively they gathered their strength to modernize and to a return to "normalcy"
almost everything President Woodrow Wilson stood for was repudiated
as voters turned their thoughts from war and the League of Nations

Republican Warren Gamaliel Harding was elected president -- November 2, 1920
he easily defeated ex-Seattle Mayor Ole Hanson

and replaced ailing President Woodrow Wilson who was on almost all "worst President lists"
President Harding was an ardent supporter of prohibition on White House's first floor
but on second floor he served bootleg booze to his poker playing buddies

"NORMALCY" REIGNED IN THE WASHINGTON STATE ELECTION

Political parties in Washington were torn by factions

farmer-labor cooperation continued to be as strong as in the early days of the Populist movement
newly organized Farmer-Labor Party which succeeded the Nonpartisan League in Washington
ran better in Washington than in any other state
it finished well ahead of the Democrats in many races
but not well enough to capture a single statewide election or congressional seat
Democratic were torn by "**jealousies, factionalism and general incompetence**"³

³ Shelby Scates, *Warren G. Magnuson*. P. 27.

among farmers and a coalition of various labor unions along with Socialist Party members
Republican political unity was split by the effort to bring women into the party

Emma Smith DeVoe had served as the only woman chosen as a presidential elector
by the Republican state convention

she wrote a column for the *Tacoma News Tribune: The Viewpoint of a Republican Woman*
party leaders felt she swayed voters of both sexes to their candidates

she organized Republican Day at the Western Washington Fair in Puyallup
where the Washington State Republican Party opened a temporary headquarters

But the status quo won out

acting-Republican Governor Louis F. Hart who had replaced the deceased Ernest Lister

Robert Bridges, an old-time Populist and the Farmer-Labor candidate for governor, ran second

Democrat lumber baron Roland H. Hartley placed third in the election

won the election over Democratic lumber baron

Governor Louis F. Hart was returned to office for one term -- [1921-1925]

Republican U.S. Senator Wesley Jones was reelected to another term

members of the state's Congressional delegation remained the same

Democrat Party members were virtually displaced in the legislature by Republicans during the 1920s

Republicans won an impressive string of election victories

and maintained an overwhelming majority in the state legislature

Democrats held only one state Senate seat during legislative session in [1921-1922]

of a potential 873 state House of Representatives seats up for election

between [1914] and [1930] only seventy-two Democrats were elected

RAILROADS SUFFER A DECLINE

Road building had a troubling impact on the once almighty railroad industry

whose nationwide network of track reach a peak [1916]

passenger traffic declined sharply during the 1920s

majority of salesmen and commercial travelers abandoned passenger trains for the automobile

following them were many other categories of travelers

Formerly, the railroad station functioned as a community portal to the outside world

but the highway and the gas station increasingly assumed that role in the 1920s

WASHINGTON'S LEGISLATURE CHANGES THE PRIMARY ELECTION SYSTEM

Voter registration had been implemented in all areas of the state -- 1921

Two new statutes affecting political parties and primary nominations were adopted

and referred to the voters for their acceptance:

- Referendum 14B regulated political party caucuses and conventions

and the election of political party officers;

- Referendum 15 required voters to declare their political party affiliation either when they registered to vote or at the time they voted in the primary election voters were restricted to the ballot of that political party for the primary election thus imposing a “closed primary” voting system on Washington voters

WASHINGTON STATE GOVERNMENT AGENCIES ARE CONSOLIDATED

Republican Governor Louis F. Hart continued his efforts to downsize state government governor’s recommendation to consolidate state agencies resulted in the Administrative Code of 1921 that laid the foundation for the steady centralization of the government several “code” departments which became part of the Executive Branch each was given a specific responsibility such as health, conservation and development, fisheries, highways, and licenses Washington’s tax structure was revised at Governor Hart’s suggestion several highway tax levies were abolished roads were to be built and maintained by the sale of auto licenses and a gasoline excise tax of one cent a gallon

FIRST SHIP CALLS AT THE NEW PORT OF TACOMA

Tacoma’s shipping, primarily lumber sold to the San Francisco market, took place along Ruston Way and along the mouth of the Thea Foss Waterway which opens into Commencement Bay connected with the larger Puget Sound Northern Pacific Railway established its western terminus in Tacoma [1873] Pierce County citizens voted [November 5, 1918] to develop a new Port of Tacoma located on 240 acres of undeveloped tidelands across the Thea Foss Waterway Steamship *Edmore* arrived at Port of Tacoma’s newly constructed Pier 1 to load the first cargo to be shipped from the Port -- March 25, 1921

Tacoma News Tribune described the first ship’s arrival in a front-page article published later that day:

“Beginning its career of commercial utility to Tacoma and its tributary territory exactly a year from the day the first pile in its construction was driven, the Port of Tacoma became an operating concern in the field of world commerce Friday morning. The anniversary of the start on the construction work of the port was celebrated when the steamship *Edmore* of the Pacific Coast Steamship Company’s fleet drew up to Pier 1 at 8 o’clock Friday morning and began the loading of a cargo of 25 carloads of lumber, approximately 600,000 board feet. The freight cars were all in readiness as the big ship drew alongside, and in a few moments the great locomotive crane of the

port was jerking them into place beside the ship's hatches, into which the lumber was expeditiously transferred by the ship's own tackle."⁴

International Longshoremen's Association (ILA) Locals 38-3 and 38-30

worked around the clock to load 600,000 board feet of lumber in record-setting time twenty-four hours after it arrived, *Edmore* was fully loaded and set sail for Yokohama, Japan

MUTUAL HOME ASSOCIATION DISSOLVES

Home Colony was dissolved by court order and the anarchist community ended -- 1921

when the state government changed the law to make cooperative land holdings illegal

Plots were then sold back to the residents

with about 300 more conventional residents

Home became like every other small town on the Key Peninsula

LONG-BELL LUMBER COMPANY MOVES TO WASHINGTON

(Missouri lumber Baron Robert Alexander Long and his partner Victor Bell

founded Long-Bell Lumber Company in Columbus, Kansas [1876]

over forty-two years it had grown into a prosperous lumber manufacturing giant

with sales approaching \$50 million

but the company's supply of Southern pine for its mills in Louisiana, Texas and elsewhere

was fast running out and Long-Bell executives faced a decision [1918]

company could abandon manufacturing and carry on its operations on a smaller scale

with its retail lumber yards and string of mill town stores

or it could find a new timber supply and make a new beginning in the sawmill business

R.A. Long decided to move the company to Washington

originally, Long-Bell Company planned to build only one mill at the site

Chief Engineer Wesley Vandercook set up headquarters in Kelso -- May 1921

one hundred men began to survey the site of the new purchase

this resulted was a highly detailed contour map that filled an entire room

to be used by the loggers to plan their cuttings, the location of railroad grades,

and even the spar trees to be used in hauling timber up inclines

before any operations were begun

VETERANS INSIST ON STATE AID FOR THEIR WAR SERVICE

At the insistence of the veterans of The War to End All Wars

Washington's legislature passed a law providing aid to War veterans

⁴ Ronald E Magden and A.D Martinson, *Working Waterfront: The Story of Tacoma's Ships and Men* P. 47-48.

financial assistance was to take the form of irrigated plots of land which could be claimed
Plots of ten and twenty acres were laid out at White Bluffs and Hanford on the Columbia River
however, this project lost money for both the state and veterans and the plan was given up
in light of the failure, the state withdrew from such efforts

BOEING AIRPLANE COMPANY EXPANDS

William Boeing kept his company alive after the war by building furniture
and speedboats which were popular on Puget Sound during Prohibition)
and with personal checks

Military and naval contracts tipped the scales toward survival beginning -- 1921

U.S. Army Air Service ordered 200 Thomas-Morse MB-3A pursuit fighter biplanes --1921

William Boeing's company underbid Thomas-Morse Company to gain the contract

Thomas-Morse had to absorb the aircraft's development costs

but it retained no rights to the design

Boeing demonstrated its efficient production methods that allowed it to profit

while charging the Army Air Service a lower price

U.S. Army Air Service contract kept Boeing in business

and put them on the road to financial success

for Thomas-Morse, however, the order was the beginning of the end for the company

Boeing also modified and rebuilt De Havilland DH-4 fighters -- 1921

fuel tanks were moved to a location where they were less likely to burst into flames

and trap the pilot (thus receiving the nickname: "Flying Coffin")

Boeing won an order for a new type of bomber that General Billy Mitchell favored -- 1921

Ground Attack Experimental (or GAX)

Boeing produced ten GA-1 models based on the GAX

WORLD WAR ENDS FOR THE UNITED STATES

For Europe "The War to End All Wars" or "The Great War"

had ended with the signing of the Versailles Treaty [November 11, 1918]

United States remained officially at war until July 2, 1921

when President Warren Harding approved a joint congressional resolution

proclaiming the war with the Central Powers ended and later signed a separate peace

Both the resolution and the treaty specified

that although the United States was not a party to the Versailles Treaty

it retained all rights and advantages accorded to it under the terms of the pact

excluding the League Covenant

America never joined the League of Nations

WORK BEGINS ON THE NEW LEGISLATIVE BUILDING

After it was agreed that architect Ernest Flagg's original foundation could be expanded,
was especially challenging work on the Legislative Building began
Great care was necessary to assure the capitol's extraordinary weight
would be spread out equally over the building's frame
capitol's self-supporting 30.8-million-pound masonry dome rose 278 feet above the ground
it was the fourth-tallest dome in the world
additional effort was needed to ensure that ground settling in the years after construction
would not somehow leave the building lopsided
these tasks required precise calculations and a great deal of testing

PORT OF TACOMA REMAINS A CLOSED (UNION) SHOP

Tacoma's International Longshoremen's Association union members and port management
could not reach an agreement on a new contract -- July 1921
however, shipowners did not dare to set up a fink hall
Fink hall dominated most small ports
even Tacoma local although they kept their closed shop agreements
was compelled to accept the prevailing open-shop wages and conditions
as long as the other ports remained unorganized

IWW ORGANIZER WILLIAM "BIG BILL" HAYWOOD FLEES THE COUNTRY

Despite the efforts of his supporters, Haywood was unable to overturn his conviction
for **"conspiring to hinder the draft, encourage desertion, and intimidate others in connection
with labor disputes"**⁵

Industrial Worker of the World organizer Bill Haywood skipped bail while out on appeal
and fled to Russia -- 1921

Haywood became a labor advisor to Lenin's Bolshevik government
but Lenin's illness and death and Stalin's rise to power
ended his role as an advisor to the Soviet labor movement ([n 1923]
various visitors to Haywood's small Moscow apartment in later years
recalled that he was lonely and depressed
he expressed a desire to return to the United States
he took a Russian wife [1926] though the two had to communicate in sign language
William "Big Bill" Haywood died in a Moscow hospital from a stroke
brought on by alcoholism and diabetes [May 18, 1928]

⁵ Howard Zinn, A People's History of the United States: 1492-Present, P.373.

half of his ashes were buried in the Kremlin wall
an urn containing the other half of his ashes was sent to Chicago
to be buried near the Haymarket Martyrs' Monument

GRAND COULEE DAM PROJECT IS KEPT ALIVE

Despite a [1920] legislative study that recommended the gravity plan over the Grand Coulee plan, members of the Wenatchee-Ephrata Pumper plan pushed on
Columbia River Dam, Irrigation, and Power Association was founded to keep their proposal alive
pump proponents ridiculed the cost estimate presented by the commission
for the Albeni Falls dam as far too low
in another study the Federal Reclamation Service supported the figures presented by the Pumpers
yet another study supported the Grand Coulee plan in part because it could
generate enough hydroelectric power to help offset the cost of irrigation canals
Pumpers were further heartened when a Seattle engineering firm brought in a report
that favored the use of the Grand Coulee as a reservoir
However, before anything could be accomplished it was necessary to form irrigation districts
Pumpers proposed a new state law that stated only affected property owners
would be allowed to vote on the creation of an irrigation district
in fact, many of the landowners did not physically live in central Washington
of those who did, many were wheat farmers or livestock ranchers
who did not necessarily support the irrigation project
as a result, the Columbia Basin Irrigation League was formed in order to "round up the vote"
Pumpers organized the Columbia Basin Irrigation League in Pasco -- 1921
with the blessing of the state's two U.S. Senators
Republicans Miles Poindexter and "Yakima" Wesley Jones
Columbia Basin Irrigation League became powerful lobby force
a nation-wide campaign in favor of a dam on the Columbia River was launched

PEACE ARCH PARK OPENS

This international park consists of Peach Arch Provincial Park on the Canadian side
and Peach Arch State Park on the American side of the border
Within the park is the international major border crossing which has never closed
symbolic of the long history of peace between the two nations
it is located on the longest undefended boundary in the world
and the busiest such crossing west of Detroit
it was the first Monument build and dedicated to world peace
in Canada, the crossing is officially named Douglas

in honor of the first governor of the Colony of British Columbia: Sir James Douglas
Americans refer to the park as the Peace Arch Border Crossing
Peace Arch Monument which stands 67.2 feet high was built of reinforced concrete
by road builder Sam Hill

to commemorate the signing of the [1814] Treaty of Ghent ending the War of 1812
and to celebrate 100 years of peace

this monument was dedicated -- September 6, 1921

to mark crossing at the 3,000-mile-long border
Peace Arch has the flags of the United States and Canada mounted on its crown
inscriptions are located on each side of the monument

north (Canadian) wall is inscribed: "Brethren Dwelling Together in Peace and Unity"
south (American) wall reads: "Children of a Common Mother"
within the passageway are steel gates which are always open
two additional inscriptions are placed on the Peace Arch:

west side displays the words "1814 Open One Hundred Years 1914"
east side displays "May These Gates Never Be Closed."

Sam Hill's friend, Queen Marie of Romania, participated in a second dedication [1926]
she was a very popular celebrity who was touring the United States on a special train
with Sam Hill accompanying Her Majesty on the Washington part of the tour

LUMBERING BECOMES MORE ENVIRONMENTALLY FRIENDLY

Passed from mere exploitation of the forest -- 1921

thinking people preached conservation

Laws were passed

Adamson Law -- appropriated a small sum to buy logged-off land for reforestation

New State Forests Board was charged with reforestation and management of lands

Counties were required to turn over to the state logged-off land
acquired through delinquent taxes

WASHINGTON STATE PATROL COMES INTO EXISTENCE

State Patrol is the police agency of the state of Washington

six motorcycle patrolmen (of the then Highway Patrol) were commissioned -- September 1, 1921
(this agency was renamed the Washington State Patrol [June 1933])

State Patrol has law enforcement authority throughout the State of Washington
although authority is limited on Federal property and on Indian reservations

Individual officers of the Washington State Patrol are known as "Troopers"
although they are sometimes referred to as "Staters"

END OF THE LINE FOR THE INTERURBAN

Financial pressure and natural disasters spelled doom for the forward-looking transportation system after flood damage the Everett-Snohomish Interurban line ceased operations -- December 1921 (Other line come to end in their turn

Sedro-Woolley branch was abandoned was replaced with bus service [1925]

northern line, with less traffic and greater maintenance expenses because of the numerous trestles, was abandoned [September 1931]

southern division trains between Seattle and Everett,

which handled extensive suburban business as well as through traffic,

operated until the Seattle Municipal system abandoned the streetcar lines [1939]

leaving the interurban without an access to the downtown area

whole North Coast system was purchased by Greyhound Bus Company [1947])

COMMUNIST PARTY IN AMERICAN HAD ATTEMPTED TO INFILTRATE UNIONS

Communist International directed American Communists

to slow their unsuccessful infiltration of unions and to organize revolutionary competing unions:

Trade Union Educational League became the Trade Union Unitary League,

Marine Workers League became the Maritime Workers Industrial Union (MWIU)

In an all-out effort to control union membership

Wobblies and Communists faced each other in a war of words on waterfronts across the nation

PROBLEMS CONTINUE IN THE SHIPPING INDUSTRY

Unions could not resist wage reductions insisted on

by the Federal Shipbuilding Labor Adjustment Board

shipping company owners cut wages -- February 1922

Simultaneous with the wage cut, shipowners completed their control of maritime unions

by adopting a new "continuous discharge book" (fink book)

that replaced the shipping card formerly used to report for work

it was clear to union members why the change was made: **"Besides space for discharges from each voyage, the book contained the owner's sea experience, personal description, and photograph. It stated that 'no person will be employed by these associations unless he is registered at their employment office and has in his possession this certificate and discharge.'** A seaman surrendered the book to the master when signing articles, to be returned at the end of the voyage with the discharge noting the seaman's rating, conduct, and efficiency. The bureau advised the sailor 'to conduct himself so that his record will be found satisfactory for future service'."⁶

⁶ Otlie Markolt, *Maritime Solidarity, Pacific Coast Unionism 1929-1938*. P.6.

Federal Shipbuilding Labor Adjustment Board maintained a nationwide deferred list of undesirable sailors who would not be employed shipowners could blacklist union militants and intimidate others by refusing their shipping book

CHANGE COMES TO SKYKOMISH

Great Northern Railroad's dividing line for the Cascade Division shifted several times between Goldbar and Skykomish [1894] to [1921]

Division point was moved back to Skykomish -- 1922

and the original depot that was built on the south side of tracks was moved to the north side

Other changes occurred in Skykomish -- 1922-[1923]

Martin's Boarding House was replaced by a new hotel (now known as *The Cascadia*)

many of the shacks standing along the tracks on the southside of the street were removed

and the area was cleaned up and a small park was built and maintained by the Great Northern many of the changes were probably made in anticipation of the electrification of the railway

STORY OF THE TEAPOT DOME BRIBERY SCANDLE BREAKS

(By executive order President Warren G. Harding had given control of U.S. Navy petroleum reserves set aside for the Navy by President Taft at Teapot Dome, Wyoming

and at Elk Hills and Buena Vista in California to the Department of the Interior [1921]

U.S. Secretary of the Interior Albert. B. Fall, without competitive bidding, leased

Teapot Dome fields to Harry F. Sinclair of Sinclair Oil

and the Elk Hills field to California oil tycoon Edward L. Doheny of Pan American Petroleum

Secretary Fall attempted to keep his actions secret,

but the sudden improvement in his standard of living prompted speculation)

Wall Street Journal reported -- April 14, 1922

that in a secret arrangement Secretary of the Interior Albert Fall had leased petroleum reserves to a private oil company without competitive bidding

Fall denied the claims and the leases to the oil companies seemed legal enough

however, Senate Committee on Public Lands undertook an investigation of the matter

at first Republican Senator Robert M. La Follette, Sr. of Wisconsin believed Fall was innocent

after his office was ransacked the senator became more suspicious

without any proof of wrongdoing the story faded from public view

however, the Senate kept investigating -- for two more years

TEAPOT DOME SERVICE STATION SERVES AS A REMINDER OF THE SCANDLE

Located on Highway 12 near Zillah, Washington the service station stands

as a reminder of the scandal that rocked President Warren G. Harding's administration

Building was handcrafted in the shape of a teapot by Jack Ainsworth -- 1922
service station building circular with a conical roof and sports a knob on top
handle of the teapot is sheet metal and the spout is of concrete
Originally located on Highway 12 between Zillah and Granger, Washington
construction of Interstate 82 forced the building to be moved less than a mile [1978]
this unique building was placed on the National Historical Register [1985]
Teapot was listed on the "Most Endangered List" [2007]
(Although the service station is no longer in operation,
Zillah purchased the station
an effort is being made to bring the building into the city and keep it operational
to serve as a Visitor's Center/Tourist Destination with historical information on site)

ALEXANDER SCOTT BULLITT EMERGES AS A POLITICAL LEADER IN WASHINGTON

(Scott Bullitt was born to a family of prominent lawyers and Democrats
in Louisville, Kentucky, [January 23, 1877]
Scott attended Princeton when Woodrow Wilson was a student there
young Bullitt was active in football and boxing
and later went to law school at the University of Virginia.
When Scott return home, reform-minded Kentucky Governor Beckham
appointed the young man Sheriff of Jefferson County
Bullitt crusaded against gamblers, raided poolrooms, and stopped racetrack bookmaking
much of the establishment was angry
but Bullitt was a hero to the Louisville *Courier-Journal*
he was elected the office of county attorney [1910]
Scott Bullitt remained single up to the age of forty
but during a trip to Seattle while visiting his brother [1917] he met Dorothy Stimson
whose father C.D. Stimson was a wealthy and influential Puget Sound lumbermen
they married after a whirlwind romance and moved to Louisville
Scott enlisted in the Army during the Great War
after the Armistice Scott Bullitt and his wife Dorothy Stimson Bullitt returned to Seattle
Scott and Dorothy lived in the exclusive Highlands area
his Southern charm was disarming, he made friends easily, and he was a master story-teller)
Scott and his father-in-law genuinely enjoyed each other's company
C.D. bought "Greenway Mansion" next door to his estate
he presented it to the couple -- 1922
Scott Bullitt found himself in an odd position among Seattle's elite in the Highlands
he was an enthusiastic Democrat in a land of Republicans

but, because his in-laws comprised a quarter of the enclave's population,
they were tolerated as political eccentrics

LONG-BELL LUMBER COMPANY EXPANDS ITS PLANS

Long-Bell Company expanded its plans to build a second mill at the site
it became clear that major accommodations would have to be made for the mill site
and for the workers who would man it
first, the majority of the flat land, purchased by Long-Bell across the Cowlitz River
about four miles from Kelso, had a high water table that would require
building a large dike in order to become suitable land for building
in addition, Mr. Vandercook realized that Long-Bell
had not purchased enough of the flat valley land to contain their operations
(Long-Bell Lumber Company eventually purchased 70,000 acres of timber
in the Lower Cowlitz area)

Majority of the flat land across the Cowlitz River about four miles from Kelso
that has been purchased by Long-Bell had a high water table
that would require the surrounding protection of a large dike
in order to be suitable land for building.

In addition, Mr. Vandercook realized that Long-Bell
had not purchased enough of the flat valley land to contain their operations
After conferring with R.A. Long, the principal stockholder and general manager of Long-Bell,
additional options to buy land were contracted on the lowlands
stretching between the Cowlitz and Columbia Rivers
all of these options to buy were exercised by Long-Bell in the next five months
giving the company a majority of the valley's flat land for its mill site

R.A. Long built a sawmill on the site of historic Monticello (opposite the town of Kelso)
at the confluence of the Cowlitz and Columbia Rivers -- this site had long been settled
Monticello was the location of a gathering to draft a Memorial to Congress [1852]
that expressed their desire to be granted statehood under the name of Columbia
meeting came to be known as the Monticello Convention
(today, a monument to the Monticello Convention stands near the Longview Civic Center)

WASHINGTON ARTIST MARK TOBY EARNS AN INTERNATIONAL REPUTATION

Mark Toby was a forerunner of the abstract expressionist school of painters
he moved to Seattle where he taught art at the University of Washington -- 1922
he was introduced by one of his Japanese students to Oriental painting techniques
Toby traveled through Europe and Japan where he studied art forms including calligraphy

When he returned to America he devoted himself full-time to painting
(Mark Toby is considered by many to be the most important influence
in the introduction of abstract expressionism in the United States)

ABOVE GROUND WORK ON THE NEW CAPITOL BUILDING IS UNDERTAKEN

Sandstone for the dome was from Mt. Rainier -- Wilkinson Sandstone from Wilkinson, Washington
this stone was carved at the docks in Tacoma and shipped down Puget Sound to Olympia
trains brought them to the capitol during construction to be placed unfinished on the building
final ornamental carving was done in place by Scottish stone masons

DEBATE ABOUT EASTERN WASHINGTON IRRIGATION PLANS CONTINUES

Early rounds went to the gravity men as they worked to mold congressional opinion in their favor
Columbia Basin Irrigation League was formed to prepare national publicity -- 1922
visiting congressmen were taken on sight-seeing tours of the area
lobbyists were established in the national capital

Meanwhile, poverty-stricken Wenatchee and Ephrata Pumpers had no such resources at their disposal

Rufus Woods used his newspaper, the *Wenatchee Daily World*, and its editorial page
to deliver his arguments in support a Grand Coulee Dam project

Ephrata attorney James O'Sullivan was a dedicated advocate of the proposed dam -- 1922
he was scholar enough to gather and interpret facts intelligently

and Irish enough to enjoy a good fight as he made promotion of the dam his life's work

William Clapp, who ran a business in Ephrata, received strong support
from W. Gale Matthews who also was from Ephrata

together they formed the "Ephrata Group" in support of a dam with a pumping system

William W. Robertson in Yakima wrote editorials in the *Republic* and the *Herald*
which were supportive of the project but also very cautious
in keeping with his conservative ideals

Gravity Plan also had strong backing in Idaho and Montana

Gravity plan envisioned getting its necessary storage capacity

by increasing the size of Pend Oreille Lake in Idaho and Flathead Lake in Montana
in both sections prosperous farms and towns would be flooded
for the benefit of Washington citizens

considerable animosity was focused toward the Gravity Plan

Idaho went so far as to pass a law that would make the Pend Oreille reservoir
virtually impossible

angry, gravity men sputtered darkly that Pumpers from the Big Bend
were behind this despicable move

REPUBLICAN PARTY IS EVEN MORE SUCCESSFUL IN THE STATE ELECTION

Control over state politics which the Republican Party enjoyed
grew into a landslide during the election-- November 7, 1922
only two Democrats were elected to Congress
newly elected Democratic U.S. Senator Clarence C. Senator Dill from Spokane
was the first popularly-elected Senator from the state
(all previous U.S. senators had been elected by the state senate)
Senator Dill will serve for two terms [1923-1935]
Congressman Samuel B. Hill, Waterville Democrat (no relation to the road builder)
replaced Republican Congressman J. Stanley Webster -- December 1922
(he will hold the Fourth Congressional District seat
for thirteen years before resigning -- [1923-1936]
in the State Senate the single Democrat was outnumbered by thirty-nine Republicans
and two Farm-Labor Party members
in the state House of Representatives eighty-four Republicans surrounded nine Democrats
and three Farm-Labor Party members -- one was Homer Truett Bone from Tacoma

REFERENDUM 14B and 15 ARE ON THE GENERAL ELECTION BALLOT

Two ballot proposals from the legislature attempted to change Washington's Primary Election laws
approval by the voters was necessary to implement the proposed changes -- November 7, 1922
Referendum 14B regulated political party caucuses and conventions and election of party officers
this proposal from the legislature was rejected -- For: 60,593; Against 184,004
Referendum 15 required voters to declare their political party affiliation ("closed primary")
this, too, was rejected by the voters -- For: 57,324 Against: 140,299
As a consequence neither measure became law thus voters were not required to declare their party
Washington remained under "Direct Primary" election laws allowing only major political parties
to participate in primary elections
(those who received more than ten percent of the votes in the last general election)
minor political parties continued to nominate their candidates at party conventions

PRIVATE-PUBLIC UTILITY BATTLE CONTINUES IN THE STATE LEGISLATURE

First-term Farm-Labor Party state representative and public utility advocate
Homer T. Bone of Tacoma immediately submitted the "Bone Bill" -- January 1923
which would give municipal electrical utilities to sell their service beyond the city limits
his opponents, supporters of private utility companies,
called him a radical, a demagogue, and a Bolshevik among other epithets

Legislative battle lines were formed

Homer Bone's bill started one of the bitterest fights the legislature had ever witnessed
this two-month session, one of the stormiest in legislative history,
escalated the simmering public power vs. private power battle
and catapulted Homer T. Bone into the political spotlight

Private utility interests flooded the legislature with printed propaganda and lobbyists

to make sure Bone's proposal was defeated

to counter the Bone Bill, Speaker of the House proposed a law that would levy punitive taxes
against any municipal light system that sold power outside its city limits

legislators passed a referendum to punish expanding public utilities for the voters to consider

Ambitious, self-taught attorney and eloquent orator Homer T. Bone did not give up

he also decided to take the issue to the voters by sponsoring an initiative to the people

to allow for the expansion of public utility companies into the suburbs and rural area

STATE REPRESENTATIVE HOMER T. BONE IS ACTIVE AS A FRESHMAN LEGISLATOR

Homer T. Bone moved from Indiana to Tacoma as a child with his parents [1899]

destitute, the family survived on whatever young Homer could earn

and his father's \$20 monthly Civil War pension

Homer's formal education had ended in the eighth grade

he worked variously in a grocery store, a furniture store, and for the postal service

he studied law at night and passed the bar at age twenty-eight [1911]

like many self-educated men, he remained a voracious reader all his life

Bone specialized in labor law and became a special deputy prosecuting attorney [1912]

before becoming a council for corporations

Homer T. Bone was of slight build -- five feet, six inches tall and 135 pounds

had been politically active in Tacoma for several years

(he ran unsuccessfully for prosecuting attorney and for mayor of Tacoma as a Socialist

at a time when conservative Republicans firmly controlled the state

he was ousted from the Socialist Party [1916] for being too moderate

he had then joined with Republicans and Farmer-Labor banner

he ran for the Third District congressional seat as a Farmer-Labor candidate,

but lost in the Warren G. Harding landslide [1920])

however, his impassioned speeches and tart tongue

had established him as the major Pacific Northwest voice for public power

Homer T. Bone was elected State Representative from Tacoma -- 1922

Farmer-Labor candidate Bone used his impassioned oratory and tart tongue

to quickly establish himself as the major Pacific Northwest voice for public power utilities

in Washington State

TIMES ARE CHANGING IN THE WEST

Stoddard King, a popular columnist for the *Spokane Spokesman-Review*
wrote a whimsical poem of the changing world of the West -- 1923:

Etude Geographique

**Out West, they saw, a man's a man; the legend still persists
That he is handy with a gun, and careless with his fists.
The fact is, though, you may not hear a stronger word than "Gosh!"
From Saskatoon, Saskatchewan, to Walla Walla, Wash.**

**In western towns 'tis many years since it was last the rage
For men to earn their daily bread by holding up a stage,
Yet story writers still ascribe such wild and wooly bosh
From Saskatoon, Saskatchewan, to Walla Walla, Wash.**

**The gents who roam the West today are manicured and meek,
They shave their features daily and they bathe three times a week.
They tote the tame umbrella and they wear the mild galosh
From Saskatoon, Saskatchewan, to Walla Walla, Wash.**

**But though the West has frowned upon its old nefarious games,
It still embellishes the map with sweet, melodious names,
Which grow in lush profusion like the apple and the squash
From Saskatoon, Saskatchewan, to Walla Walla, Wash.⁷**

WASHINGTON STATE DOES ANOTHER STUDY OF IRRIGATION IN BIG BEND COUNTRY

Congress appropriated \$50,000 for investigation of feasible irrigation methods
and location of the proposed dam for the Columbia River -- 1923

Washington State hired Major General George W. Goethals, the builder of the Panama Canal,
to develop yet another report on irrigating the Big Bend region of Eastern Washington

STATE PROGRAM TO TAKE JAPANESE AMERICAN PROPERTY

(Washington State had passed a land law restricting property ownership by Chinese residents [1886]
this law was expanded [1921] to any alien who had not declared an intention to become a citizen
Citizens owning land in Washington and alien Japanese sued

⁷ W. Storrs Lee. *Washington State*. P. 444-445.

this case all the way to the State Supreme Court

which denied the legal challenge and declared the law was upheld by the state constitution)

State Supreme Court decision was appealed to all the way to the U.S. Supreme Court

under the U.S. Constitution's Fourteenth Amendment due process clause -- April 23-24, 1923

once again the state law was upheld

NEW TECHNOLOGY IS DEVELOPED BY BOEING AIRPLANE COMPANY

Boeing Airplane Company entered into a race with Curtiss Aeroplane and Motor Company -- 1923
to design the best pursuit fighter airplane

Curtiss finished its design first and was awarded the first Army Air Service contract

Boeing developed an Arc-welding process for its Model 15

to make metal tubes for internal bracing rather than the spruce and wire used in older biplanes

however, this plane still had wooden spars and ribs

Boeing introduced its Model 15 prototype six months later -- June 12, 1923

this was the first successful Boeing-designed fighter

Boeing was established as a major American builder of military aircraft

157 Model 15s in different versions were built for the Army Air Force

as well as seventy-seven derivatives used as Navy training planes

Boeing also sold five of the airplanes to Peru

STIMSON MILL COMPANY EXPANDS ITS REACH

Charles Willard (C.W.) Stimson added to the family lumber operation on Hood Canal

when one of the oldest mills in Seattle, the Brace-Hergert Mill on Lake Union, was purchased

Stimson Mill Company became the Stimson Lumber Company -- 1923

over 200 men were employed

about fifty million feet of dressed fir lumber was produced annually

LONGVIEW COMES INTO EXISTENCE

Long-Bell Lumber Company at that time was the largest lumber mill in the world

mill executives built the city of Longview, and employed over 3,000 people

It became apparent that upwards of 14,000 workers would be needed at the location

Kelso, the nearest center of population, had less than 2,000 residents

it was obviously too small to meet the needs for so large a work force

In those days it was common to build a mill and then let a mill town spring up around it

living conditions for loggers and mill workers alike were usually abysmal

little thought was given to their comfort or to that of their families

However, Robert Alexander Long decided to build a model city for his workers and their families

at the time Longview was the only planned city of its magnitude
to have ever been conceived of and built entirely with private funds
Land was drained and the Cowlitz River diked thus making the site he chose safe for his mode
Longview, named in honor of its founder, was built on 14,000-acre triangular tract
with rolling timbered hills to the west
George B. Kessler of St. Louis, and Hare & Hare of Kansas City, nationally known city planners,
were contracted to complete the plans
Longview, a completely planned town before construction ever began, was dedicated -- July 2, 1923
city planners originally imagined a fully developed Longview to be a city with 75,000 residents
planning allowed for the city to grow inwards along organized lines
with separate areas designated for business, industrial and residential areas
streets had all been laid out and named
town center and residential section had been mapped
five dormitories for workers were constructed as well as 300 residences
dominating the city was the six-story Monticello Hotel with 160 rooms
which had been donated to the city by Robert A. Long personally
Mr. Long also donated R.A. Long High School, the YMCA building,
and the Longview Public Library

PRESIDENT WARREN G. HARDING VISITS WASHINGTON STATE

President Harding set out on a cross-country "Voyage of Understanding" speaking tour
he planned to meet ordinary people and explain his policies
during this trip he became the first president to visit Alaska
Harding's health prior to the Alaskan venture was poor -- he looked tired and dogged
his personal doctor believed getting away from the stresses of government would help him
rumors of corruption in his administration were beginning to circulate in Washington, D.C.
While in Alaska, Harding was profoundly shocked by a long message he received
detailing illegal activities in his administration previously unknown to him
As the presidential party traveled south from Alaska through British Columbia,
in Vancouver Harding developed what was believed to be a severe case of food poisoning
The President arrived in Puget Sound Country on his way south from Alaska -- July 27, 1923
he was met in Seattle with 21-gun salute and a crowd of 50,000
President Harding spoke at a rally in Volunteer Park
he also gave a short speech to schoolchildren in Woodland Park
followed by a major speech at the University of Washington on the development of Alaska
this was his last public address

PRESIDENT WARREN G. HARDING CONTINUES HIS “VOYAGE OF UNDERSTANDING”

President Harding left Seattle by train for San Francisco

when he arrived at the Palace Hotel six days later, Harding developed respiratory difficulties

President Warren G. Harding, while in the middle of conversation with his wife

in the hotel’s presidential suite when the twenty-ninth president suddenly died -- August 2, 1923

presidential physician and family friend Dr. Charles E. Sawyer diagnosed a stroke

Within minutes of the president’s death at 7:10, 7:20, or 7:30 P.M. rumors began to circulate

(no one on hand in the San Francisco hotel room when he breathed his last seemed to be sure)

four physicians who had been caring for Harding for the previous week

could not agree on the cause of death

it had something to do with his heart or perhaps it was a stroke

alternatively, it could have been both, exacerbated by the ptomaine poisoning

that he may or may not have experienced a few days earlier in Vancouver

First Lady Florence Mabel Kling “Flossie” Harding, refused to allow an autopsy

by morning the President Harding was on his way by train to Washington, D.C.

speculation regarding his unexpected death centered on four possibilities:

natural causes, negligent homicide, suicide and murder

VICE-PRESIDENT CALVIN COOLIDGE IS SWORN IN AS PRESIDENT

News of the death of President Warren G. Harding took four hours to reach the East Coast

a telegram arrived at the Coolidge farmhouse around 2:30 A.M., August 3, 1923

Calvin Coolidge’s father trudged up the stairs to awaken his son

the senior Coolidge, a notary public, administered the oath of office to his son

by the light of a kerosene lamp in the parlor

“Silent Cal” as he was known was an unadventurous conservative

who took a passive approach to the Presidency

he presided over gains in American business and stock market speculation

U.S. SENATE CONTINUES TO INVESTIGATE THE TEAPOT DOME OIL LEASES

U.S. Senate Committee on Public Lands continues to investigate

sweetheart oil lease contracts between Interior Secretary Albert Fall and oil tycoons [1922-1923]

Committee on Public Lands found no evidence of wrongdoing the leases were legal enough

but records kept disappearing mysteriously

Eventually it was discovered that in exchange for the oil leases

Edward L. Doheny of Pan American Petroleum had loaned Interior Secretary Albert Fall

\$100,000, interest-free

and when Fall retired as Secretary of the Interior [March 1923]

Harry F. Sinclair of Sinclair Oil lent him \$304,000
money from the bribes went to Fall's cattle ranch and investments in his business
it was this money changing hands that was illegal -- not the leases themselves

OTHER SCANDALS ARE INVESTIGATED

Throughout the 1920s the U.S. Senate Committee on Public Land held investigations
which resulted in a series of civil and criminal suits

Edward L Doheny of Pan American Petroleum and Harry F. Sinclair of Sinclair Oil were acquitted
although Sinclair was subsequently sentenced to prison for contempt of the Senate
and for employing detectives to shadow members of the jury in his case
this was one of most sensational scandals in the history of American politics
and was a key factor in posthumously destroying the public reputation of President Harding
(who was extremely popular at the time of his death in office)

These public trials showed President Harding's administration to be one of the most corrupt
and resulted in his being named "worst president ever"

(Oil fields were restored to the U.S. government through a Supreme Court decision [1927])

BUREAU OF INDIAN AFFAIRS CLOSES MORE INDIAN BOARDING SCHOOLS

Bureau of Indian Affairs had changed its philosophy regarding Indians boarding schools -- 1920s
complaints that the schools were too expensive

and that they encouraged dependency more than self-sufficiency became widespread
other complaints of deficiencies in the boarding schools hounded the Bureau of Indian Affairs
poor diet, substandard teachers, overcrowding, below-standard medical service
and excessive labor on the part of the students without much distinction

between work to maintain the schools and vocational training

however, the ultimate goal of eradicating traditional Indian culture was not questioned

States began to assume more control over Indian education

more and more children enrolled in public schools

majority of Indian children nationwide attended public schools -- 1923

Children remaining at the Indian Boarding Schools were returned to their families

life returned back to the way it was before the boarding school opened,

but it would never be the same:

- Indian students had learned to read, write and speak some English while at school;
- they had learned some mathematics;
- they brought skills in agriculture or homemaking with them back to the reservations
their skills were observed and adopted by others on the reservation

Indian culture began to change

(eventually [in 1978] Congress passed the Indian Child Welfare Act
Indian parents gained the right to deny sending their children to boarding school)

PEARL ANDERSON (WANAMAKER) BEGINS HER CAREER IN EDUCATION⁸

Pearl Anderson was born at her family's homestead

at Mabana, Camano Island, Washington [January 18, 1899]

she was the third child with two sisters and a brother

her Swedish-born parents, Nils Anderson and Johanna (Hellman) Anderson,
were pioneers who had emigrated from Finland

Nils, known as "Peg-leg" after losing a leg in a logging accident

he made a fortune brokering timber on Camano and Whidbey islands
and on the Olympic Peninsula

Nils Anderson moved his young family to Seattle to be raised in the Roger-Seward neighborhood
but he held onto their Mabana property for use as a summer home

(after his children were out of high school, Nils Anderson moved back to Mabana
where he was elected to such Island County leadership offices as county engineer,
county commissioner and state representative)

Beginning at age sixteen, Pearl Anderson studied at the University of Washington [1915-1917]

but her education was interrupted for three years when she answered the call for teachers
to replace draftees who had gone off to the "Great War" -- World War I

she taught in a rural one-room school in Mabana

her duties included keeping a wood stove burning, carrying water and sweeping floors
at times she taught boys who were older than her eighteen years

at age nineteen she took a job as an elementary school principal

in a two-room school on Whidbey Island

during this time, she attended summer school at Bellingham Normal School
(now Western Washington University)

Pearl returned to the University of Washington where she graduated in education [1922]

after college Pearl went to Jordan, Montana as a teacher and dormitory matron

she had already decided to run for election to the non-partisan (no political affiliation) position
of Island County Superintendent of Schools (county superintendents no longer exist)

Pearl Anderson was elected Island County Superintendent of School -- 1923

she became the youngest elected county superintendent in the nation

(at one point she will share the ballot with her father, Nils Anderson)

AN EFFORT IS MADE TO EXPAND WOMEN'S RIGHTS

⁸ Michael Hood, HistoryLink.org, Essay 9171, September 26, 2009.

Three years after women won the right to vote, the Equal Rights Amendment (ERA) was introduced in Congress by two Kansas Republicans

U.S. Senator Charles Curtis -- Senate Joint Resolution No. 21 -- December 10, 1923

U.S. Representative Daniel R. Anthony, Jr. House Joint Resolution No. 75 on December 13

ERA proposal was authored by the head of the National Women's Party, Alice Paul who had led the suffrage campaign

“Equality of rights under the law shall not be denied or abridged on account of sex.”

Although the ERA was introduced in every Congressional session between 1923 [and 1970], it almost never reached the floor of either the Senate or the House for a vote instead, it was usually “bottled up” in committee

(exceptions occurred [1946], when it was defeated in the Senate by a vote of 38 to 35 and, in [1950] and [1953], when it was passed by the Senate with an amendment that made it unacceptable to its supporters)

(Congress passed a proposed Equal Rights Amendment to the U.S. Constitution [March 1972]

Section 1. Equality of rights under the law shall not be denied or abridged by the United States or any State on account of sex.

Section 2. The Congress shall have the power to enforce, by appropriate legislation, the provisions of this article.

Section 3. This amendment shall take effect two years after the date of ratification.

In addition, Congress placed a time limit of seven years

for the required three-fourths of the states to also ratify the amendment

thirty-five states out of the thirty-eight needed had ratified by [1978]

Congress extended the deadline for ratification to [June 30, 1982]

but still the amendment failed to achieve the necessary thirty-eight ratifications)

HALIBUT FISHING IS ENDANGERED

Overfishing of the halibut banks ranging from the Columbia River to the Bering Sea alarmed United States and Canadian officials who appointed a commission to study methods of saving the industry -- 1924

Cautiously, working over several years, the committee

researched fishing company records, government files, and fishing vessel logs

sixteen thousand halibut were tagged and released

halibut eggs were gathered and examined

all in the hope that adequate regulation of the fishery

would depend on a thorough understanding of their habits

Out of the mass of statistics emerged a surprising fact

halibut are divided into distinct “**races**” and each race stays within fairly well defined localities

LONGVIEW'S POPULATION BOOMED

Longview was incorporated and a municipal government was established -- February 1924
within a year, 5,800 people lived in Longview and forty businesses were booming

Within a decade, the Port, Longview Fibre and Weyerhaeuser followed
expanding rapidly to serve the growing timber industry)

this industry was one of growth and optimism reflected in the term: "Roaring 20s"

(Today Long-Bell Lumber Company operates the largest sawmill in the Northwest

Weyerhaeuser Company is also a very important industry in the area

unfortunately, together the giant corporations greatly added to the overproduction of lumber
driving the price of finished lumber ever lower)

NEW PRIVATE UTILITY COMPANY BEGINS IN WASHINGTON

Puget Sound Power & Light was a leader among investor-owned utilities

in getting electricity to rural areas

Company organized a farm electrification department in Snohomish County -- 1924

yet it still had the problem of multiple layers of ownership

all the stock of Puget Power was owned by Engineers Public Service Company

which was owned by Stone & Webster

BUS SERVICE COMPETES WITH THE RAILROADS

One of America's pioneer bus operators was the Spokane, Portland and Seattle Railway -- 1924

which substituted buses for steam-powered trains linking Portland, Astoria and Oregon's coast

Innovation was the keynote of early-day bus travel

some companies offered sleeper coaches between the Northwest and California

some adopted a double-decked design especially suited to enjoy the scenery of the Northwest

McNEIL ISLAND FEDERAL PENITENTIARY EXPANDS AGAIN

Cell house No. 3 which contained fifty-eight-man cells was completed⁹ -- 1924

(only the year before a telephone arrived on McNeil Island almost fifty years after its invention

one telephone line served nine parties

island residents paid to use the phone at the general store)

FIRST FLIGHT AROUND THE WORLD

Sand Point, a peninsula in north Seattle that juts into Lake Washington,

served for almost fifty years as an air base, aviation training center

⁹ Daryl C. McClary, HistoryLink.org, Essay 5238, April 17, 2003.

and aircraft repair depot for the U.S. Navy

One of the most sensational aviation events of the 1920s

was the Air Service round-the-world flight beginning -- April 6, 1924

Four Douglas World Cruiser biplanes (two-man open cockpit wood and fabric airplanes)

Seattle pilot Major Frederick Martin and flight mechanic Sergeant Alva Harvey

Boston pilot First Lieutenant Leigh P. Wade and Sergeant Henry H. Ogden

New Orleans pilot Lieutenant Erik Nelson and Lieutenant Jack Harding

Chicago (pilot Lieutenant Lowell Smith and First Lieutenant Leslie Arnold

departed from Sand Point Field on Lake Washington with pontoons strapped on
after two weeks of preparation they headed to Alaska

before they turned westward to Asia and on around the world

AROUND THE WORLD FLIGHT CONTINUES

Eight pilots flying four Douglas World Cruiser biplanes encountered the worst flying weather
excessive head winds, rain, ice, snow and fog

Attu Island in the Aleutians was reached -- May 9, 1924

(*Seattle* piloted by Major F.L. Martin and Sergeant Alva L. Harvey had crashed into a mountain
while flying through fog [April 30] neither were uninjured and they walked to safety)

Remaining three planes, *Boston*, *New Orleans* and *Chicago* continued crossing the Pacific Ocean
from Attu to Kagoshima, Japan

they changed back and forth from pontoons to wheels

as determined by the whether and whether they were to be flying over land or water

SEATTLE BECOMES THE NATION'S PREMIER SILK PORT

Closer to Japan by one or two days' sailing time than the other major U.S. ports,

Seattle welcomed five times as much silk as San Francisco -- 1924

Customs records indicate that raw silk was often the Seattle's principal import

Seattle Daily News and *Daily Journal of Commerce* featured the arrival of silk shipments
in their marine activities sections always featuring prominent headlines
and often with pictures of ships and captains printed

STEAMSHIP COMPANIES ALSO COMPETED TO SET RECORDS

Keenly competition among shipping companies drove them to set records

both for size and speed of shipments

yearly, monthly, and sometimes daily records were shattered

Average time required for Admiral Oriental ships to cross the Pacific from Yokohama

was nine days, twenty hours, and seven minutes -- 1924

some eighty-three minutes faster than the average time required [in 1923]
then the company's steamship *President Grant* made the passage
in eight days, twenty-three hours, and ten minutes when it arrived in Seattle -- May 10, 1924

ALEXANDER SCOTT BULLITT BECOME ACTIVE IN THE DEMOCRATIC PARTY

Scott Bullitt was shocked to discover the Democratic Party had no headquarters in Washington State
so he created one
He established himself as an advocate of modifying Prohibition laws
to allow for consumption of beer and lighter wines
He went on record as being pro-labor
He attended the Democratic National Convention -- 1924

GREAT NORTHERN RAILWAY GENERATES ITS OWN PUBLICITY

Great Northern Railway cashed in on its advantages in being able to ship silk faster than any company
but to maintain this advantage drama was as much a requirement as speed
GN assembled record length trains of everything from silk and apples to Buick automobiles
one train of 125 cars contained enough shingles to roof every house in a town of 10,000 people
this was the largest shingle shipment ever transported across the continent
crossing from Seattle to St. Paul, Minnesota
newspaper accounts and newsreels drew attention to the train's length and cargo -- July 1924

RAILROAD BALLYHOO GENERATES A COMPETITION OF ITS OWN

When a particularly valuable silk cargo arrived in Seattle
on a steamship that had made exceptionally fast time from Yokohama
Great Northern Railway made efforts to publicize the event -- early August 1924
however, their effort resulted in a second-best showing
For some time the Great Northern had moved silk between Seattle and St. Paul
on a fifty-six hour schedule. In July 1924 the
rival Northern Pacific Railway made the same run in forty-four hours and eighteen minutes,
bettering the Great Northern's record by almost an hour
accepting the challenge, the Great Northern set out to break the new record
with a twelve-car silk train leaving Seattle -- August 2, 1924

GREAT NORTHERN RAILWAY ATTEMPTS TO SET A NEW SPEED RECORD

After leaving Seattle, Great Northern's Silk Train made good time on the Western Division
but then problems plagued the train
Car 2063 entered Williston, North Dakota, with a rough journal (a "hotbox")

this was cooled with water to prevent overheating until the train reached Minot, North Dakota
Nineteen precious minutes were lost in replacing a bushing (“brassing the box”)

only a short time later same journal box caused a twelve-minute delay

However the longest and most difficult problem occurred at Davenport, North Dakota

where the rails of the Great Northern and Northern Pacific crossed at the “interlocking plant”

When a special NP train passed through earlier in the day, the crew neglected to switch back the track

Great Northern’s silk train arrived -- Sunday night, August 3, 1924

it took the crew twenty-eight minutes to locate the towerman

whose job it was to change the tracks

outside Davenport there was more trouble with hotboxes

Although the GN managed to better the NP's time by sixty-three minutes

this difference was not enough to discourage the NP from trying to re-set their own record

GREAT NORTHERN MAKES A SECOND ATTEMPT TO IMPROVE THE SPEED RECORD

Extensive preparations began immediately to improve the GN record

dramatic moment came when a large shipment of raw silk reached Seattle -- August 13, 1924

some 400 thousand pounds from the steamer *Iyo Maru* filled ten baggage cars

plus nearly 326 thousand pounds from the *President McKinley* filled nine more

Special port crews moved the silk to the dock, warehouse, and waiting train in three hours

working at top speed, they loaded each car in just eight minutes

Only the most experienced crew members were selected to crew the trains

engineers were allowed to choose their favorite locomotives

from those known to be most reliable and capable of sustaining high speeds

without requiring frequent water stops

Two GN trains left Seattle within hours of each other, making record times

three hour and eighteen minutes between Wenatchee and Hillyard, Washington

eight hours and nine minutes from Cut Bank, Montana to Williston, North Dakota

on this crossing the trains averaged more than fifty-three miles an hour

no one made any mistakes

at division points, crews inspected air hoses and steam lines, checked brakes,

lubricated journals, and switched locomotives in four minutes or less

not so much as a single hotbox delayed the trains

even the weather cooperated

no mountain winds slowed or immobilized the trains by blowing sand

from under the locomotives’ drive wheels

Lead ten-car silk train reached St. Paul in thirty-nine hours twenty-eight minutes

and arrived in Jersey City seventy-five hours fifteen minutes after leaving Seattle

Second nine-car silk train made even better time

thirty-eight hours fifty minutes to St. Paul established a record for the route -- August 14, 1924

this Great Northern record was never broken by another railroad
nine minutes were spent in St. Paul switching to the Burlington road
and nine hours nineteen minutes from St. Paul to Chicago

where it was switched to the Pennsylvania Railroad track
silk reached Jersey City just seventy-three hours and twenty-five minutes after leaving Seattle
silk had left Yokohama a record twelve days, fourteen hours, and thirty-six minutes earlier
bettering the old record of thirteen days, three hours, and eight minutes

Great Northern touted its achievement, according to a company news release, as “a big victory”
no one bothered to explain how

But silk trains were more than publicity stunts

pound for pound silk earned more revenue for the Great Northern Railway than any other product
eight times as much per train mile as its crack passenger train, the *Oriental Limited*

SEATTLE RECEIVES THE MOST VALUABLE CARGO OF ANY U.S. PORT

Admiral Oriental's steamship *President Jefferson* docked at Seattle -- September 7, 1924

with a cargo valued at more than \$16 million

the single most valuable shipment of silk ever received at a U.S. port

SILK TRAIN REPORTS HAVE BEEN LOST

It is now impossible to determine exactly how many silk trains

ran on the Great Northern Railway's Seattle-St. Paul route

but the numbers are impressive, especially for the 1920s

Great Northern ran thirty-four silk trains, eight of them in one month -- 1924

three trains totaling thirty-six cars arrived in St. Paul

within hours of each other -- September 19, 1924

UNION PACIFIC RAILROAD ATTEMPTS TO SET A SPEED RECORD OF ITS OWN

Great Northern Railway made many fast runs across the content

Japan's Nippon Yusen Kaisha (NYK) steamship line constantly urged more speed

who noted challenges from competing rail companies

Union Pacific Railroad attempted to beat Great Northern's record -- September 1824

Northern Pacific Railway also competed fiercely for the silk business

NYK officials off one railroad against another and pressed for ever faster times

FLIGHT AROUND THE WORLD IS COMPLETED

After leaving Kagoshima, Japan three biplanes to Calcutta, India [June 4-30, 1924]
next was the leg from Calcutta to Constantinople, Turkey [July 1-11, 1924]
then from Constantinople to London, England [July 12-16, 1924]
Atlantic Ocean was crossed from London to Boston, Massachusetts, [July 17 to September 7]
all three biplanes were headed for Iceland from the British Isles [August 3]
when the Liberty engine in the *Boston* lost all oil pressure
biplane was forced to land at sea
unfortunately, high waves damaged the *Boston* excessively and it had to be sunk
New Orleans and the *Chicago* continued westward and arrived in Nova Scotia
they were joined for the remainder of the flight by a test aircraft christened *Boston II*
Last portion of the adventure was across the United States [September 8-28, 1924]
seventeen replacement engines later, two of the Douglas World Cruiser biplanes,
New Orleans and *Chicago* completed their 26,345-mile journey 175 days after takeoff
when they returned to Sand Point Field on Lake Washington -- September 28, 1924
they were greeted by 50,000 wildly applauding spectators
actual flying time was fifteen days, three hours, seven minutes (371 hours)
at an average speed of 72.5 miles per hour
stopovers for bad weather or repairs lasted several days

Two of the four Douglas World Cruiser biplanes are preserved in museums
Chicago is part of the collection of the Smithsonian Institution National Air and Space Museum
New Orleans is in the collection of the Los Angeles County Museum of Natural History
wreckage of the *Seattle* was recovered and is on display in the Alaska Aviation Heritage Museum
both the *Boston* and *Boston II* were destroyed

SKAGIT RIVER HYDROELECTRIC PROJECT SERVES SEATTLE AND ENVIRONS

Skagit River Hydroelectric Project is a series of dams with hydroelectric power-generating stations
on the Skagit River in northern Washington State
This project is owned and operated by Seattle City Light to provide electric power
for the City of Seattle and surrounding communities
Three dams were built to provide approximately twenty-five percent Seattle's electric power needs
Gorge Dam [1924], Diablo Dam [1936], Ruby Dam -- which was renamed Ross Dam [1940]
Construction of Gorge Dam by Seattle City Light began [1921]
electric power was delivered at a cost of \$13 million to Seattle -- 1924
(Original Gorge Dam was replaced by a new 300-foot Gorge Creek High Dam completed [1961])

EZRA MEEKER RETRACED THE OREGON TRAIL ONE MORE TIME

Ezra Meeker once again brought publicity to the Oregon Trail -- 1924

at age ninety-four Meeker flew over the trail in an open cockpit army airplane
his flight started in Vancouver, Washington and ended at Dayton, Ohio
where he attended the air races at McCook Field
(a predecessor of Wright Patterson Air Force Base)

Meeker's first 2,000-mile crossing of the continent in a covered wagon
had required five months [1852]

Rather than his usual pace of oxen speed, Meeker flew the route at 100 miles per hour
2,560-mile flight took twenty-three hours and thirty minutes
with thirteen hours and thirty minutes spent over the Oregon Trail

VOTERS FACE THE ISSUE OF PUBLIC VS. PRIVATE UTILITY COMPANIES

Big private utilities operated at a huge profit
there was no government control
rural areas were not served

Cities of Tacoma and Seattle established their own companies
forced rate reductions of private utilities through competition

Those who saw electricity as a financial opportunity and those who saw it as a public service
engaged in a bitter, intense hard fought campaign -- 1924

Legislators had referred a bill to the voters that proposed punitive taxes be levied
against any municipal light system that sold power outside its city limits

State Representative Homer T. Bone had successfully sponsored an initiative to the people
to allow for the expansion of public utility companies into the suburbs and rural area
both sides distributed thousands of pieces of literature
they engaged the services of every well-known advocate they could find
Homer T. Bone charged that the private utilities spent the unheard-of sum of a million dollars
to defeat his initiative and get the referendum passed

Bone collected enough signatures to place his counterproposal on the ballot

ELECTION RESULTS OF 1924 ARE EVEN MORE CONSERVATIVE

Farmer-Labor Progressives bickered among themselves

many one time Farmer-Laborites supported Robert M. La Follette, the Wisconsin senator
who ran for president as a Progressive -- 1924

La Follette campaign called for farm relief measures,
public ownership of railroads and waterpower,
and legal recognition of collective bargaining for labor unions

La Follette insurgency threw a genuine scare into the two major parties
in Washington he finished second as he bested hapless Democrats by nearly a 4-to-1 margin,

La Follette's campaign represented the last hurrah of left-wing insurgency of the 1920s
President Calvin Coolidge was returned to office -- November 4, 1924

(Vice-President Coolidge had assumed the office of the presidency the year before
after President Warren G. Harding died

Coolidge had had little time to enjoy his new job as President
before he had to begin campaigning to keep the position)

initially, winning the election seemed a daunting task for Coolidge -- he was a man of few words
but Coolidge was an astute politician who before he became vice president [1920]

had served as an elected official for more than two decades

more importantly, he remained extremely popular with the American public

Coolidge epitomized the honest, hard-working, and business-minded attitude
that promised to streamline government

and rid Washington of the corruption and scandals found in the Harding administration

Due to poor health Governor Louis F. Hart did not run for reelection

progressive Shelton lumberman and state Speaker of the House of Representative Mark Reed
was the most logical successor to Hart, but he chose not to enter the race

Washington voters elected mean-spirited anti-labor timber baron and former mayor of Everett

Roland H. Hartley to two terms as governor [1925 to 1933]

he had been a leading opponent of the IWW during the Everett Massacre [November 5, 1916]

he believed labor unions were trying to destroy business in America

he fought unions and their influence and provided a rancorous political tone

Roland H. Hartley and Mark Reed clashed frequently

Farmer-Labor infighting together with growing prosperity in the state's urban areas

reduced the political party to insignificance in Washington State

State Representative Homer T. Bone was re-elected -- but this time as a Progressive

Washington State voters were faced with two ballot items addressing utility companies:

- legislators had referred to them for their consideration a proposal to levy punitive taxes
against any municipal light system that sold power outside its city limits

- State Representative Homer T. Bone's Initiative 52 to the people

to allow for the expansion of public utility companies into the suburbs and rural area

voters rejected both measures

yet the battle between the private power interests and the public power interests continued

U.S. Representative Samuel B. Hill, Democrat, retained his seat in congress

DEMOCRATS REMAIN OUT OF POWER

Region's Democratic Party, especially in Washington, remained in a woebegone condition

weak and generally ineffectual at the polls it was badly divided

as a result of personality conflicts
and the inability of anyone to bring discipline

to the motley assortment of disgruntled agrarians, trade unionists, onetime Populists,
Nonpartisan Leaguers, and all-around political cranks that drifted into its ranks

with a history of defeat at the polls, the Democratic Party could not afford to be too choosy
Republicans dominated government not only in the Pacific Northwest during the 1920s
but also in many of the states outside the South

GOVERNOR ROLAND H. HARTLEY ELECTION ASSUMES OFFICE

Republican Governor Hartley maintained he stood on the side of the taxpayers against the “wasters”
he convinced voters he would fight big interests, big spenders, and big bosses
and look out for the common people

he stated (very often) the government was sliding toward complete paternalism

Governor Hartley was elected Washington state Governor by a large majority
and served as governor of Washington for two terms -- 1925-[1933]

Governor Hartley believed the post-World War government agencies and regulations
established by President Theodore Roosevelt had gotten out of control

he set out to reduce the number of governmental agencies and regulations
that had been imposed on Washington business

An arch-conservative Governor Hartley tried to bring state government under his control
to further reduce taxes Hartley proposed to cut back on many governmental services:

- he cut programs he considered to be too expensive;
- he said government aid interfered with incentives to work hard;
- he opposed increased funding for schools, libraries, and parks;
- he opposed to appropriations for reclamation projects;
- he disapproved of child labor laws and their protections

However, the governor saved his most excessive wrath

to be vented at the extraordinary costs of the yet-to-be-completed Legislative Building

as if the \$6,791,595.88 (1928 dollars) was not excessive the furnishing were outrageous

thirteen oak and leather chairs for the Reception Room of the Secretary of State

thirty five-foot oak roll- top desks and eleven six-foot roll-top desks were ordered

work rooms, stenographers’ rooms, committee rooms were beautifully furnished

Senate and House accountants, assistants, clerks and secretaries were provided for

Auditor, Treasurer, Secretary of State and even the Governor’s offices were lavishly fitted

identical chairs embossed with the seal of the State of Washington were ordered

for the Lieutenant Governor, Secretary of State, State Auditor, State Treasurer,

and Speaker of the House of Representatives

the Governor's office received a larger and more ornate sixth chair

Governor's Conference Room featured a handsome mahogany and walnut
conference table, chairs and matching bookcases

but most outrageous of all in the eyes of the governor were the \$47.50 cuspidors (spittoons)

no one objected to the spittoons themselves -- it was the price that was shocking

Governor Hartley persuaded the legislature not to ratify the Federal Child Labor Amendment

which created child labor laws to help children work in a safer environment

and under safer conditions

Hartley maintained it was another attempt by the government to restrict private business freedoms

Governor Hartley bickered constantly with the Commissioner of Public Lands

over policy and management

Roland Hartley was, in fact, shrewd, and heavy-handed

he faced strong criticism by both political parties

and almost came into armed conflict with the legislature

he declared education was costing too much and recommended cutting appropriations

MCNEIL ISLAND BECOME FEDERAL PROPERTY

Federal government began a program to purchase all the privately owned land on the island -- 1925

and move the civilians off the island -- (this was accomplished [1936])

McNeil Island became the largest prison reservation in the United States¹⁰

BOEING RECEIVES A CONTRACT TO CARRY AIR MAIL

Congress gave up on the Post Office flying the mail -- 1925

thirty-one of the forty pilots hired by the Post Office had been killed

Federal legislation passed to contract private firms instead -- commercial aviation became viable

Eddie Hubbard convinced Boeing to get into the Air Mail business

in addition to building the planes

Air Mail contracts made passenger airplanes possible

mail revenues of Boeing Air Transport underwrote passenger service

and the development of navigational aids and airports

CHICAGO, MILWAUKEE, AND ST. PAUL RAILROAD GOES BROKE

Milwaukee Road's Board of Directors' decision to expand westward created a huge financial burden

estimates of \$45 million [1901] proved to be extremely optimistic

actual construction costs were many times more than expected

and operating costs on the mountain grades were out of control

¹⁰ Daryl C. McClary, HistoryLink.org, Essay 5238, April 17, 2003.

Milwaukee Road decided to electrify about 600 miles of the toughest mountain routes
technological marvels that they were, the electrified lines were never successful
they became a major contributor to the financial downfall of the railroad
government takeover of the railroads during the World War did not help matters
and completion of the Panama Canal siphoned anticipated traffic from the line
Chicago, Milwaukee, and St. Paul Railroad was the first transcontinental line to disappear
after suffering a series of financial setbacks

Milwaukee Road passed into the hands of a receiver -- March 25, 1925
this was largest such case in United States History up to that time

CONSTRUCTION BEGINS ON A SECOND GREAT NORTHERN RAILWAY CASCADE TUNNEL

(First Cascade Tunnel was a 2.6-mile-long single track tunnel through the Cascade Mountains
construction at Stevens Pass started [August 20, 1897] was completed [December 20, 1900]
this tunnel was built to avoid problems caused by heavy winter snowfalls on the original line
but because of the length of the tunnel steam trains were not able to pass through the tunnel
without using up all of the air supply
steep grade to the summit resulted in great amounts of smoke from the locomotives
this tunnel was electrified which eliminated the fume problem
two electric switch stations were developed to replace the steam or coal engines
with an electric engine [July 10, 1909])
after the Wellington Disaster avalanche killed ninety-nine people [March 1, 1910]
Great Northern Railway decided to reroute through a new tunnel
surveys began on a new 7.79-mile long replacement tunnel between Berne and Scenic -- 1925
route over Stevens Pass would be shortened by 8.9 miles
seven miles of snowsheds would be eliminated

SAUL HAAS SEARCHES FOR HIS WAY -- AND DEVELOPS A POLITICAL VOICE

Saul Haas was born in New York City's Lower East Side [June 12, 1896],
to Romanian-Jewish immigrants Albert and Lena Haas
he was raised in a Bronx, New York tenement
After high school graduation [1912] Haas left home and became a hobo riding the rails with a buddy
he ended his travels in Lewiston, Idaho
there he briefly attended Northern Idaho College of Education (Lewis-Clark State College)
next he taught school -- also briefly
Saul Haas became a reporter for the *The Portland (Oregon) News* [1918]
he married Jesse Nores [1919] and the couple briefly tried publishing a paper in Port Angeles
Saul returned to New York with Jesse and took work with the Hearst International News Service

he transferred back to Seattle as manager of the local Hearst news agency [1921]
Saul Haas soon once again changed jobs when he left the Hearst organization
to join the Seattle Labor Council's struggling *Seattle Union Record* --1925
Haas joined with Harry Ault to buy the paper with Ault as publisher
Saul Haas became the editor and a minority stockholder
Seattle Union Record's editorial policy blasted the mainstream press when they charged: **“The news itself is often distorted and it is by no means unusual that important developments are entirely suppressed. Misinformation has become a science on many of our metropolitan dailies.”**
Union Record's motto was **“A newspaper for thinking people”**
but apparently there were not enough thinking people -- even in Seattle
Seattle Union Record published its last issue [February 18, 1928]

GREAT NORTHERN RAILWAY ATTEMPTS TO SET AN ENDURANCE RECORD

Locomotives pulling Silk Trains between Seattle and St. Paul, Minnesota
were changed at division points along with the crews on the average of every 150-200 miles
to emphasize the superiority of freight service that the Great Northern Railway offered
it was decided to attempt an endurance record across the continent
Great Northern Railway sent Engine Number 2517, *Marathon*, on a well-publicized endurance run
reported to be the longest continuous run ever made by a single locomotive
this effort was made to impress Japanese shippers,
remind its competitors of its commanding position in the business of transporting raw silk,
and convince the railroading public of its reliability in handling passengers and freight
Engine Number 2517 was a sleek, fast, and powerful mountain-type, P-2 oil-burning engine
Marathon was one of twenty-eight Baldwin-built 4-8-2 locomotives
(four leading wheels, eight driving wheels, and two trailing wheels)
that had been put into service beginning in [1923] as part of a major equipment upgrade
P-2 engines were the ultimate locomotive and were remarkably reliable
they were the heaviest unit ever built, engine and tender weighed 617,000 pounds,
reaching almost one hundred feet from pilot to end of tender
P-2s carried 5,000 pounds of fuel oil and 12,000 gallons of water
four driver wheels six-feet in diameter made this the fastest and most efficient
steam locomotives ever built for transcontinental service
P-2s were used on every Great Northern “name” train
the *Oriental Limited*, the *Fast Mail*, the *Glacier Park Limited*, and the *Empire Builder*
(until they were scrapped in the [1950s])
they set many records as they were capable of sustaining high speeds
Engine Number 2517 was coupled to eighteen cars of silk valued at more than \$5 million

this was “the largest individual silk shipment ever transported in the Northwest”
extreme value of the cargo heightened the drama for the endurance run
Engine Number 2517 left Seattle -- 4:30 P.M., September 25, 1925
run to St. Paul, Minnesota was made in five hours less time
than the schedule of the *Oriental Limited* passenger train
For the return trip from St. Paul to Seattle, Number 2517 was coupled to engine Number 27
which was the fastest long-distance mail train in the world
departure from St. Paul was delayed by twenty minutes
because the westbound mail from Chicago arrived late
Number 2517 made up the time and arrived back in Seattle on schedule
average speed for the run was forty-five-miles-per-hour including stops, inspections
and twenty-four crew changes
this engine had traveled 3,578 round-trip miles in just under 100 hours
with stops only to change crews and take on fuel oil and water
between Cut Bank, Montana and Williston, North Dakota
and over the Breckenridge and Willmar Divisions,
silk train had averaged more than fifty-mile-per-hour
(faster than diesel-powered trains decades later)
this singular feat were never before accomplished by any American railroad
and perhaps by no other railroad in the world
it was all the more remarkable because Number 2517 was a stock engine
with no special modifications for the trip
In celebration (and to keep the memory of the event alive) Great Northern Railway ticket offices
displayed large replicas of Number 2517, *Marathon*, in Chicago and other major cities

YET ANOTHER RECORD IS SHATTERED ON THE SEATTLE DOCKS

Osaka Shosen Kaisha (O.S.K.) liner *Arabia Maru* delivered the largest silk shipment
ever to arrive in Seattle -- October 1925
10,124 bales of raw silk and sixty tons of silk goods

REPUBLICANS CONTINUE TO DOMINATE STATE POLITICS

Republican dominance of Pacific Northwest went all but unchallenged
only notable exceptions were Senator Clarence Dill and Congressman Sam B. Hill of Washington

FOUR GREAT NORTHERN RAILWAY’S SILK TRAINS CROSS THE CONTINENT IN TANDEM

Within months of the remarkable performance by locomotive Number 2517, *Marathon*
Great Northern silk trains made another remarkable run -- January 1926

four trains consisting of forty-three cars of silk valued at \$11,280,000 left Seattle not ten hours separated the trains when they moved through Whitefish, Montana as they sped along to St. Paul, Minnesota

BERTHA K. LANDES BECOMES THE FIRST BIG CITY MAYOR IN AMERICA

Many women in the 1920s saw social reform as “women’s work,” something like “municipal housekeeping”

Bertha K. Landes of Seattle was one of these

(Landes first ran for the Seattle City Council [1922] and became Council president

she briefly served as acting mayor when Mayor Edwin J. “Doc” Brown

went to New York to attend the Democratic National Convention [1924]

acting-Mayor Bertha Landes ordered Police Chief William Severyns

to clean up corruption in the police department

when Severyns procrastinated, acting-Mayor Landis issued General Order Number One

which proclaimed her to be the head of the police department

Mayor Brown sped home by train to overrule Landis

members of a Grand Jury investigated and called for Brown's impeachment

Voters turned out in record numbers of the Seattle mayor’s race -- March 1926

this was attributed to the work of various women’s clubs

Landes, darling of the reformers, ran on a platform of strict law enforcement

Bertha Landes was elected Seattle’s first woman mayor

and first woman mayor of an American a major city

a fifty-eight year old mother and grandmother, she began an energetic “sweep”

of Seattle’s corrupt police force, boot-legging operations

and dens of prostitution and gambling

Once elected Mayor in her own right, Bertha Landis did her best to clean up corruption

she called on citizens to report bootleggers

she offered to pay \$1 a year to those who reported the license numbers of wreckless drivers

her detractors accused her of attempting to organize “government by snitch”

TACOMA CITY LIGHT CONSTRUCTS LAKE CUSHMAN DAM NUMBER ONE

Prior to the construction of the Cushman Hydroelectric Project,

Skokomish River, named for the Native Americans who lived along it,

was once Washington State’s largest and most productive salmon-producing river

Cushman Dam Number 1 was built using a “concrete arch” and “gravity and embankment” design

this dam consists of ninety thousand cubic yards of concrete

with a top width of eight feet and a base width of fifty feet

standing 275 feet high and 1,111 feet long
it is capable of generating 50,000 horsepower of energy
city owned Tacoma City Light's Cushman Dam Number One was activated -- March 23, 1926
with the push of a button by President Calvin Coolidge in a ceremony at the White House
Tacoma City Light began to successfully compete with privately owned electric companies
Lake Cushman was named in honor of Orrington Cushman who served as interpreter
for Governor Isaac Stevens during the Treaty of Point Elliott negotiations
with Puget Sound Indians [1854]
4,010-acre Lake Cushman with twenty-three miles of shoreline sits behind the dam,
on the north fork of the Skokomish River in Mason County, Washington
its design diverts water through a pipe connecting the reservoir to a powerhouse on Hood Canal
hydroelectric power travels on a forty-mile transmission line,
which includes a suspension across the Tacoma Narrows strait in Puget Sound,
spanning 6,244 feet of water
(A second, smaller dam, Cushman Dam Number Two was completed [December 1930])

SAM HILL TURNED HIS MANSION ON THE COLUMBIA RIVER INTO A MUSEUM

Businessman Sam Hill renamed his mansion on the Columbia River the Maryhill Museum of Art
it was dedicated by his friend Queen Marie of Romania -- 1926
(however, the building was not finished until after Hill's death [1931]
this museum finally opened [May 13, 1940])
many of Queen Marie's personal effects such as her splendid clothing, furniture
and other possessions, including her crown, can be seen at Maryhill Museum

EZRA MEEKER CONTINUES HIS LONG AND ACTIVE LIFE

Meeker appeared with the J. C. Miller Wild West Shows -- the largest Wild West show of the era
where he demonstrated the proper way to drive an ox team -- [1925] and 1926
Meeker was heard on the new medium of radio -- April 1926
he later wrote, "**They gave me the title of 'the world's oldest broadcaster.' I was happy that
the privilege had come to me of using this new and wondrous invention to spread farther the story
of the pioneers.**"¹¹
Meeker while staying in New York, founded and became president
of the Oregon Trail Memorial Association
he once again went to Washington, D.C., to lobby Congress to create a special Oregon Trail coin

¹¹ Ezra Meeker *Covered Wagon Centennial and Ox Team Days, Oregon Trail Memorial Edition*, edited by Howard R. Driggs,
P.286.

this 50-cent commemorative coin sold for a dollar, with the profit going toward paying for more trail monuments

Congress passed the bill [May 26, 1926] and President Calvin Coolidge signed it into law

CONGRESS ISSUES A REPORT ON AMERICAN WATER RESOURCES

U.S. Senator Wesley “Yakima” Jones adroitly maneuvered into a river and harbor bill authorization for the Army Corps of Engineers and the Federal Power Commission to conduct a nationwide survey of the irrigation, navigation, flood control, and power potential of all major United States rivers

(Congress authorized the U.S. Army Corps of Engineers and the Federal Power Commission to jointly: “. . .prepare and submit to Congress an estimate of the cost of making such examinations, surveys or other investigations. . . of those navigable streams of the United States and their tributaries . . . with a view to the formulation of general plans for the most effective improvement of such streams for the purposes of navigation and prosecution of such improvement in combination with the most efficient development of the potential water power, the control of floods and the needs of irrigation.” [1925])

As the time neared for the publication of the highly secret document, settlers of the Columbia Basin nearly perished with suspense

Inches thick a 1,845-page long report Entitled *Columbia River and Minor Tributaries* was printed as House Document 308 (it became known as the “308 Report” -- April 12, 1926 it recommended many things -- but not the Pend Oreille gravity system engineers said, would cost more even than a dam at Grand Coulee 550 feet high and 4300 feet long, equipped with twelve of the biggest pumps ever conceived to lift water the remaining 280 feet to the canyon rim furthermore, the report said the Grand Coulee system could be largely paid for by selling surplus power -- not possible with the gravity system finally Grand Coulee Dam would cause no interstate bickering with Idaho and Montana

In essence, the 308 Report noted the additional possibility of hydroelectric power generation it supported a plan for building eight dams on the Columbia River including hydroelectric dams at Grand Coulee and Bonneville it also proposed storage projects farther upstream

(at the site of present-day Hungry Horse Dam on the South Fork of the Flathead River and raising the water levels in both Pend Oreille and Flathead lakes)

two new factors were considered in the “308 Report”:

- method of moving power to market
- and the make-up of the market itself

this and subsequent “308 Reports” were the basic planning documents

for the development of navigation, flood control, irrigation and hydropower
in the Columbia River Basin

Secretary of War provided cost estimates and recommended surveys of potential dam sites -- 1926
(these were authorized the following year in the River and Harbor Act of [1927])

Two United States Senators from Washington, Wesley Jones and newly-elected Clarence Dill,
strongly supported the campaign for a dam on the Columbia River

Several 308 surveys on the Columbia continued from 1926 until [1931]

McNEIL ISLAND FEDERAL PENITENTIARY SEES IMPROVEMENTS¹²

Old prison hospital (built in [1906]) was torn down and rebuilt --1926

Although they had been supplementing their food supply with farming since the early days,

U.S. Attorney General authorized the development of a 360-acre self-contained farm --1926

ALEXANDER SCOTT BULLITT RUNS FOR THE U.S. SENATE

Scott Bullitt entered the election race as a Socialist

against longtime Republican incumbent Wesley Jones

Bullitt's campaign was funded to a large degree by his wife Dorothy Stimson Bullitt
and her lumber family's money

Bullitt faced two serious handicaps:

- he was an outsider only recently active in Washington politics;
- he was wealthy and lived in isolation from the common people

Scott Bullitt received 46.52 per cent of the vote -- a resounding defeat -- 1926

however, he had established a network within the Democratic Party
that would become increasingly active

MARK REED EXPANDS HIS LUMBER EMPIRE

Rather than run for governor of the state, the progressive president of Simpson Logging Company
joined Edward M. Mills and Isadore Zellerbach to open Rainier Pulp and Paper Company -- 1926
to make better use of waste wood that was otherwise just burned
this company was headquartered in San Francisco

Construction was begun on the Rainier Pulp and Paper Company mill in Shelton

(when opened in 1927 the mill utilized the area's plentiful western hemlock tree species
for the production of a superior grade of bleached paper pulp)

Shelton, Washington became the hub for progress in Mason County

(Northern Pacific Railway extended its branch line to Shelton [1926]
regular passenger train service came to the city)

¹² Daryl C. McClary, HistoryLink.org, Essay 5238, April 17, 2003.

(lumber was big business in Mason County [by 1930]

new mills reversed a loss of population

number of residents in Mason County doubled to more than 10,000

Shelton's population tripled)

BOEING ENTERS THE MAIL DELIVERY BUSINESS FOR THE POST OFFICE

Postal Department decided to try air mail -- 1926

bids from companies were accepted to fly mail from New York to Chicago

and from Chicago to San Francisco

William Boeing felt new improved MB-3A called the 40-A could carry mail

joined with another pilot, Eddie Hubbard, to form Boeing Air Transport Co.

to deliver the mail

PEARL ANDERSON (WANAMAKER) RUNS FOR THE LEGISLATURE¹³

While Pearl Anderson served as the Island County superintendent of schools

she ran and lost a race for the State House of Representatives --1926

Pearl Anderson's county superintendent job took her to Island county's rural schools

many were accessible only by ferry or small boat

she shared many hours on these vessels with quiet, shy County Engineer Lemuel A. Wanamaker

they were married [1927] but her husband, "Lem," made her promise

she would quit teaching and politics and be a homemaker

she agreed take on the clubby civic duties expected of married women of the time

GOVERNOR HARTLEY-UNIVERSITY OF WASHINGTON PRESIDENT SUZZALO FEUD

Dr. Henry Suzzalo had been President of the University since [1915]

he provided strong leadership and doubled the student population

Dr. Suzzalo had taken an active part in war-time activities

he established cooperation with various industries in the state

for example the college-industry collaboration was the College of Fisheries

was the first of its kind in the nation

Conservative Governor Roland Hartley maintained a months-long quarrel

with liberal University of Washington President Henry Suzzalo -- 1926

this feud stemmed from problems concerning "The War to End All Wars"

Suzzalo, of Jugo-Slav ancestry, was serving on the National Defense Council

he voted in favor of the eight-hour work day

Lumbermen, including lumber baron Hartley, were strongly opposed

¹³ Michael Hood, HistoryLink.org, Essay 9171, September 26, 2009.

Governor Hartley struck the fatal blow to University president Suzzalo -- October 26, 1926

University of Washington Board of Regents demanded Dr. Suzzalo resign

because of his involvement in politics

Dr. Suzzalo resigned

President of the Washington Federation of Labor accused the governor of extreme prejudice

and of promoting his own personal and political agenda

Governor Hartley was threatened by a recall campaign supported by many groups and individuals

after big cuts to University of Washington appropriation

and the firing of University President Henry Suzzalo

Seattle Times favored the movement to recall or impeach the governor

Governor Hartley, in his own defense,

stated he had nothing to do with Dr. Suzzalo's resignation

a spokesman for the board of regents explained the dismissal was initiated

because of the existing discord between the president and some faculty members

Governor Hartley was proclaimed by some to be

“the most hated man in the state of Washington”¹⁴

Recall effort failed and Governor Hartley was reelected governor

(he remains the only governor in state history to face such an attack)

HENRY J. KAISER IS ONE OF AMERICA'S MOST REMARKABLE INDUSTRIALISTS

Kaiser was born in Sprout Brook, New York [May 9, 1882]

beginning at a young age, he worked as an apprentice photographer

he was running the company by the age of twenty

Kaiser used his earnings to move to Spokane [1906]

he took over a bankrupt road construction company [1914]

and started Kaiser Paving Company

he bid for and won contracts to build highways in Washington, California, and Canada

his was one of the first companies to use heavy construction machinery

Kaiser Paving Company expanded significantly -- 1927

when it received a \$20-million contract to build roads in Cuba

But Henry J. Kaiser was just beginning

DAVE BECK'S RISE IN THE TEAMSTERS UNION WAS RAPID

After the Great War had ended, Beck returned to Seattle and his job as a laundry truck driver

He became an organizer with the Teamsters Union

where he displayed leadership ability far beyond his education

¹⁴ Cecil Dryden, . *History of Washington*. P.271.

he also was not timid about using persuasive tactics which were supported by goon squads
threats, beatings, car sideswipings, and window smashings all were employed
his subsequent rise in the Teamsters was rapid;

- Dave Beck was elected to the executive board of Local 566 [1920]
- he became president of Joint Council 28 which covered Seattle [1923]
- he was Secretary Treasurer of the Laundry Drivers Local 566 [1924]
- he was elected President of Seattle Teamster Local 566 -- 1927

he was also hired by the International Teamsters Union as a full-time organizer
responsible for the whole Pacific coast and British Columbia [1927]

Power of the Teamsters Union is its unique ability to support other striking unions
if the Teamsters did cross the picket line no delivers could be made and no business conducted
Teamsters targeted for attack any business that fought Dave Beck and his union
it became unhealthy to drive anything for pay if you did not wear a Teamster button
Teamster slogan was "Vote no and go to the hospital."

GREAT NORTHERN RAILWAY IMPROVES SERVICE THROUGH THE CASCADE TUNNEL

Electric engines began operation from the town of Skykomish eastward -- March 5, 1927
(Glory days of Skykonish ended when a ventilation system was installed in the Cascade Tunnel
to permit the operation of diesel engines through the tunnel
last electric engine left Skykomish [July 31, 1956]
last passenger service ended in [May 1971])
business district of Skykomish was nearly destroyed by a fire [December 1970]

CONSTRUCTION OF WASHINGTON'S LEGISLATIVE CAPITOL BUILDING IS COMPLETED

Washington's Legislative Building was completed -- 1928
to serve as both a working governmental center
and as a symbol of Washington's free and democratic government
This building is the dominant feature of the capitol grounds, with its 287-foot-high dome
this is one foot shorter than the United States capitol building in Washington, D.C.
it features the largest quantity of marble of any state capitol:

- Senate Chamber displays *Formosa* marble from Germany;
- House of Representatives Chamber exhibits *Escalette* marble from France;
- State Reception Room presents *Bresche* marble from Italy;
- Main Corridors uses *Gray* marble from Alaska

two features commemorate Washington being the forty-second state in the Union
forty-two granite steps lead up to the building's North entrance
Legislative Building currently possesses one of five forty-two star flags

(these were never official flags because Idaho became a state shortly after their release)
all lamps and Roman fire pots in the rotunda were made by Louis Comfort Tiffany
son of Tiffany and Company founder Charles Lewis Tiffany
this is the largest collection of Tiffany bronze in the world

and Charles Tiffany's last large commission before his death [January 17, 1933]
suspended 175 feet above the rotunda floor is a five-ton bronze chandelier
containing 202 light bulbs
at twenty-five in length and eight feet in diameter it is the largest chandelier
ever created by the artists at Tiffany Studios in New York
this artistic piece traveled west by train and was assembled and installed on site
it could contain a Volkswagen Beetle if placed sideways
it features life-size faces and human figures

when it was assembled every piece fit perfectly

this chandelier is suspended on 101 feet gold-plated chain which weighs one and one-half tons
Legislative Building is also home to a large brass bust of George Washington
superstitious lobbyists rub the nose of the bust for good luck thus explaining its shiny feature
Washington's state seal, designed by jeweler Charles Talcott,
is featured throughout the building on the state flag

(this is the only state flag picturing a president and the only one with a green background)
tapestries, railing, door handles

there is even a brass seal embedded in the floor of the rotunda

(George Washington's nose has been flattened over time as a result of people walking on it
but the seal is now roped off from foot traffic)

(Today the Legislative Building is the centerpiece of the five historic buildings
designed by New York architects Walter Wilder and Harry White [1913])

WASHINGTON STATE'S GRAND CAPITOL BUILDING IS OCCUPIED

Although the building was still under construction, Legislators moved in -- March 7, 1927
after six years of construction and multiple revisions to the plans
During the gala ceremony music was provided by the Salvation Army band
and the University of Washington glee club

WASHINGTON STATE CAPITOL CAMPUS HAS EVOLVED OVER DECADES

Washington State Capital in Olympia, Washington is the seat of the state government
rather than a single building, as is the case in most states, the capitol consists of a campus
with several buildings on it -- the central core of which is composed of the:
Legislative Building which houses the Washington State Legislature

and the offices of the Governor, Lieutenant Governor, Secretary of State and Treasurer,
Insurance Commissioner's office is located in the Insurance Building
other elected state officers maintain offices off campus: Attorney General, State Auditor,
Commissioner of Public Lands,
Superintendent of Public Instruction has offices located in the Old Capitol Building
Temple of Justice is where the Washington Supreme Court meets
and the State Law Library is located there
Washington Governor's Mansion is the home of the state's chief executive
Insurance Building holds the office of the State Insurance Commissioner
John O'Brien Building is the location
of most of the members of the State House of Representatives
John Cherberg Building is the location of most of the Democratic State Senators
Irv Newhouse Building is the location of most of the Republican State Senate
Joel Prichard Building is the location of staff members' offices and a cafeteria

INTERNATIONAL LONGSHOREMEN'S ASSOCIATION (ILA) IS IN DISARRAY

West Coast longshoremen had been completely organized by the ILA with the exception
of San Francisco where the unaffiliated Riggers and Stevedores controlled the waterfront
Then a series of lost strikes overwhelmed the International Longshoremen's Association (ILA)
San Francisco [1919], Seattle [1920], Portland [1922], San Pedro (port for Los Angeles [1923])
To maintain a tight control over the waterfront, employers set up fink halls
in Seattle, Portland, San Pedro and smaller ports
On the Pacific Coast only Tacoma and its 1,200 members
maintained a closed shop (only union members were employed)
this was in no small measure thanks to the efforts of ILA organizer William I. "Paddy" Morris
and John C. "Jack" Bjorklund
Both Morris and Bjorklund attended the International Longshoremen's Association 1927 convention
where New York City ILA labor leader Joseph P. Ryan was elected ILA president
in keeping with the times, Ryan was a strong anti-Communist while at the same time
casting a far less penetrating gaze on the actions of criminal elements within the union
International Longshoremen' Association (ILA) survived even if the hated fink halls left it weakened
Membership again soared -- in some districts growth was as much as six fold in six years
ILA President Joseph P. Ryan and the union's regional and local leaders
regained much of the lost ground

NORTH AMERICAN AND EUROPE ARE LINKED BY FLIGHT

(French-born New York hotelier (Lafayette Hotel) Raymond Orteig

offered a prize of \$25,000 [May 19, 1919] to anyone who could fly the nearly 3,600 statute miles between the United States and France alone within five years
no serious challenger emerged due in large part to the lack of technology to accomplish the feat
Orteig extended the challenge another five years)

Orteig's prize attracted an impressive group of well known, highly experienced and well financed aviators -- six well contenders were killed in the effort

U.S. Air Mail pilot Charles Augustus Lindbergh, then twenty-five years old, virtually anonymous to the public had considerably less overall flying experience
he had been flying for only five years

Lindbergh was financed by a \$15,000 bank loan taken out by two St. Louis businessmen and \$2,000 of his own savings

another \$1,000 was donated by the builder of the Ryan aircraft Lindbergh was to fly

Lindbergh was prepared to undertake the effort in a fabric covered, single-seat, single-engine

"Ryan NYP" high wing monoplane was burdened by its heavy load of 450 gallons of gasoline and hampered by a muddy, rain soaked runway at Roosevelt Field on New York's Long Island
Lindbergh's airplane, dubbed the *Spirit of St. Louis*, gained speed very slowly as it made its takeoff -- 7:52 A.M., May 20, 1927

Over the next 33-½ hours Lindbergh flying the "*Spirit of St. Louis*" alone faced many challenges including skimming over both storm clouds at 10,000 feet and wave tops at as low as ten feet fighting icing, flying blind through fog for several hours,
and navigating only by the stars when they were visible, and "dead reckoning"

Charles Lindbergh landed at Le Bourget Field in Paris, France -- 10:22 P.M., May 21

there a crowd estimated at 150,000 spectators stormed the field

they dragged Lindbergh out of the cockpit and literally carried him around above their heads for nearly half an hour

Lindbergh's daring earned him the admiration of Frenchmen and Americans alike

(when he spoke of the *Spirit of St. Louis* Lindbergh always referred to the plane simply as "we") although his nickname was "Slim," he became known as "Lucky Lindy" and "The Lone Eagle" since he was a U.S. Army reserve officer, he awarded the nation's highest military decoration, the Medal of Honor, for his historic exploit

Lindbergh's fame also brought him less desirable attention

(in what became known as the "crime of the century")

twenty-month old Charles Augustus Lindbergh, Jr., was abducted from his crib

by an intruder in the second story nursery of his family's rural home -- March 1, 1932 negotiations resulted the payment of \$50,000 in gold certificates, but this proved futile when the infant's remains were located in the woods near a road two miles from the Lindbergh home

a month later the Congress passed the so-called “Lindbergh Law” [June 13, 1932]
which made kidnapping a federal offense)
(Charles Lindbergh expressed racist and pro-Nazi sympathies
he argued that America did not have any business attacking Germany
he believed in the Monroe Doctrine which separated the U.S. from the affairs of Europe
during the Second World War he was accused of being “pro-Nazi”)
(Lindbergh’s reputation as a decent, moral man also came under attack
DNA tests showed he fathered her three children with German hat-maker Brigitte Hesshaimer
he may had as many as seven children in Germany
it was reported that ten days before he died Lindbergh wrote three letters from his hospital bed
to three mistresses and requested “utmost secrecy”)¹⁵

AMERICAN PUBLIC IS FACINATED WITH SETTING RECORDS

Record performances of the Silk Trains were publicized far and wide to the benefit of the companies
“Roaring Twenties” reflected a fascination with speed and setting records
contests such as marathon dancing and flagpole sitting were reported and admired
when Charles A. Lindbergh made his solo flight across the Atlantic -- May 1927
Americans went wild -- as did the French public where he landed
(debut of the greatly anticipated Ford “Model A” saw millions people
brave rain, snow and freezing temperatures to catch a glimpse [December 1927])

FOSS MARITIME TUG SUFFERS A GREAT LOSS

“The War to End All Wars” [1917-1918] propelled the small towing business to a new level
Foss purchased interest in a Seattle-based towboat company
Thea Foss died a day before her 70th birthday -- June 6, 1927
Thea Foss Waterway, a 1-½ mile inlet in Tacoma's industrial area that is connected to Puget Sound
is named after her as a remembrance of her foresight, hard work and success
(Foss Maritime was bought [1987]
by Saltchuk Resources, Incorporated -- a privately owned family investment company
that that primarily focuses on maritime transportation.
although Foss Maritime continues to operate independently, it is now part of a worldwide network
green and white colors that Thea Foss painted her first rowboat
are still used on the company's powerful state-of-the-art tugs
which can now be seen in waters throughout the world)

WILLIAM T. “PADDY” MORRIS PROVIDES A HISTORY LESSON

¹⁵ Rudolf Schroeck, *Das Doppelleben des Charles A. Lindbergh (The Double Life of Charles A. Lindbergh)*, 2005.

Tacoma Delegate William T. "Paddy" Morris

attended the 1927 International Longshoremen's Association (ILA) Convention

there he reviewed for members the series of broken strikes

that had overwhelmed Pacific Coast Longshoremen

San Francisco [1919], Seattle [1920] Portland [1922] and San Pedro [1923]

To maintain control of the waterfront after smashing the unions,

employers in Seattle, Portland, San Pedro, and smaller ports

set up their own hiring halls (fink halls)

they required all longshoremen to work out of those halls

fink halls divided the longshoremen competing for work into two groups

"steady men" who made up company-preferred gangs

"casuals" who were relegated to occasional undesirable jobs

or he could even be blacklisted to eliminate troublemakers and union agitators

RADIO STATION KPCB ENTERS THE SEATTLE MARKET

KPPCB, 650 on the AM dial was a small day-time only 100-watt station

it was owned by Moritz Thomsen whose Pacific Coast Biscuit Company (thus the call letters)

competed with the Fisher flour family who owned KOMO

Seattle's National Broadcasting Company (NBC) affiliate at the time

EMMA SMITH DEVOE PASSES AWAY

Long-time campaigner for women's suffrage died in Tacoma at age 79-- 1927

her efforts in Washington state were both effective and controversial

she served as president of the Washington Equal Suffrage Association

and National American Woman Suffrage Association for which she was a paid organizer

she avoided alienating potent forces, such as big business and the brewers,

by urging supporters like labor and temperance organizations

to support the movement quietly rather than aggressively

she brought to a head controversies with the Eastern Washington suffrage clubs

led by Spokane's more outspoken May Arkwright Hutton

she told her workers to remain "good-natured and cheerful" to demonstrate

suffragists did not want to change women's traditional homemaker role

Despite what some considered a heavy-handed leadership style,

Emma Smith DeVoe's contribution to the suffrage movement was extraordinary

After ratification of the Nineteenth Amendment, DeVoe entered Republican Party politics

she eventually rose to leadership positions on the state and national levels

Emma Smith DeVoe was mourned in newspaper headlines as a "Mother of Woman's Suffrage"

she was elected to the National Women's Hall of Fame in Seneca Falls, New York [2000]

OYSTER INDUSTRY SUFFERS FROM A VARIETY OF ILLS

Over-harvesting and pollution from logging and industrial development and human occupation pushed the small Olympia oyster into decline

Red liquor discharged by Mark Reed's Edward M. Mills' and Isadore Zellerbach's new Rainier Pulp and Paper Company which began operation -- 1927 devastated the oyster beds in Oakland Bay fish swam up Hammersly Inlet and rolled over dead in the discharge plume

Oyster growers sued the pulp mill and the community of Shelton split between the need for mill jobs and the oyster business citizens there raised \$166,000 (Mark Reed was the top contributor) to buy up the oyster beds in Oakland Bay and Hammersly Inlet nonetheless 350 jobs moved to Hoquiam

Other growers tried without success to transplant Eastern oysters however, larger species of oysters from Japan took well to the Northwest and they did not require as much work as the Olympia oyster (Japanese oysters eventually dominated the market)

MILWAUKEE ROAD REORGANIZES

Defunct Chicago, Milwaukee, and St. Paul Railroad emerged from receivership as the Chicago, Milwaukee & St. Paul and Pacific Railway incorporated [March 31, 1927] new railroad company officially adopted the familiar trade name *The Milwaukee Road* Operation of 10,000 miles of track from Chicago to the Pacific coast began -- January 13, 1928 *Hiawatha* was the company's famous high-speed train that reached speeds of over 100 mph (over time, traffic began to die off and the high cost of maintaining its transcontinental route forced the railroad to gradually sell off portions of its track this company was driven into bankruptcy three times, [1925], [1935] and, finally, [1977]) (an employee plan to purchase the Puget Sound extension was deemed financially unrealistic by the federal Interstate Commerce Commission which cleared the way for abandonment approval [January 30, 1980] less than a month later, bankruptcy court judge Thomas McMillan authorized an embargo of the transcontinental lines)

BERTHA K. LANDES IS DEFEATED AS THE MAYOR OF SEATTLE

Bertha Landes served as the first woman mayor of a major American city after her [1926] landslide victory

an honest official, she ran a scandal-free administration but it only lasted two years
she supported city planning and zoning, improved public health and safety programs,
she and promoted social concerns such as hospitals and recreation programs
she encouraged the use of professional expertise in many areas
and advocated hiring by merit through a strengthened Civil Service Commission
Political unknown Frank Edwards defeated her in her bid for reelection -- March 1928
he spent a lavish campaign budget well -- Landis blamed her defeat on "sex prejudice"
Bertha K. Landes spent the rest of her life as an un-elected civil leader and journalist
who focused her attention on the importance of having women in politics

GOVERNOR HARTLEY CONTINUES HIS CAMPAIGN AGAINST THE LEGISLATIVE BUILDING

On the day before the state executives were to move into the \$7 million Legislative Building
Governor Hartley marked the occasion with a speech -- March 27, 1928
he attacked the free-spending legislators as he noted **"Today is an epochal day but it brings
no joy to the heart of the taxpayer."**
he concluded: **"May the new building be a deterrent, rather than an incentive, to future
extravagance on the part of those in whose hands the business affairs of the state are entrusted."**¹⁶

(But Governor Hartley took expressions of his disapproval to even greater extremes
he loaded some of the new capitol's "sumptuous furnishings" such as the pricey cuspidors
into an automobile and paraded them about the state to prove that others in Olympia
had no restraint in spending the taxpayers' hard-earned money
that the posturing governor had made sure his own office in the Legislative Building
would be the most elegantly appointed of all was not mentioned in his speeches)

PRICE FOR SILK FALLS AS TRANSCONTINENTAL SHIPPING DECREASES

Only five percent of the raw silk entering the United States did so via the cheaper all-water route
through the Panama Canal -- 1928
Although the Great Northern Railway could compete successfully with other railroads
it could not control the price of raw silk
increasingly silk importers turned to ocean travel and a Panama Canal crossing to cut costs
These developments had an inevitable negative impact on West Coast ports
Seattle's Chamber of Commerce tried to maintain the volume of silk moving through the port
by inducing railroads to reduce rates -- but silk receipts dropped rapidly

PRIVATE UTILITY COMPANIES TIGHTEN THEIR GRIP ON RURAL CUSTOMERS

¹⁶ J. Kingston Pierce, HistoryLink.org, Essay 5443, April 2, 2003.

Holding companies were organized for the purpose of acquiring access to utilities -- 1928

Electric Bond and Share Company was the largest private utility in the nation
with control of fifteen percent of the nation's output of electricity
including fifty-three percent of the electric load in the Pacific Northwest
to enhance the company's return on investment
electricity users ended up paying high charges for nominal services

Clark County demonstrated a typical example of price gouging

Clark County was served by Northwestern Electric Company
which was owned by American Power and Light Company
which was in turn owned by Electric Bond and Share Company

Northwestern Electric leased its lines and transformers from Pacific Power and Light Company
which also was owned by American Power and Light

therefore, electric ratepayers in Clark County not only paid a rate high enough
to cover the "sweetheart" leasing costs Northwestern paid to its parent company
but also paid a rate that was high enough to earn a profit for Northwestern
to earn a profit on American Power and Light's stock
and to earn a profit on Electric Bond and Share Company stock
it was a profit on a profit for a profit

STATE GRANGE WANTS ELECTICITY PROVIDED TO RURAL AMERICANS

Farmers grew tired of the abuses and failures of the utility companies -- 1928
they wanted to get rid of the old kerosene or coal oil lamps
they wanted to have the benefits of electricity that their city neighbors enjoyed
without having to meet demands they considered to be outrageous
conditions were ripe for a rural revolt

With the help of State Representative Home T. Bone who served as council,

Washington State Grange drafted a proposed law that would give citizens in rural areas
the same right to form publicly owned electric systems that was enjoyed by city residents

Grange members had in mind one of the strongest public power laws in the nation

their proposal called for a municipal corporation
that would provide utility service without profit,
that would be operated by a board of elected citizens,
that would have the power to issue revenue bonds,
that could use the right of eminent domain to take over

properties of a private power company if that company refused to sell
fearful of the domination private power interests had over the state legislature,
Grange submitted their bill through an initiative to the voters

although the group needed only 40,000 signatures to get the proposal on the ballot,
they collected over 60,000 in two months
Grange's rural electrification Initiative was to the legislature (to be enacted in the 1929 session)

SAUL HAAS MEETS STATE REPRESENTATIVE HOMER T. BONE

After leaving the defunct *Seattle Union Record* Haas moved to *The Seattle Star* -- 1928
Haas found progressive Homer T. Bone, a zealous, sharp-tongued champion of public power
and an advocate for the worker, the farmer, and the "common man"
their shared empathy for the worker fostered a mutual hatred
of the adventurer capitalism of the time

BOEING IMPROVEMENTS LEAD TO COMPANY EXPANSION

Boeing employed more than eight hundred people
who designed and manufactured several types of airplanes
Boeing became a leader among aircraft companies in the United States
Boeing Air Transport Company constructed the first airplane designed to carry passengers
their newest airplane was capable of carrying twelve civilians -- 1928
this plane was added to the growing fleet of aircraft being produced
Boeing implemented the first international air service
when they carried passengers from Seattle to British Columbia
company success as a passenger carrier service
led to the plane being enlarged to carry eighteen people
stewardesses were hired at a rate of \$125 a month -- 1928
that year Boeing carried 230,000 pounds of mail and 525 passengers
Boeing's success led to formation of the new Boeing Airplane and Transport Corporation
to oversee the operations of its two divisions -- construction and transport -- 1928
(Boeing Airplane and Transport Corporation later became United Airlines)

GREAT NORTHERN RAILWAY TUNNEL THROUGH THE CASCADES

Fifty cubic yards of granite separated the east from the west ends of the tunnel
400 pounds of gelatin dynamite was wired to blasting caps
President Calvin Coolidge waited in the Oval Office
for 4:00 p.m. Eastern time -- May 1, 1928
2,700 miles away 1,000 feet underground people waited for 1:00 Pacific time
President Coolidge touched a telegraph key
a blast was touched off and the chamber under the Cascades began to vibrate
a muffled roar and a powerful rush of air escaped the tunnel

fine particles of rock dust rained down
After a brief wait to allow gasses to escape
compressed air “mucking machines” moved up the tracks
blasted rock was soon scooped up opening a crawl space through the Cascade Mountains

EZRA MEEKER BECOMES ILL

Henry Ford had built Meeker a special vehicle
an automobile chassis fitted with a covered wagon top which he called the “Oxmobile”
Meeker had driven the Oxmobile east
planning to visit Ford production plant in Hamilton, Michigan
when he reached Detroit, Meeker became ill while visiting with Henry Ford -- summer 1928
Meeker spent several months in the Ford Hospital
before he was loaded onto a Pullman car for the three-day trip home by rail

ALEXANDER SCOTT BULLITT RUNS FOR THE OFFICE OF GOVERNOR

Scott Bullitt enhanced the Democratic organization he had founded [1926]
to support his race for governor as a Democrat in the Primary Election -- August 14, 1928
Bullitt studiously avoided making any comments on his chief rival, Democrat Stephen J. Chadwick
he also remained silent on the subject of Prohibition
rather than relying on the ineffective traditional Democratic Party for campaign support,
Bullitt built his own version of the party
Scott Bullitt campaigned across the state as if he had already won the general election
he spent his time and energy attacking the conservative Republican incumbent
Governor Roland Hartley
Many of the Democrats who supported Chadwick dismissed Bullitt
as a rich, vain, egotistical political annoyance -- they seriously underestimated him
during the primary campaign Bullitt was approached
by a young University of Washington law student interested in politics: Warren G. Magnuson

PUGET SOUND ELECTRIC RAILWAY COMPANY SUFFERS ECONOMIC COLLAPSE

Seattle-Tacoma service interurban rail service was hard hit by automobile and bus competition
with the opening of Highway 99, the company ended operations -- 1928
(Seattle-Everett service ended eleven years later [1939]
Seattle ripped up its streetcar lines [1941]
several rail rapid transit proposals were rejected
before regional voters approved a Sound Transit system [1996]
Sound Transit inaugurated commuter rail service

between Seattle and Tacoma [September 2000])

OYSTERS GROWS INTO A MAJOR WASHINGTON INDUSTRY

After a very slow start, the industry began to expand -- 1928

“seed” production in Japan greatly increased -- and at a lower price than before

Willapa Bay became an area of extensive oyster development

this new shellfish industry joined clamming, crabbing, and shrimping

as an important Northwest industry

ELECTION DAY IS HELD ACROSS THE NATION

Conservative Republican Governor Hartley defeated Democrat Scott Bullitt -- November 6, 1928

while Bullitt lost the election, but he had introduced Warren G. Magnuson

(who was known as Warren to his close friends and “Maggy” to everyone else)

to Democratic politics

Hartley’s conservative administration further reduced government control on business

as Washington state’s political leaders echoed policy changes in the nation’s capital

Democratic U.S. Senator Clarence Dill of Washington also was reelected

because most Washingtonians supported his pro-Columbia River dam position

PEARL ANDERSON WANAMAKER IS ELECTED TO THE STATE LEGISLATURE¹⁷

Within a year, of getting married, Pearl was bored and ran for the 50th District House seat --1928

she ran successfully on the issue of a proposed Deception Pass Bridge

between Whidbey and Fidalgo Island which she favored

Freshman Representative Pearl Wanamaker was one of four women in the State House

as a Democrat she was also in the minority [1929-1930]

having run on the bridge issue and being the daughter and wife of civil engineers,

Pearl took great interest in highways and bridges

she helped shepherd the Deception Pass Bridge bill through both state houses

but it was killed by the busy veto pen of Republican Governor Roland Hartley

After losing a spirited battle to override the governor’s veto Pearl considered herself a failure,

she left the legislature, went back to Camano Island -- she taught high school and had a baby

in fact, in three years she had three babies: Robert [1932], James [1933], and Joanna [1934]

(without maternity leave or fuss, she taught school and held public office during her pregnancies)

END OF THE TRAIL FOR EZRA MEEKER

Ezra Meeker, very seriously ill, had returned to Seattle by train from Detroit

¹⁷ Michael Hood, HistoryLink.org, Essay 9171, September 26, 2009.

he took up residence in the Frye Hotel
Meeker was well known locally as a rugged Pacific Northwest pioneer
even before he took up the cause of marking the Oregon Trail
Ezra Meeker had become a household name throughout the nation
to many who read newspaper stories about his exploits he was a symbol of the American pioneer
he was the self-appointed spokesman for the men and women who walked the emigrant road
and for the dead they buried along the way
during his final days *The New York Times* published frequent bulletins on his condition
As he lay dying, two chartered airplanes flew above the hotel
they were loaded with coastal rhododendrons -- Washington's state flower
Seattle Post-Intelligencer reported [December 4, 1928] that as the planes soared over the hotel
they **“dipped their wings in salute and the pilots released their blossoms, which showered
the hotel and the crowds in nearby streets”**

Ezra Meeker died twenty-seven days shy of his 98th birthday -- December 3, 1928

Meeker's long life had extended the nation's historic reach back to a different time

Members of the Washington State Historical Society filled Meeker's famous covered wagon
with an enormous floral wreath

a prize show pair of oxen to pull the wagon to the Hamilton Mortuary in Puyallup

hundreds of mourners attended the service

among them were many schoolchildren whom Meeker had met

in his educational visits to Washington classrooms

Meeker's funeral service was conducted at Westminster Presbyterian Church

Ezra Meeker was buried beside his wife Eliza Jane in Puyallup's Woodbine Cemetery

(Oregon Trail Memorial Association erected a marker engraved

with a covered wagon drawn by two oxen over the pair of graves [1939])

(Although the Meekers' tiny cabin in downtown Puyallup was gone by the early twentieth century

the ivy Eliza Meeker planted near the front door still flourishes in Puyallup's Pioneer Park

now trained over a pergola that marks the site of Ezra and Eliza Meeker's first Puyallup home)

In his lifetime Ezra Meeker was a busy author -- some of which have been reprinted, include:

Washington Territory West of the Cascade Mountains by Ezra Meeker 1870

Hop Culture in the United States by Ezra Meeker 1883

Pioneer Reminiscences of Puget Sound by Ezra Meeker 1905

The Tragedy of Leschi by Ezra Meeker 1905

The Ox-Team of the Old Oregon Trail by Ezra Meeker 1907

Ventures and Adventures of Ezra Meeker by Ezra Meeker 1909

Personal Experiences on the Oregon Trail 60 Years Ago by Ezra Meeker 1912

The Busy Life of 85 Years: Ventures and Adventures by Ezra Meeker 1916

Seventy Years of Progress in Washington by Ezra Meeker 1921

Ox Team Days on the Oregon Trail by Ezra Meeker and Howard R Driggs 1923

Kate Mulhall, A Romance of the Oregon Trail by Ezra Meeker 1926

Covered Wagon Centennial and Ox Team Days, Oregon Trail Memorial Edition,
by Ezra Meeker and Howard R. Driggs 1931

GREAT NORTHERN RAILWAY TUNNELS THROUGH THE CASCADES

Seven months after the original tunnel was opened two main tunnels were connected tunnels, walled in concrete, were sixteen feet wide and twenty-two feet ten inches high this project was completed -- December 1928

Both train time and economic efficiency improved profits for the company reduced the summit to from an original 4,059 feet to an average elevation of 2,500 feet with a grade of 1.56 per cent

STATE LEGISLATURE CONSIDERS THE RURAL ELECTRIFICATION INITIATIVE

Republicans once again held the power in the legislature

State Senate was composed of forty-one Republicans and one Democrat

in the State House of Representatives, Republicans held ninety-one seats and the Democrats six

State Grange-sponsored Initiative was introduced -- January 1929

however, legislators refused to pass the bill in the 1929 session

so, under procedures outlined in the State Constitution, the bill was placed on the ballot for the general election of [November 1930] -- listed as State Initiative Number 1

SECOND GREAT NORTHERN RAILWAY CASCADE TUNNEL PROJECT IS COMPLETED

New tunnel, built a few miles south of Stevens Pass was a replacement of the earlier tunnel its western entrance is near the confluence of Tunnel Creek and the Tye River

Cascade Tunnel was cut through solid granite as straight as humanly possible

construction required 237 freight cars of dynamite (4.7 million pounds)

at 7.8-miles, this would be the longest tunnel in the Western Hemisphere from [1929-1989]

it connected Chelan County on the east (Berne, Washington)

with King County on its west (Scenic, Washington)

new tunnel reduced the summit by 501 feet to an altitude of 2,881 feet

Length of time needed for construction, almost four years, set a world record

this was the largest bore of any single-track tunnel when it was finished:

sixteen feet wide inside the two-foot thick concrete lining

opening was twenty-one feet high from the top of the rail to the top of the arch

construction of the tunnel was one of the major engineering feats of the decade
accuracy of the survey was exceptional with error of only 0.02 feet in horizontal alignment
it was just eight inches shy of a perfect union on the sides
and just nine inches off grade on the bottom
project was completed at a cost \$25 million and nine lives

GREAT NORTHERN RAILWAY TUNNELS THROUGH THE CASCADES

Long single-track Cascades Tunnel through Stevens Pass

was dedicated by President-elect Herbert Hoover

during a coast-to coast NBC radio broadcast -- January 12, 1929

With the opening of the new tunnel, all switchbacks and the old tunnel itself were abandoned

(second Cascade Tunnel continues to be a vital transportation artery in the Pacific Northwest)

GREYHOUND CORPORATION COMES INTO EXISTENCE

(Swedish immigrant Carl Wickman moved to the United States and became a iron mine drill operator
in Alice, Minnesota until he was laid off [1914]

he became an unsuccessful Hupmobile [a make of automobile] salesman in Hibbing, Minnesota

he used his last seven-passenger Hupmobile to transport from Hibbing to Alice

which was known for its saloons

Wickman charged fifteen cents a ride

Wickman partnered with Ralph Bogan who was providing the same service from Hibbing to Duluth

Mesaba Transportation Company made \$8,000 in profit in its first year [1915]

mergers with other private bus companies allowed Wickman to expand his territory

Wickman's bus operations became known as the Greyhound Lines [1926]

General Motors was issued a contract to construct Greyhound busses

service from California to New York was initiated [1927]

Greyhound Bus Company earned a profit of \$6 million [1928])

Nationally, the Greyhound Corporation was formed --1929

eventually the corporation acquired most of the bus lines of the Pacific Northwest

by the end of the decade, nearly every major railroad in the Pacific Northwest

had substituted bus service on lightly patronized branch lines

transportation monopolies run by railroads faced a new, more mobile competitor

AIRPLANES ALSO COMPETE WITH RAILROADS

First airplanes to carry passengers consisted of open cockpit planes that carried a passenger or two
in addition to the mail

Boeing Company secured a federal contract to operate between San Francisco and Chicago

carrying mail and two persons per airplane

Boeing Air Transport held thirty percent of the air mail and air passenger market in the United States [1928]

Competitors threatened Boeing's market share

William Boeing accepted an offer to merge his airline and manufacturing business with engine supplier Pratt & Whitney and with Standard Propeller Company
United Aircraft and Transport Corporation was formed -- 1929

Boeing became chairman of the board of directors

(Boeing Air Transport later expanded into United Air Lines)

RURAL ELECTRIC PROPOSAL IS DEBATED ACROSS THE STATE

State Initiative Number 1 was to be submitted to the voters for their approval -- 1929

Like the previously submitted public power measure [1924] there was a hard fought campaign private power companies called it the most dangerous tax measure ever submitted to the voters of the state

president of one utility company warned voters that the bill was "filled with dynamite" and was a "new departure along the line of political ownership of business"

State Representative Home T. Bone, on the other hand, told voters that if the private utilities beat this bill they "**will have the country people by the throat so far as electric light and power rates are concerned.**"¹⁸

CONGRESS ESTABLISHES THE FEDERAL BUREAU OF PRISONS

For the first time in American history, coordinated administration of the federal prison system was accomplished -- 1929

because they were used to operating independently,
prison wardens did not appreciate the newly imposed bureaucracy¹⁹
to ensure the new prison system would run smoothly
many adjustments in supervisory personnel were made

McNeil Island penitentiary saw a new and bigger power plant constructed outside the prison

Funds were appropriated to move the bodies of eighty-six pioneers off the McNeil Island to cemeteries of the families' choice

Also, the U. S. Public Health Service was authorized to provide medical services to federal prisons

GREAT NORTHERN RAILWAY INTRODUCES ITS PREMIER PASSENGER SERVICE

Great Northern introduced its new *Empire Builder* train -- named to honor James Jerome Hill

¹⁸ Public Power in Snohomish County, 2002-2019 Snohomish County PUD.

¹⁹ Daryl C. McClary, HistoryLink.org, Essay 5238, April 17, 2003..

this flagship train linked the Midwest with the Pacific Northwest in 6.3 hours -- June 11, 1929
and replaced the *Oriental Limited* as the railroad's premier train
It was no coincidence that when the inaugural run left St. Paul's Union Depot the *Empire Builder*
was pulled by engine Number 2517 *Marathon* -- the fastest of the Silk Trains
(Today the main line of the Burlington Northern Railroad passes through the Stampede Pass tunnel
Amtrak's *Empire Builder* between Seattle and Spokane still runs through it
however, speed through the tunnel is restricted to twenty-five miles per hour)

GREAT NORTHERN RAILWAY SILK SHIPPING DECLINES

American ships operating out of Seattle and California to Japan
carried the bulk of the raw silk to the United States
As silk prices dropped, interest and insurance costs also declined
silk importing companies found the falling prices
no longer justified the expense of overland shipping
use of the longer all-water route to New York became increasingly frequent -- 1929

DROUGHT SWEEPS ACROSS THE NATION

Several factors all seemed to come together at the same time -- 1929
problems had been building up for at least a decade
Great Plains early on in our history had been called "The Great American Desert" -- it was true
this entire area was mainly covered in native grasses which kept the soil healthy and in place
Farmers were part of the trouble
more land was planted to meet the rising need (and profit) induced by the World War
to plant more crops, farmers were buying new land and equipment on credit
new technology developed that allowed farmers used to tear up land even faster
farmers did not rotate crops nor did they leave areas of native grasses
rather they dug up everything and planted crops
native grasses were now underneath and the dirt on top
Economics were devastating for farmers
crops burned in the fields in an effort to drive prices upward
farm mortgages were foreclosed by banks -- farmers move into cities
tax-delinquency took land out of production and added to the nation's trust lands and parks
Nature played a role in the water shortage
light snows in the mountains and early thaws in the spring were a factor in the drought
winds carried water vapor away from the coasts instead of inland

PUBLIC UTILITY DISTRICTS COME INTO EXISTENCE IN WASHINGTON

Success of municipal power companies throughout the nation and in Tacoma pushed the demand for electricity was to the limit however, electricity did not reach out to farm families high costs kept municipal electric systems out of rural areas

Because of discontent over lack of electric service in rural areas due to the failure of private power companies or municipal plants to serve them there grew a demand by farm people for some other form of agency through which they could get the benefits of electricity

Voters of Washington started an initiative campaign -- 1929 that requested a new form of municipal corporation to provide service to rural residents these became known as Public Utility Districts (PUDs) movement to form such service districts rapidly gained momentum

INTERNATIONAL LONGSHOREMEN'S ASSOCIATION EXPANDS ITS MEMBERSHIP

Longshore unions along the Pacific coast barely held on under management's fink hall hiring Everett longshoremen returned to the ILA

when they faced a threat of compulsory physical examinations and an age limit of forty-five years --1929

old-timers, who believed they must organize to prevent the employers' plan, appealed to the ILA for assistance in resolving the dispute

Longshoremen's union sent Paddy Morris from Tacoma to Everett -- June 25, 1929 there a group of longshoremen soon formed a union Local 38-76 grew to almost 250 members [in July]

SCOTT BULLITT CONTINUES TO ORGANIZE THE DEMOCRATIC PARTY IN WASHINGTON

Scott Bullitt was elected at the State Democratic Party Convention in Spokane

to serve as Washington State Democratic National Committeeman [July 1929]

Bullitt strove to expand the political base he had created in his run for the governorship he was also actively involved in the prohibition of the sale of alcohol "wet-dry" debate he sided with the "wets" who advocated an end to Prohibition

ANOTHER LONGSHOREMEN'S LOCAL UNION IS FORMED

Following the lead of Everett longshoremen, Grays Harbor also wanted An ILA affiliate in response to their appeal, Paddy Morris went to Aberdeen

when district funds for organizing became exhausted the international union put him on the payroll -- August 5 to [December 28]

Morris found conditions on the Grays Harbor waterfront deplorable

aided by many local union veterans, the organizing drive went forward

International Longshoremen's Association installed the charter for Gray Harbor Local 38-77
Grays Harbor was the second port in Washington to successfully defy blacklists and organize a union
they dared to demand small improvements in their working conditions -- and won them
they proved that unions could exist because employers needed their skills
management's fink halls were becoming vulnerable

MINE PRODUCTION IN WASHINGTON DECLINED

Twin towns of Newcastle and Coal Creek were Company towns first and foremost
these two communities once had as many as 600 houses between them
While neighboring communities such as Renton and Issaquah had their coal mines
these towns existed before the mines -- they had other industries and farming to maintain them
Work in the mines declined with many three-day work weeks
bunkers and coal cleaning plant burned at Newcastle and Coal Creek -- August 14, 1929
Pacific Coast Coal Company closed their mine for good
when the company left Newcastle and Coal Creek the towns left too
all mining equipment was either removed for use elsewhere or sold for scrap
all of the houses were either sold and moved or dismantled for materials

PROSPERITY SWEEPS ACROSS CITIES AND SUBURBS

"Roaring Twenties" was a time of wealth and excess -- financial speculation ran wild
after a six-year run the Dow Jones Industrial Average increased in value fivefold
rising share prices encouraged more people to invest
people hoped the share prices would rise further
Despite the dangers of speculation, many believed the market could sustain high price levels
hundreds of thousands of Americans invested heavily in the stock market
many of them borrowed money to buy more stocks
stock brokers routinely provided small investors
more than two-thirds of the face value of the stocks they were buying
over \$8.5 billion was out on loan
more than the entire amount of currency circulating in the U.S. at the time

"BLACK THURSDAY" HITS THE STOCK MARKET

Dow-Jones Industrial Average of stock prices had remained near its historical high
when the stock market hit an average of 381.17 [September 3]
New York Stock Exchange typically traded around four million shares each trading day
Stock prices finally turned down -- October 24, 1929

this was the first major fall in stock prices in over a decade
record numbers of stock, 12.9 million shares, were exchanged at falling prices
Systems for tracking the market prices could not keep up with the trading volume
(this may have contributed to panic selling on that day)
at one point, ticker tapes were running nearly ninety minutes behind the market
by the end of the day, the market had fallen thirty-three points or around nine per cent
Seattle Times reported President Herbert Hoover and business leaders were not worried

LARGE U.S. BANKERS ATTEMPT TO BOOST STOCK PRICES

Several of the nation's largest bankers met -- Friday, October 25
among attendees were the heads of Morgan Bank, Chase National Bank, and National City Bank
they ultimately decided to purchase a number of U.S. Steel shares above market price
(this had worked during the [1907] Wall Street scare)
In those days, the stock market traded six days a week instead of five
bankers' move led to a slight increase in stock price on Saturday, October 26
but over the weekend many investors lost faith in stocks and decided to sell their shares

"BLACK MONDAY" SEES PANIC SELLING OF STOCKS CONTINUE

(Following Black Thursday, the market bounced back a bit on Friday
this led to a sense of security over the weekend as investors felt the market could rebound)
Stock Market conditions quickly deteriorated again on "Black Monday" -- October 28, 1929
high trading volumes once again put pressure on the flow of information
trading volumes were near 9.25 million shares as market confidence declined sharply
by the end of the day the market was down another thirteen per cent

"BLACK TUESDAY" DEALS THE FINAL BLOW TO THE ECONOMY

Stocks sold at a record pace: 16.4 million shares changed hands -- October 29, 1929
ticker tape machines fell behind by nearly three hours
with all hope of a market recovery now gone, panic selling continued
Wall Street prices fell another twelve per cent
(Over the next month the market continued to decline sharply,
however, the market would not bottom out until [July 1932]
when the Dow hit 41 from a 1929 high of 381 -- a decline of nearly ninety per cent)

CLOSURE OF THE U.S. STOCK EXCHANGE

Threatened with a breakdown of its personnel and of its physical machinery after an exhausting week
leaders of the New York Stock Exchange

decided to reduce the trading period from five to three hours -- October 31, 1929
Stock Exchange opened at noon instead of the usual 10 o'clock
leaders also decided to suspend trading entirely for two days [November 1 and 2]

UNITED STATES FACES THE GREAT DEPRESSION

During this period business was weak and many people were out of work
twelve million Americans lost their jobs;
5,000 banks failed,
U.S. Gross National Product was halved

Depression altered political atmosphere in America
before Depression hit, Americans valued rugged individualism
families were responsible for own well-being
charity was thought to begin at home

Crisis quickly turned into a worldwide economic crisis owing primarily to the close relationships
forged between the United States and Europe during World War
it was the industrial world's longest and most severe economic depression ever

SEVERAL CAUSES CONTRIBUTED TO THE GREAT DEPRESSION

Stock Market Crash of 1929

two months after the October crash, stockholders had lost more than \$40 billion dollars
even though the stock market began to regain some of its losses it just was not enough
at this point, America truly entered what is called the Great Depression

Bank failures

throughout the 1930s over 9,000 banks failed
bank deposits were uninsured and thus as banks failed people simply lost their savings
surviving banks, unsure of the economic situation and concerned for their own survival,
stopped being as willing to create new loans

Reduction in purchasing power

with the stock market crash and the fears of further economic woes,
individuals from all classes stopped purchasing items
this led to a reduction in the number of items produced and thus a reduction in the workforce
as people lost their jobs, they were unable to keep up with paying for items
they had bought through installment plans and their items were repossessed
more and more inventory began to accumulate

unemployment rate rose above twenty-five per cent which meant even less spending

American economic policy with Europe

as businesses began failing, the government raised the tariff on imports

to help protect American companies
this high tax on imports led to less trade between America and foreign countries
along with some economic retaliation

LABOR ISSUES REMAIN UNRESOLVED ALONG THE PACIFIC COAST

Management fink halls still dominated hiring practices for sailors -- 1929
fear and humiliation remained the harsh realities of seamen looking for shipping jobs
Sailors' Union of the Pacific (SUP) opened an office in San Pedro
(a port district of the city of Los Angeles)
this was the first sailor's union hall on the Pacific coast
International Seamen's Union President Andrew Furuseth
resented this new union of potential members
bickering and jurisdictional disputes became all too frequent

WASHINGTON STATE SUFFERS DURING THE GREAT DEPRESSION

Lumbering was Washington's biggest industry
this industry accounted for one-third of all manufactured products in the state
and employed one-half of all industrial employees in the state
lumbering suffered more from depression than any other industry
almost overnight more than 30,000 workers were unemployed in Seattle
North Bend, Hoquiam, and Aberdeen were hardest hit
it was not uncommon for every worker in a small town to be unemployed
Wobbly spirit rose again in the formation of the National Lumber Workers Union (NLWU) -- 1929
NLWU, which made no secret of its Communist sympathies,
as it carried on some of the old Industrial Workers of the World demonstration tactics
but the union was unable to bargain effectively with mill owners

Agriculture suffered to a lesser extent

Washington was free from drought during the depression
state had good harvest and large market
land was adaptable to specialized farming
orchard crops gained by increased irrigation and by planting more trees
yield was very high -- Washington was first in apple production; second in cherries and pears,
it was third in prunes and tenth in peaches

TACOMA LOSES ELECTRIC POWER

Severe drought in the region left water reservoirs too low to generate electricity
Tacoma in particular was hard hit as power production was cut back

Tacoma begged the Navy to move the aircraft carrier *Lexington*
from Bremerton to Commencement Bay

Lexington had four generators -- one was all that was needed to supply power for Tacoma
Telegrams to Washington, D.C. reminded the Navy how generous King and Pierce County had been
land had been donated land for

Camp Lewis, Sand Point Naval Air Station, and Fort Lawton

Lexington was ordered to Tacoma -- December 13, 1929

navy paid \$95,000 for the deployment

Tacoma paid \$20,000 for private moorage

Rain and snow arrived finally arrived and the city's water reservoirs began to fill

Tacoma's hydroelectric dams began to provide power

(*Lexington* set sail from Commencement Bay [January 16, 1930])